

Hughes Airwest to host meeting of local service airlines

More than 200 persons are expected to attend the spring meeting of the Association of Local Transport Airlines (ALTA) and the Association of Local Transport Airline Suppliers (ALTAS) to be hosted by Hughes Airwest in San Francisco May 22-24.

Participants include the chief executives of all regional airlines and officials of major suppliers.

The groups meet in joint session three times yearly to discuss problems and conditions common to the regional airline industry. Hughes Airwest last hosted the group in Guadalajara in 1971.

Speakers for the conference include Congressman Brock Adams of Washington, a member of the House Transportation and Aero-

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First systemwide saving bond drive begins June 4 for all Hughes Airwest employes

The company will launch its first systemwide U.S. Savings Bond drive June 4. Past campaigns have been limited to San Francisco.

Employes will have through June 15 to sign up for the plan. They will be contacted individually by drive chairmen in their departments.

The Series E Bonds are purchased through regular allotments set aside from each paycheck.

The amount of the paycheck allotment is up to the individual employe, depending on the denomination of the bond and the frequency of payments he selects.

Wayne Wiggins, director of personnel, emphasized that regularity, rather than amount, is the secret of successful payroll bond saving.

"We are encouraging every employe to sign up for as much as he can conveniently manage," Wiggins said, "and we have established 50 per cent companywide participation as a goal."

An employe may enroll when contacted by signing a card authorizing the company to set aside a specific amount from each paycheck for the purchase of the bonds, which will be sent to him when the purchase price has been accumulated.

The signed authorization card remains in effect until cancelled by the employe during his period of employment.

Series E Bonds are accrual-type registered securities available in denominations of \$25 for a purchase price of \$18.75, \$50 for \$37.50, \$75 for \$56.25 or \$100 for \$75.

Their current rate of interest is 5½ per cent, compounded semi-annually, when held to maturity five years and ten months after the date of purchase.

REGATTA ROYALTY



QUEEN OF THE FLEET—Linda Otteson, San Francisco-based flight attendant, reigned as queen of the London Bridge Regatta at Lake Havasu City. Linda, who lists sailing, swimming, tennis and horseback riding as her hobbies, joined the company in November, 1972. More than 200 sailboats took part in the regatta. Ahoy, mates!

Company-state sponsored art competition attracts 461 entries at Guadalajara

Nearly 500 persons attended the opening night festivities of the Hughes Airwest-State of Jalisco Art Exhibit and Competition May 8 in Guadalajara.

The event was the largest of its kind ever held in the Mexican city, according to Juan Francisco Gonzalez, director of Jalisco's department of fine arts.

Some 461 entries—including paintings and sculptures—were submitted by 208 artists. The entries took on a true international flavor because, although the artists were required to be residents of Jalisco, many were natives of other nations, including the United States, Canada, England, Israel, Italy and South America.

"The response was overwhelming," Gonzalez said. "We have more than double the number of entries we had in 1971." There was no competition in 1972.

The entries will be on display until May 22 in the Casa de la Cultura (House of Culture) in downtown Guadalajara.

Three winners will be named. Each will receive \$800 and a trip to San Francisco to coincide with the opening of the com-

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Employee response good to cost control request

Employee response to a request for cost control suggestions has been good, according to Richard Queenan, senior director of special projects, who is coordinating the company's expense control program.

Irving Tague, vice president and general manager, invited employes to make suggestions that would reduce company expenditures. The ideas, sent directly to Tague, will be analyzed with the responsible department head. The suggestor will receive an answer and a complete explanation on the outcome of the suggestion.

A special fund and certificate was established to reward and recognize employes for their efforts in the program.

"It is not our intention to give cash prizes for every idea," Tague said. "The fact that employes contribute to the effi-

(Continued on page 7)

Golf tournament planned by four company stations

Four stations on the Hughes Aircraft system are sponsoring golf tournaments. Each is open to all employees.

The first will be May 23 at the Tropicana Golf and Country Club in Las Vegas. Entry fee is \$14. Registration should be made through **John Otero**, Las Vegas operations.

Portland will hold its tournament May 26 at the Delta Park Golf Course. Send \$7 entry fee to **Sandy Ruff**, Portland maintenance.

