

'Big Move' under way to new international headquarters in San Mateo

The "Big Move" is under way.

By Aug. 28, Hughes Airwest will be occupying offices in its new international headquarters complex high atop a hill overlooking San Mateo and San Francisco Bay.

Six 40-foot moving vans will be used for the move.

Eighty movers will put in 1,600 man hours between 6 p.m. Thursday, Aug. 23, and 5 p.m. the following Tuesday.

They will move an estimated 450 individual office setups—desks, chairs, typewriters and the like—along with some 600 four- and five-drawer filing cabinets and thousands of packed cartons.

The complexity of the move, in addition

to the sheer volume, is complicated by the requirement not to disrupt reservations, flight control and telephone communications.

Reservations and flight control will be moved from the general offices at San Francisco International Airport in two phases to assure continuity.

A new sophisticated telephone network, called CENTREX, will be switched on upon occupancy of the new offices. The entire systemwide telephone network will be operational by Saturday, Aug. 25.

Company move director **Ken Owens**, manager of surplus sales in Phoenix, said the move should proceed without a major hitch. He admitted, however, that there

have been some unexpected logistical problems.

The presence of only one normal-sized elevator in each of the two new buildings threatened to slow down the move until it was decided to remove a bank of windows on each upper floor.

Desks, files and other large office equipment will be moved up into these upper floors through the window openings by industrial fork lift.

Another complication is a delicate computer at the airport offices that must not be tipped more than five degrees at any time during the move. It will require careful handling, Owens said.

(Continued on page 7)

Pass benefits expanded; employees can ship freight

Employee pass benefits and personal air freight privileges have been expanded, according to **Irving T. Tague**, general manager.

Tague said employees now are permitted to ship personal air freight for a nominal service charge and soon passes will be issued to employees' children, 21 through 30.

The air freight benefit became effective Aug. 1. Passes for "adult children" will be issued beginning Sept. 15.

Here's how the two new benefits work:

Employees now can ship their air freight on Hughes Airwest domestic flights for a service charge of \$4 plus tax for each shipment up to 100 pounds. Air freight on international flights will be levied at \$6 service charge up to 100 pounds plus tax and applicable customs and brokers' fees.

Shipments are restricted to families of employees. They must be delivered to Hughes Airwest freight offices at least two hours before flight departures and will be boarded on a space-available basis.

Employees should refer to Section 15 of the Master Manual for further information on the air freight benefit.

Adult Children Passes

Employees' children, 21 through 30, will be allowed one pass during the remainder of 1973 and one a year thereafter at the normal service charge.

Employees soon will receive a "pass benefit information card", which should be filled out and approved by the department head. The card should be returned to the pass bureau where it will be referred to when employees request a pass for their adult children. No passes will be issued unless the card is on file in the pass bureau.



WHAT A JOB! About 500 employees from offices at San Francisco International Airport and in San Mateo have been busy packing boxes in anticipation of the airline's move to its new international headquarters complex. Carolyn Williams (left) and Ellie Bryant in accounts payable, San Mateo, sort through office records before putting them in carefully marked cartons.

Passenger miles hit record level in July

Hughes Airwest's passengers flew more miles in July than in any other month in its history.

Revenue passenger miles (RPMs) totaled nearly 112,455,700, up 14 per cent from nearly 98,685,300 in July, 1972.

Average on-time performance rose to 88.6 per cent from 84.4.

During July more than 297,500 passengers boarded the airline's flights at airports throughout the Western U.S., Mexico and Canada. This is 5.1 per cent more than the nearly 283,300 passenger boardings in the similar month a year ago.

Average systemwide load factor (percentage of seats filled) was 52.2 per cent, compared with 48.4 in July, 1972.

Passenger density (the average number of passengers flying per mile) rose 6.8 per cent to 42 from 39.3.

Available seat miles (ASMs) climbed 5.7 per cent to more than 215,323,800 from more than 203,722,300, another record-breaker.

Cargo ton miles (one ton of cargo traveling one mile) increased slightly to 1,582 from 1,567 miles. Total tons of cargo boarded throughout the system rose 2.7 per cent to 10,487 from 10,210 tons.