San Diego will hold its tournament June 9 at the Singing Hills Country Club. Send \$10 entry fee to **Ernie Burks**, San Diego station. Special room rates are available for those staying overnight.

The Third Annual Orange County Interline Golf Tournament will be held July 21 at the Green River Country Club. Send \$14 entry fee to **Tom Chandler**, Santa Ana station manager.

Each tournament will feature trophies for top finishers and prizes for longest drives, closest to the pin and putting contest.

Gun-wielding bandit robs San Francisco ticket office

A gun-wielding bandit escaped with \$306 from the San Francisco City Ticket Office April 16 despite the extra efforts of a Hughes Airwest employe to catch him.

The bandit, described as a very thin young man of Latin-American descent with a pony-tail hair style, entered the CTO about 4:45 p.m. and demanded all the cash. Relief agent **Rick Van Koevering** gave him the money.

The robber put his pistol away as he turned to leave. Seeing this, Van Koevering decided to give chase. The robber ran several blocks and then hailed a taxi. While he was running, he pulled the gun again and pointed it at Van Koevering but did not fire.

Van Koevering was able to give police the taxi number but the robber escaped in heavy afternoon traffic.

More than 100 to attend Calgary operations confab

More than 110 persons are expected to attend the first annual Hughes Airwest operations department meeting to be held June 4-5 in Calgary.

It will be the first joint meeting of all management personnel from flight operations, stations, and maintenance, **Ed Altman**, vice president of operations, said.

Scheduled are workshops, seminars and joint meetings where problems common to each operations area will be discussed.



STARS IN THEIR EYES—Capt. Pat O'Grady (center), a Seattle-based Hughes Airwest pilot, was promoted to brigadier general in the Oregon Air National Guard in April. His wife, Martha, a former company flight attendant, and Col. Richard Miller, the adjutant general of Oregon, pinned on General O'Grady's stars.

Pat O'Grady:

Pilot named general in Oregon Air National Guard

Capt. Pat O'Grady is Hughes Airwest's second general.

He received his star April 7 from the Oregon Air National Guard. He is deputy chief of staff of that organization.

Hughes Airwest's other general is **Bill Schafer**, senior director of system stand-

ardization, who holds a one-star rank with the Washington National Guard.

O'Grady's flying career began in 1940 when he soloed in a Piper Cub. Since then he has flown almost every type aircraft in the Air Force fleet.

He joined the company in 1946.

O'Grady joined the Oregon Air Guard in 1954. Among the various positions he held with the Guard was commanding officer of the 142nd Fighter Interceptor Squadron. The unit won more major awards for professionalism under his command than any other National Guard flying unit in the country.

He has logged more than 30,000 accident-free hours in both military and commercial flying. His wife, Martha, is a former hostess.

Vacationing technician praised for extra efforts

A vacationing Hughes Airwest technician has been commended for his efforts in trouble-shooting an out-of-service aircraft.

W. A. Cranor, Las Vegas, was in Puerto Vallarta with his wife when he learned that a company DC-9 had a mechanical problem at that city's airport. He went to the airport, identified himself as an employe and then examined the aircraft.

When he learned the exact nature of the problem, he telephoned maintenance control in Phoenix, which, to that point had only a general idea of the difficulty.

Maintenance control was then able to send the appropriate replacement part and personnel to repair the aircraft. Cranor's action also enabled the company to establish a nearly exact schedule for repair, therefore allowing reservations personnel to inform passengers of the delay.

"Cranor's effort is a good example of an employe who goes the extra mile to help his company," **Bill Drechsler**, director of maintenance, said. "He is to be congratulated for his attitude."

Cranor joined the company in 1968.

Round-the-clock consumer service established by CAB

The Civil Aeronautics Board has established a round-the-clock consumer affairs telephone service.

Persons with questions or complaints about airline service may call the number —(202) 382-7735—to receive a direct answer from CAB personnel. Callers after business hours or on weekends will be asked to leave their names, address and telephone numbers and the name of the airline involved. A CAB staff member will return the call at the beginning of the next business day.

Expense for excess meals cut; employees reminded to list

A \$30,000 annual expense for excess in-flight meals is being eliminated by the customer service department.

In the past, the company boarded extra meals on certain flights that usually have more passengers than indicated on the reservation list. This was done to insure everyone got something to eat, said **Larry Curns**, director of the department.