Five Grand Canyon tour packages offered

Five different one-day "Sunride" tour packages to the Grand Canyon are being offered by Hughes Airwest.

They are geared for passengers arriving at Grand Canyon Airport from Las Vegas.

Four packages include ground transportation between the airport and the Canyon's south rim, entrance to the park, a meal at El Tovar Hotel on the brink of the canyon, and one dollar in script for purchase of a souvenir at a Grand Canyon

Village curio shop.

Package costs range from \$16.25 to \$24 a person.

The fifth package features an hour's scenic air tour by Grand Canyon Airlines for \$30.39 a person (\$15.19 for children under 12). The low-level scenic flight can be combined with some of the other Sunride packages.

Air transportation between Las Vegas and Grand Canyon is not included in the basic price of the tours.

Hughes Airwest teams up with Cascade

Hughes Airwest has teamed up with Cascade Airways to reinstate scheduled

round-trip air service between Pullman-Moscow and Boise, via Lewiston, at a lower fare.

Passengers will be able to fly Cascade from Pullman to Lewiston and make a direct Sundance jet connection to Boise for \$6 less than it now costs. The jet also serves Twin Falls, Salt Lake City and Las Vegas.

It is the first time the company has established joint fares with a commuter airline.

Cascade inaugurated round-trip flights between Pullman and Lewiston on April 29 when Hughes Airwest reduced service between the two cities.

As a result, some travelers were paying \$10 to fly Cascade from Pullman and Lewiston and another \$28 to fly Hughes Airwest from Lewiston to Boise, for a total fare of \$38.

Others were driving to Lewiston to catch Hughes Airwest's southbound flight to Boise and avoid paying the commuter fare between Pullman and Lewiston.

Passengers now will pay the original \$32 fare for Cascade and Hughes Airwest flights between Pullman and Boise.

Crew scheduling to be centralized in new offices

Systemwide crew scheduling functions—now handled separately in San Francisco, Las Vegas, Phoenix and Seattle—will be centralized this fall in the company's new international headquarters in San Mateo.

It will be the first time Hughes Airwest's crew scheduling has been consolidated in one city.

Edwin N. Altman, vice president of operations, said the centralization is an "important operational milestone" for the company. Hughes Airwest is one of the few regional airlines in the country that does not have its systemwide crew scheduling in one location.

The San Francisco office will move to San Mateo in early September, to be followed shortly by the other three crew scheduling domiciles.

Altman cited the following advantages in consolidating crew scheduling:

- More efficient systemwide crew scheduling and coordination at less total expense.

- More efficient hour-to-hour coordination with other operational departments located in San Mateo.

- Less costly future computer applications to the crew scheduling process if it is located at a central source.

Centralization will cause no crew schedulers now at domicile locations to lose their jobs, Altman said.

All present crew scheduling personnel will be offered an opportunity to transfer to San Mateo at company expense and at least at their current pay classification.

Board directors named

There are 12 members on the board of directors of Hughes Airwest.

They are (alphabetically): James W. Austin, James M. Beggs, Chester C. Davis, Frank W. Gay, Kay G. Glenn, Nadine Henley, Rea E. Hopper, James F. LeSage, William E. Rankin, Jack G. Real, Russell V. Stephenson and Irving T. Tague.

Members of the board's executive committee are Beggs, Davis, Gay and Tague.

Now you know

On its busiest day—a Friday—Hughes Airwest's scheduled flights are in the air nearly 350 hours, take off and land more than 1,000 times and log nearly 90,000 miles. They also fly nearly 500 two-city segments.

Traffic Scoreboard

(Last month's Traffic Scoreboard incorrectly listed traffic figures as May. It should have been June.)