"A recent internal survey showed that we could refine our meal ordering procedures to eliminate most of the cost of meal overages," he said.

But he warned that problems could develop on flights with non-revenue passengers that did not list their names with reservations.

"The meals are intended for paying customers," Curns said. "Non-revs are welcome to a meal. All we ask is that they tell us in advance they are going to be on board."

There have been instances lately where non-revenue passengers have failed to identify themselves to flight attendants when meal shortages were experienced. In some cases, revenue passengers were deprived meals.

"Employees who do not identify themselves when asked, whether they have listed or not, may face loss of pass privileges," Curns said.

Management club meeting draws members to Phoenix

More than 175 persons from throughout the Hughes Airwest system attended the first 1973 meeting of the Management Club.

Subsequent meetings are planned for Seattle in the summer and San Francisco in the fall.

Marketing department personnel presented a program designed to inform management employees about the progress of this year's marketing campaign. **Terry Ashton**, staff vice president of planning, gave an explanation of plans for expansion, aircraft acquisition and other planning related items.

Folding seat project tops one-third completion mark

The company's conversion of DC-9 aircraft to contain fold-down center seats is about one-third complete.

Eight aircraft have been modified so far. Delays have been experienced because the supplier of seat-cover material has not been able to deliver the product on schedule. No completion date has been set.



AIRCRAFT REPAIR—The first jet planes not belonging to Hughes Airwest to be repaired by company personnel have been processed at Phoenix. The first, a DC-9-10 returned from Thy Airlines of Turkey (above) to McDonnell Douglas, received a double engine change and other modifications prior to lease to AeroMexico. The second, a DC-9-15F, sold by Continental Airlines to Air Canada, received a major structural inspection and some minor repairs. Hughes Airwest's repair station certificate allows the company to do complete overhaul and repair work on DC-9 and F-27 aircraft on a contract basis for other aircraft operators. The outside work, which is expected to expand in the future, permits the company to make full use of its maintenance facilities and personnel.

George Scotch elected Hughes Airwest controller

George Scotch, 35, a six-year company veteran, has been elected controller for Hughes Airwest.



Scotch

Since joining the company, Scotch has worked as director of budgets, director of cost and payroll accounting and most recently as assistant controller.

Scotch attended Rutgers University, New Brunswick, N.J., De Paul University, Chicago, and the University of San Francisco, where he received a bachelor degree in accounting.

As controller, Scotch will direct Hughes Airwest's revenue and general accounting departments, oversee the corporate financial statements and be responsible for the budget.

Check cashing regulations allow travelers more change

Treasury Department regulations have been changed to allow customs officers to make up to \$50 in change for travelers' checks, U.S. government checks or money orders.

Previously, checks or money orders could not exceed the amount due customs by more than \$20.

Profile, potpourri tells facts; your reaction? "Gee whiz!"

What don't you know about your company?

You may be surprised when you receive a corporate profile and a collection of miscellaneous facts about the airline that will be mailed to the homes of all employees.

The two documents, prepared by the public relations department, have been updated and expanded to include a wealth of timely facts and factual trivia about Hughes Airwest.

They also will be available on request to individuals and departments requiring a supply of hand-out material with which to respond to outside requests for information on our airline.

For instance, after a quick reading you'll know:

- That the north-south span of our system covers nearly 2,500 miles.

- That our shortest segment is between San Francisco and Oakland, and our longest domestic hop is between Las Vegas and Spokane.

- That our corporate family tree dates back to 1941.

- That during 1972 we paid nearly \$3,350,000 in property, payroll and other taxes and licenses and consumed more than 75,000,000 gallons of fuel.

- That our systemwide payroll exceeded \$38,000,000 last year.

- And that the company flew its first jets on March 1, 1966 to five cities—Phoenix, Los Angeles, Las Vegas, Reno and Salt Lake City.



WORLD'S FAIR—Expo '74 World's Fair will open in May, 1974, with a spectacular array of pavilions, exhibits and statements by environmental concern groups. The fair will feature two aerial

tramways, an amusement park, an outdoor amphitheater, a 2,700-seat opera house and a major pavilion to be built by the United States. Some 5,000,000 visitors are expected.