	July, '73	July, '72	% Change
PAX	297,570	283,261	+ 5.1
RPM	112.4 mil.	98.7 mil.	+ 14.0
ASM	215.3 mil.	203.8 mil.	+ 5.7
Load Factor	52.2%	48.4%	
PAX density	42.0	39.3	+ 6.9
Cargo ton miles	596,156	567,992	+ 5.0
Cargo tons brd.	1,582	1,567	+ 1.0
On-time	88.6%	84.4%	
Year-to-Date			
	1973	1972*	% Change
PAX	1.9 mil.	1.1 mil.	+ 60.7
RPM	707.2 mil.	408.5 mil.	+ 73.1
ASM	1.4 bil.	876.1 mil.	+ 61.2
Load Factor	50.1%	46.6%	
PAX density	40.2	38.5	+ 4.4
Cargo ton miles	4.4 mil.	2.4 mil.	+ 82.1
Cargo tons brd.	11,684	6,719	+ 73.9
On-time	85.7%	86.8%	

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

Five win suggestion award program bonds

Five employes have been awarded \$25 U.S. Savings Bonds for their contributions to the employe suggestion award program.

Fred Middendorf, quality control technician in Phoenix, suggested a method of eliminating gouging of metal flooring when the aircraft nose wheel is retracted.

Ed Riederich, Phoenix reservations agent, suggested passengers be given souvenir certificates commemorating their flights to the Grand Canyon aboard Hughes Airwest. The certificates also are being printed in Japanese for distribution to visitors from that country.

Bill Eichler, first officer based in Las

Vegas, recommended that the landing gear door light "out" check be made on the before-taxi check list to ensure the gear doors have hydraulic pressure to them. This procedure will be included on the normal check list when the next supply is ordered.

Dick Baer, first officer also based in Las Vegas, suggested the addition of a final "log book-complete" item to the aircraft parking check list.

Bob Smith, Phoenix-based avionics technician, suggested a method to reduce the time involved in cockpit voice recorder functional checks.

'Good guy' employes go beyond call of duty

(EDITOR'S NOTE—The following article is the first in a series of stories that will appear from time to time on employes who go "beyond the call of duty" in serving our customers. If an incident qualifies you or one of your fellow employes as a "good guy", please let us know.)

An 18-by-18-inch hand-scrawled letter of gratitude is the only clue to a handful of unidentified Hughes Airwest "Good Guys" in Salt Lake City and Santa Barbara who traced, found and returned a wallet containing \$75 in cash to an anguished passenger from Eugene, Ore.

The wallet was lost by Elizabeth Ratcliff on a flight from San Francisco to Santa Barbara. It contained the money, credit cards and her driver's license.

She reported its loss to the Santa Barbara ticket counter. The following morning she was called by a Good Guy that her wallet had turned up in Salt Lake City and would be returned to her the next day.

Sure enough, the following morning another Good Guy delivered the carefully packed wallet containing the \$75 to a very grateful woman.

The entire account was described in her mural-like letter, which she closed by saying: "To the persons behind its return, what can I say? To feel full of thanks is a very personal thing, but it's impossible to thank someone when 'someone' is a huge impersonal big-business enterprise. Still, I'd like to try. Hopefully proper 'thax' will be transmitted to someone."

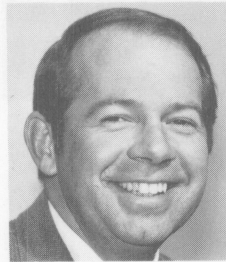
Another incident involving **Bill Gerrard**, district marketing manager for northern California, qualifies him as a Good Guy.

In response to a telephone call from Mount Zion Hospital in San Francisco, Gerrard volunteered his own time after hours to drive a man from the hospital to the airport to catch a Hughes Airwest

flight home to Eureka. The man had undergone treatment for leukemia, had no relatives in the Bay Area and was apprehensive about taking a cab or a bus to San Francisco International Airport. En route to the airport with his grateful passenger, Gerrard learned the man had never flown before so he directed his conversation towards calming the man down.

Hinson becomes partner of Portland aviation firm

Dave Hinson, executive assistant to the general manager, will resign from his post Sept. 1 to become a partner and chief executive officer of an aviation service company in Portland.



Hinson

"We regret his departure because of his outstanding contributions to this company," said **Irving T. Tague**. "We wish him success in his new business."

Hinson, a pilot, has been with Hughes Airwest and its predecessor companies since 1963 as director of flight standards and later, director of flight standards and engineering. He became executive assistant in June, 1971.

He will continue to participate in the Toa Domestic Airlines training and lease program and other foreign diversification efforts for Hughes Airwest.