Background information

All employees given new title: Ambassador to World's Fair

Each of the company's 3,400 employees has a new title of "ambassador" for the Expo '74 World's Fair in Spokane.

The distinction is the result of our recently being named the exposition's official airline.

Hughes Airwest's commitment to its success has been designated one of the top marketing priorities in the months to come.

The following information is intended to provide background on the World's Fair to each employee, who, as a representative of the company, also as an ambassador of Expo '74.

What: The Expo '74 World's Fair in Spokane is the only major international exposition scheduled in the U.S. during this

decade—the celebration period for the nation's 200th birthday.

When: May through October, 1974.

Where: The site will be a major demonstration of man's reclamation of a once-lost area in downtown Spokane. It will include two islands in the Spokane River, surrounded by the rugged Spokane Falls.

The Theme: "Celebrating Tomorrow's Fresh, New Environment." Expo '74 is the world's first international exposition to be themed to the environment and outdoor recreation. It will highlight and exhibit man's reawakened concern for his surroundings and what he is doing to improve them.

The Exhibitors: Every major nation is ex-

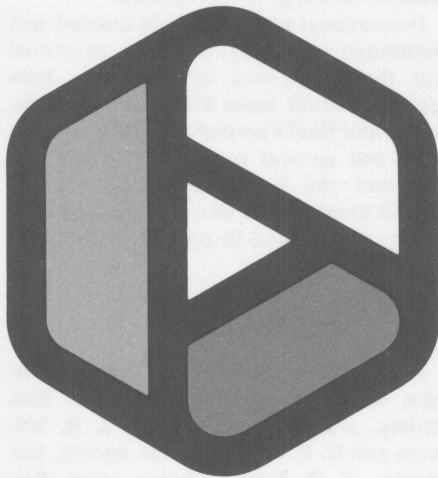
pected to participate. Invitations issued by President Nixon already have been accepted by Canada, Japan, Iran and the Soviet Union. A wide array of individual exhibits also will be featured, ranging from domestic and international corporations and industries to leading environmental groups.

Access to Spokane: Spokane is served by a modern, international airport and is on Interstate 90, the major automobile route between Chicago and the Pacific Coast. Airlines serving Spokane, in addition to Hughes Airwest—the official carrier for Expo '74—are Northwest, United and Cascade Airways.

Expected Attendance: During the six

months of the fair, up to 5,000,000 visitors are expected to pass through the gates.

The Symbol: Basically, the Expo '74 symbol is an adaptation of a three dimensional form to a flat plane, called "Möbius strip"—introduced by the German mathematician and astronomer Augustus Ferdinand Möbius. It is continuous; having no other side, no definable beginning and no end. Three colors are used: white expresses cleanliness of fresh air, blue stands for the purity of clean water and green represents the unspoiled natural beauty of growing plants and trees.



Some Features of Expo '74: Here are a few of the many attractions that will be offered at the fair.

— The \$11.5-million U.S. Pavilion will be one of the dominant attractions. The permanent structure will depict "man and nature, one and indivisible." It will incorporate waterfalls, quiet pools and a one-acre garden-courtyard overlooking the river.

— The \$7.5-million Washington State Pavilion, another permanent facility, will contain an exhibit area that will include a limited presentation depicting the various stages of man's relationship with the environment. The pavilion also will have a 2,700-seat opera house for many of the fair's entertainment and cultural offerings.

— Another facility to remain after Expo '74 is a 1,000-seat outdoor theater overlooking the river.

— A major exhibit of American art will include original works by the nation's most prominent artists.

— A specially built amusement area based on early life in the Inland-Pacific Northwest will combine the traditions of old Spokane and turn-of-the-century mining and lumbering camps with their modern decedants. Rides will include a descent into a mining cavern and an exciting log flume ride.

— Two aerial gondola rides will carry



OPERA HOUSE—The Washington State Pavilion for Expo '74 will be a combined opera house and exhibit hall. Construction for the \$7.5 million pavilion is underway.

visitors above the fair's crowds. One will traverse the site. The other will descend into the gaping, splashing chasm of the river's falls.

The Fair's Regional Impact: Expo '74 will create 4,000 new jobs during construction, operating and post-fair periods. It will have an estimated \$125-million total economic impact in the Washington and Idaho areas.

Total Cost: More than \$70 million will be invested in Expo '74, including state, federal and other participant expenditures, site acquisition and development and privately raised operating capital. Other than participants costs to state and federal governments, and development of a city park by the City of Spokane, no tax dollars are being used to fund the exposition.

Celebrating Tomorrow's Fresh New Environment...



The New World of RECREATION and LEISURE

Seasonal Sports • Vacation and Travel • Performing and Visual Arts
Camping • Hobbies and Crafts • Entertainment • Amusements



The New World of LEARNING

Environmental Education • Communications • Data Processing • Audio-Visual



The New World of INTERNATIONAL BROTHERHOOD

International Exhibitors • United States • States of the Union • Environmental Seminars and Conferences



The New World of SCIENCE and INDUSTRY

Agriculture • Lumbering • Mining
Energy • Medicine • Electronics • Petroleum



The New World of TRANSPORTATION

Automotive • Aircraft • Railway • Transit • Trucking • Boats



The New World of SPACE and WATERS

Air and Water Pollution Control • Oceanography • Aerospace



The New World of CONSERVATION

Wildlife • Forests • Lakes and Streams • Open Space



KITCHEN OF THE YEAR—The Los Angeles facilities of Sky Chef, which supplies meals on company flights from that city, received Hughes Airwest's Kitchen of the Year Foodmanship Award for outstanding performance. From left front are Nick Kaperonis, Icky Eknath and Ray Ommer of Sky Chef, and Art Pierce, Hughes Airwest's assistant station manager in Los Angeles; (back row, from left) Russ Fields, manager of passenger services, and Jim Jenks, manager of customer service standards. Harry Rubbright, director of airline systems for Aladdin Synergetics, suppliers of Hughes Airwest's Sundance Server, was named Catering Man of the Year for his work with the company.

April performance results continue at record-setting pace

Hughes Airwest's systemwide performance for April continued at its record-setting pace.

Aside from being the best over-all April in the company's history, several individual performance gauges achieved near all-time record levels.

Fare-paying passengers flew almost 102.4

million miles—the second highest monthly mark ever.

The average load factor (percentage of seats filled) was 50.8 per cent—the third highest month.

The number of passengers boarded totaled more than 273,200—the fourth best month.

And the number of available seat miles logged by the airline amounted to more than 201,568,000—fifth highest month.

The average number of passengers flying per mile (passenger density) totaled 40.7, while systemwide on-time performance averaged 88.2 per cent.

The airline boarded nearly 1,700 tons of cargo. The tonnage was flown 659,700 miles.

Company to host airlines

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navics subcommittee; the Honorable Whitney Gilliland, vice chairman of the Civil Aeronautics Board; and Bill Lane, publisher of Sunset Magazine

Several organizations and individuals are sponsoring receptions and meals for the meeting. They include Heublein, Dallas Aeromotive, Aladdin Synergetics, Hertz, Marsh and McLennan, Oscar Cleal, Hamilton Tailoring, American Airlines, Inglenook Vintners and the Douglas Aircraft Company.

The theme for the conference is "Aviation 1903-1973, 70 years of progress."

Jean Wade, executive secretary, and Russell Stephenson, vice president of marketing, are coordinating the event for Hughes Airwest.

Guadalajara art exhibit co-sponsored by company

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pany's new international headquarters building. The winning art objects will become the property of Hughes Airwest and will be displayed in the new building.

One judge expressed delight in the quality of entries, stating he was pleased that many were received from both established artists and beginners. He said he had never seen such a public turnout for an event of this type in Guadalajara.

Promotional materials were created and distributed jointly by company personnel and the department of fine arts. **Julio Laguna**, district sales manager in Guadalajara, and **Raul Fernandez**, staff vice president and general manager—Mexico, coordinated the event for the company. **Russell Stephenson**, vice president of marketing, participated in opening night ceremonies.

Transition

WELCOME ABOARD—**Tom Cvelich**, software computer specialist, Phoenix. **Rick Christy**, programmer, Phoenix. **J. R. Williams** and **C. E. Finnie**, station agents, Los Angeles. **E. D. Towns**, station agent, San Francisco. **D. A. Regello**, clerk typist, San Francisco. **Rubin Virgil** and **Pat Francis**, station agents, San Jose. **N. J. Streaker**, cleaner, Seattle.