He will be associated with Flightcraft, Inc., a firm that distributes and services Beech aircraft in Oregon, Washington, Idaho and Alaska and also directs three other subsidiary companies.

Travel bargains

Varig is offering package tours of Rio de Janeiro; departures Oct.-May. Cost \$114 (double occupancy) includes hotel, some meals, sightseeing and airport transfers. Air fare not included. Varig also offering 14-day Botswana Safari in South Africa; departures Aug.-Oct. Cost \$550 (double occupancy) includes hotel, meal plans, ground transportation, safari tours, airport transfers. Air fare not included. Write: Varig Airlines, 278 Post St., San Francisco, Calif. 94108.

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Executive Inn, Dallas, is offering weekend package, \$15 per person. Includes hotel, some meals. \$12 charge of rental car—no mileage charge. Write: Reservations Office, Executive Inn, 3232 W. Mockingbird Lane, Dallas, Texas 75235.

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Japan Air Lines is offering 8 and 15-day tours of Japan. Cities include Tokyo, Kamakura, Hakone, Atami, Kyoto, Nara, Osaka, Takamatsu and Kurashiki. Prices from \$196 to \$278. Write: Japan & Orient Tours, Inc., 250 E. First St., Suite 912, Los Angeles, Calif. 90012.

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Interline International is offering 8 and 11-day package tours to Japan, Rio de Janeiro, Peru, Prague, Warsaw, Copenhagen, Oslo, Holyland, Russia, Rome and Athens. Prices of \$249 to \$340 include air fare, hotel (double occupancy), some meals, sightseeing, airport transfers, portage. Departures Sept.-May. Write: Interline International, Suite 124-D, 1005 Virginia Ave., Atlanta, Ga. 30354.

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Simba Safaris and East African Airways is offering package nine-day tours to East Africa and Tanzania. Prices from \$189 to \$279 (double occupancy) include hotels, meals, sightseeing, airport transfers, entrance fees, service charges, local taxes and round-trip air fare from London. Also offered, a five-day package to Ethiopia priced at \$129 to \$169, includes meals, airport transfers, entrance fees. Air fare not included. Departures for these tours June-Dec. Write: Simba Safaris, Ltd., 1113 Union Blvd., Allentown, Penna 18103.

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Sixteenth annual International Fall and Christmas Interline Festival will be held in Honolulu Nov. 23 through Dec. 16. Hotel rates are \$6.50 (double occupancy). Special inclusions: discounts on drinks and admission fees. Cocktail parties, contests and many other special attractions. Write: Interline Tours International, P. O. Box 2564, Allentown, Penna. 18100.



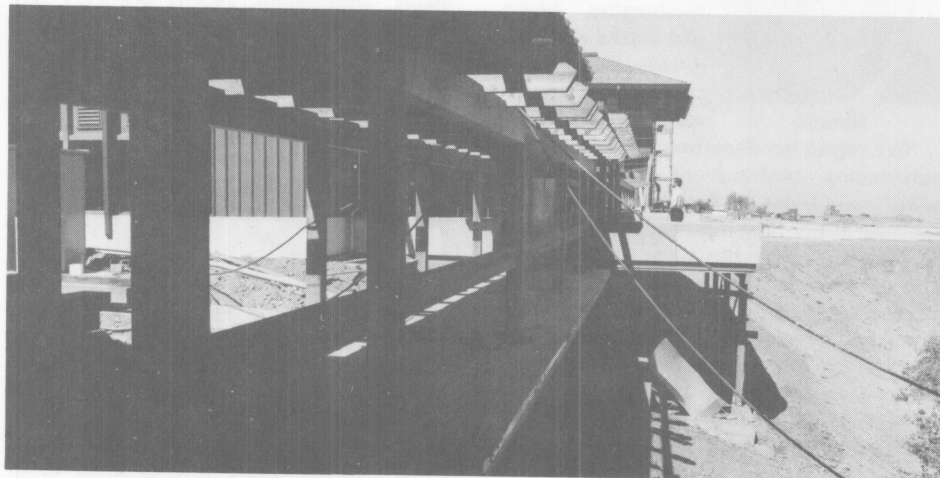
Flight control center



Empty that desk!