PROMOTION—**Terry O'Donnell**, to intermediate accounting clerk, San Francisco. **L. K. Damron**, to senior transcription operator, San Francisco. **George Scotch**, to controller, San Francisco.

RECOVERING—**Don Sherrod**, supervisor of supply, Phoenix, of open heart surgery performed May 3.

RETIRED — **Frank Cook**, stock clerk, Phoenix, retired April 27 after 10 years with the company. **Capt. Bernard Schoenknecht**, Las Vegas, retired May 1. He joined the company in 1947.

Obituaries

Sara Monroy, mother of **Enrique Monroy**, assistant to the general manager—Mexico, died April 13.

Olga Rostad Ditmarson, mother of **Rusty Rostad**, Portland district sales manager, died April 11.

World's largest network

American air carriers link more than 500 United States cities to more than 120 foreign nations, making it the most extensive air network in the world. More than 15,000 flights serve this network daily.



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Employee response good to cost control request

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cient operation of their company will produce its own reward; the company will grow and become stronger, job satisfaction will increase and job security will go up."

"Managing the company's budget is much the same as managing a household budget," Queenan said.

"We can estimate how much income we are going to take in. We also can estimate how much the airline must spend to bring in that income. The hard part comes when we try to determine which specific expense we might eliminate in order to have optimal profits at the end of the year."

The more profit the company has at the end of the year, the more it can invest in new equipment, the more it would have available for employe salary increases and the more it would have to spend to develop income in the years to come.

Queenan said the company's approach to reducing costs is on a rifle-shot basis. Every employee is being asked to look at his own position or work area and submit ideas on how that job could be done better or faster or at less expense.

"We'll look at each expense area in the company, item-by-item, to determine ways to control what we pay out," he said. "We are not looking to cut jobs. That's the least creative, and, in the long run, the most damaging approach possible.

"Everyone knows expenses are going up. Inflation takes care of that. But we also know that if we could have reduced our expenses only 1 per cent last year, we would have earned almost another million dollars in profit."

Some of the cost control possibilities the company is exploring include:

— Control of meal overages. (See story on page 3.)

— Control of aircraft fuel purchases. Since the cost of fuel varies from city to city, it has proven advantageous to purchase extra fuel at certain cities so minimum purchases will be necessary at cities along the route of flight where fuel is more expensive.

— Control of aircraft ferry hours.

"The fuel purchase program deserves considerable thought," Queenan said. "However, at no time will we take on additional fuel at the expense of reduced passenger loads or at a compromise of aircraft safety.

"The individual employe could compare this program to buying gas at a cut-rate station and passing the expensive ones."

The goal of Hughes Airwest is to provide the best possible passenger service at the lowest cost.



NEW MOTIF—Hughes Airwest's new look has expanded to ticket counters and soon will include city ticket offices. The counter above is at Phoenix. The wall motif, designed by Mario Zamparelli, includes illuminated, quick change flight announcement boards and an illuminated, geometric design route map. The company insignia, painted in Sundance Yellow, appears against a background of Universe Blue and diagonal stripes of pink, orange and deep yellow. Similar motifs soon will be appearing at ticket counters and city ticket offices systemwide. Ardean Cottington, chief ticket agent, is at the right above.

"If each of us handles people so well that they want to come back to us, our load factor will go up, our revenue will increase accordingly and we'll all be much better off," he said.

Queenan said the purchase of any outside item, whether it be a typewriter, or a DC-9, or a uniform, or office supplies, represents a direct, out-of-pocket expense. Some of these purchases generate income and some do not.

"It is the job of every employe—from general manager to department head to supervisor to craftsman—to decide which expense is most beneficial and which could be put aside," he said.

"If our productivity for each employe goes up faster than our expenses, we'll all be able to smile at the end of the year."

Suggestion award cash given to three Phoenix technicians

Two Hughes Airwest technicians have been given awards and a third had a previous award upgraded in the company's employe suggestion award program.

Ray Dietrich received a \$50 U.S. Saving Bond for his suggestion concerning the reworking of gear boxes on F-27 aircraft.

Peter Joos received \$50 for suggesting cleaning and lubrication changes on the rudder limiting bellows.

Firmin Van Gaveren received \$553 as a secondary award to a suggestion made last year on a new method of reworking brake discs. He previously received \$95. His total award is \$649, the largest given under the suggestion program.

Traffic Scoreboard

	April, '73	April, '72*	% Change
PAX	273,243	193,703	+41.1
RPM	102.4 mil.	66.5 mil.	+54
ASM	201.5 mil.	149.2 mil.	+35
Load factor	50.8%	44.5%	
PAX density	40.7	37.4	+8.8
Cargo ton miles	659,704	447,597	+47.4
Cargo tons brd.	1,698	1,222	+39
On-time	88.2%	91.4%	

	Year-to-date		% Change
	1973	1972*	
PAX	1.05 mil.	422,220	+148.9
RPM	387.9 mil.	147.4 mil.	+163.3
ASM	794.1 mil.	313.3 mil.	+153.4
Load factor	48.9%	47%	
PAX density	39.2	40.6	-3.4
Cargo ton miles	2.5 mil.	795,079	+222.5
Cargo tons brd.	6,773	2,179	+210.8
On-time	83.4%	89.7%	

*All April, 1972 and 1972 year-to-date data is the result of a severely restricted flight schedule caused by a 3½-month strike.

Financial Results

	March, '73*	March, '72*
Operating revenue	\$10,524	\$6,253
Operating expense	10,275	6,344
Operating earnings (loss)	249	(91)
Non-operating earnings (loss)	(207)	(179)
Net earnings (loss)	42	(270)

	Year-to-date	
Operating revenue	\$29,325	\$12,068
Operating expense	29,597	12,877
Operating earnings (loss)	(272)	(809)
Non-operating earnings (loss)	(337)	(499)
Net earnings (loss)	(609)	(1,308)

*All data in thousands

Employees celebrate service anniversaries

These employees celebrate service anniversaries with the company in May.

TWENTY YEARS

PORTLAND — **Richard Manning**, chief station agent. SAN FRANCISCO — **Capt. Arthur Kittleman** and **Capt. Richard Oleary**.

FIFTEEN YEARS

SANTA ANA — **Don Willis**, chief station agent. SEATTLE — **Jim Moore**, ticket agent. RENO — **Don Wakewood**, chief station agent. PHOENIX — **Capt. Bill Miles**; **Carl Niki**, technician; and **Jim Hawks**, lead technician.

TEN YEARS

KINGMAN — **Ken Armstrong**, station manager. TUCSON — **Ray Reigenborn**, station agent. LEWISTON — **David Nichols**, station agent. SAN JOSE — **Ray Helton**, chief station agent. SEATTLE — **Capt. Ralph Miner**. LAS VEGAS — **Capt. Alfred Owen**; **Bernard Keller**, chief ticket agent. PHOENIX — **Del Brown**, flight attendant; **Frank Cook**, stock clerk. SAN FRANCISCO — **David R. Hinson**, assistant to the general manager.

FIVE YEARS

PHOENIX — **Carmon Rowen**, technician; **Salvador Chavez**, cleaner; **Cathy Glenn**, clerk/typist; **Don Bachelder**, ticket agent; **Dwight Sissell**, crew scheduler; **Roberta Roberts**, flight attendant; and **Joyce Shaffer**, reservation agent. SAN FRANCISCO — **Barbara Garcia**, reservation agent; **Karen Berryman** and **Twila Owens**, flight attendants; **Russell Wagner**, senior buyer; **Tom McWay**, station agent; and **Mary Pedersen**, intermediate accounting clerk.

LAS VEGAS — **Aaron Fell**, ground communications technician; **Mike Hughes**, **Paul Gaik**, **Fred Clayton** and **John McCarthy**, station agents; **Roberta Bodkin**, **Helen Fowles**, **Linda Jones** and **Jane Knoll**, flight attendants. SEATTLE — **Roberta File** and **Terri Stone**, flight attendants. TUCSON — **Charles Davies**, **George Bradley**, **Raul Salgado** and **Jack Murphy**, station agents. EL CENTRO — **Jim Kerns**, station agent. SANTA ANA — **Mike Lee** and **A. E. Kasubuchi**, station agents. LEWISTON — **Darrel Aherin**, station agent.

Bargain booze, nickel beer between Reno and San Jose

Hughes Airwest has introduced a happy hour on its nonstop flights linking Reno and San Jose.

Nickel beer, with peanuts or pretzels, are offered on afternoon and evening departures between the two cities.

Bloody Mary and Screwdriver cocktails are served for 50 cents on morning flights.

Hughes Airwest operates three hour-long trips a day in each direction.



THE GRADUATES—Hughes Airwest's newest flight attendants are (from left front: **Lee Ann Walters**, **Wendy Rasmussen**, **Kathy Reznicek**, **Carolyn Newport**, **Linda Edeler**, **Carolyn Nagle**, **Donna McCraney**, **Diane Taylor** and **Randy Oaks**. Back row, from left): **Gary Surrency**, **Judi Clark**, **Danita Kelley**, **Valarie Bronson**, **David Buskirk**, **Sandy Hagen**, **Pat DeLisio**, **Linda Simpson**, **Del Brown**, **Bob Pineda** and **Lyn Gabel**.

Varied backgrounds

20 new flight attendants begin company duties

Hughes Airwest's newest class of flight attendants includes a mortuary public relations man, the son of a company pilot, an Afro dancer, a hotel swimming pool lifeguard, and a beauty queen.

These categories now come under the heading of "former occupations" because the 20 members of the class, including six

men, are full-fledged flight attendants. They were graduated April 20. The male graduates bring to 15 the number of stewards in the company.

David Buskirk, son of **Capt. F. J. Buskirk**, Seattle, had the highest grade point average in the class. He is a graduate of Washington State University, Pullman.

The other graduates are:

Judi Clark, San Jose, has a bachelor degree in art; **Linda Simpson**, San Mateo, is a former secretary; **Kathy Reznicek**, Las Vegas, is a former travel agent trainee and receptionist; **Valarie Bronson**, Tucson, was employed by the University of Arizona; **Wendy Rasmussen**, Woodinville, Wash., was a dental assistant.

Pat DeLisio, San Jose, was a secretary; **Linda Edeler**, Yakima, was Miss Yakima in 1971; **Danita Kelley**, Seattle, was an X-ray technician; **Donna McCraney**, San Francisco, is a former Patricia Stevens model and Afro dancer; **Sandra Hagen**, Dallas, worked as an alloyer on integrated circuits; **Colleen Newport**, Spokane, attended the North American Institute of Culture in Guadalajara; **Carolyn Negal**, Hillsborough, Calif., tutored underprivileged children.

Lee Ann Walters, San Francisco, was a governess and secretary; **Diane Taylor**, Las Vegas, was a dental assistant, secretary and lifeguard at the Frontier Hotel in Las Vegas; **Robert Pineda**, Huntington Beach, Calif., is a former newspaper photographer; **Gary Surrency**, San Martin, Calif., joined the company from Atlantic Airline School; **Randy Oaks**, Denver, is a former public relations man for a mortuary; **Lyn Gabel**, Santa Cruz, Calif., was graduated from San Diego State University; **Del Brown**, Phoenix, is a 10-year Hughes Airwest veteran who formerly taught the hostess training course.

Returning POW says thanks to Hughes Airwest personnel

A returning prisoner of war, who made his first commercial flight after returning to the United States aboard a Hughes Airwest DC-9, has sent along his gratitude for the treatment he received from company personnel.

Air Force Capt. Larry Carrigan returned to his home in Phoenix aboard flight 882 on April 1. In a letter to Phoenix station manager **M. K. Williams**, **Capt. Carrington** wrote:

"The personnel of Hughes Airwest were wonderful. Please thank them for their hospitality and the champagne. I promise we will fly Hughes Airwest again."

He was captured in 1967.

Flight attendants for the flight were **Barbara Hayes**, **Ida Rodrigues** and **Susan Roesch**, all of Phoenix.

Corvallis flights are halted

Flights to Corvallis, Ore. were halted April 29 accordance with a Civil Aeronautics Board order granting Hughes Airwest permission to serve the city through Eugene.

The company has sought the transfer of service because of the close proximity of Eugene and because of low passenger boardings at Corvallis.

Hughes Airwest now serves 69 airports in the West, Canada and Mexico.

Corvallis personnel have been reassigned.