Executive building lobby



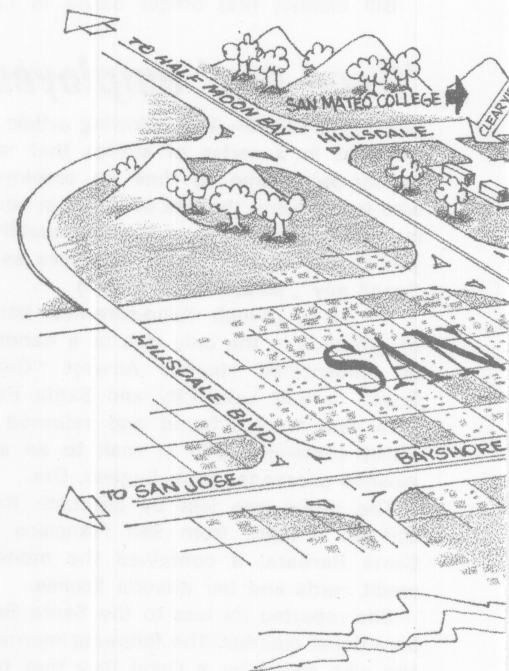
Trellised walk between the two buildings

FINISHING TOUCHES

Workmen and technicians were applying finishing touches to Hughes Airwest's new international headquarters when it was recently visited by the airline's cameraman.

Carpeting was almost all in, draperies were being hung, ceilings were installed and the two buildings emitted a buzz of well-organized activity.

On each floor of the two buildings,



How to get there — Clearview W

We will achieve a historic milestone headquarters complex in San Mateo.

It will be our first corporate home since we have been scattered on different floors in different two different San Francisco Bay Area cities.

Our new home will be one in which you will be proud to work.

I am confident that those of you who have taken pride in your new surroundings will be proud to work in our new headquarters.

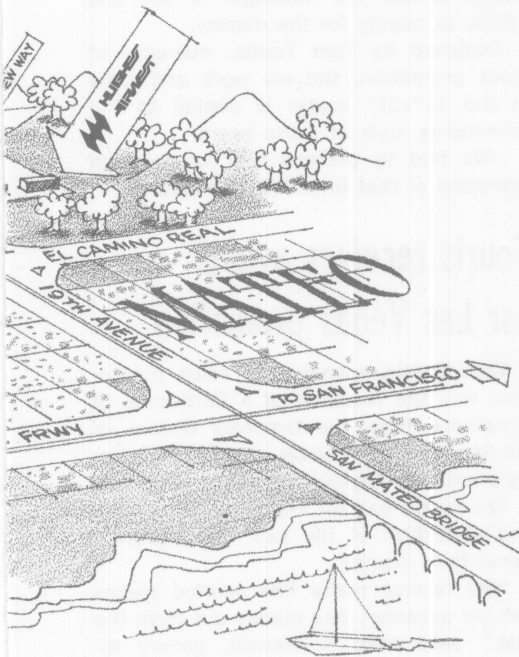
I also hope that employees who are beginning to work in our new headquarters will have an opportunity soon to visit San Mateo.

BEFORE THE BIG MOVE

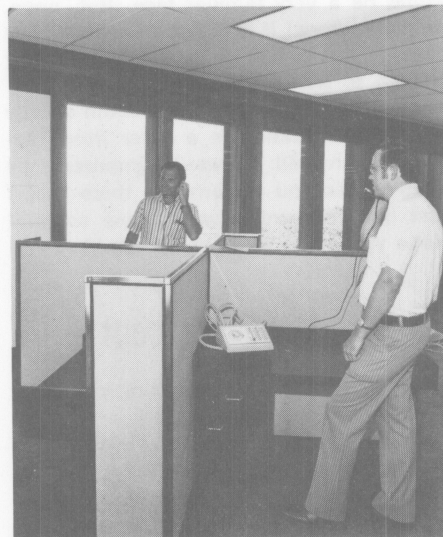
groups of painters, carpenters, electricians and telephone technicians were doing their thing to meet the Aug. 23 initial move-in target date.

While all that was going on, employees at the San Francisco and San Mateo offices were busy packing boxes, emptying desks and tagging files.

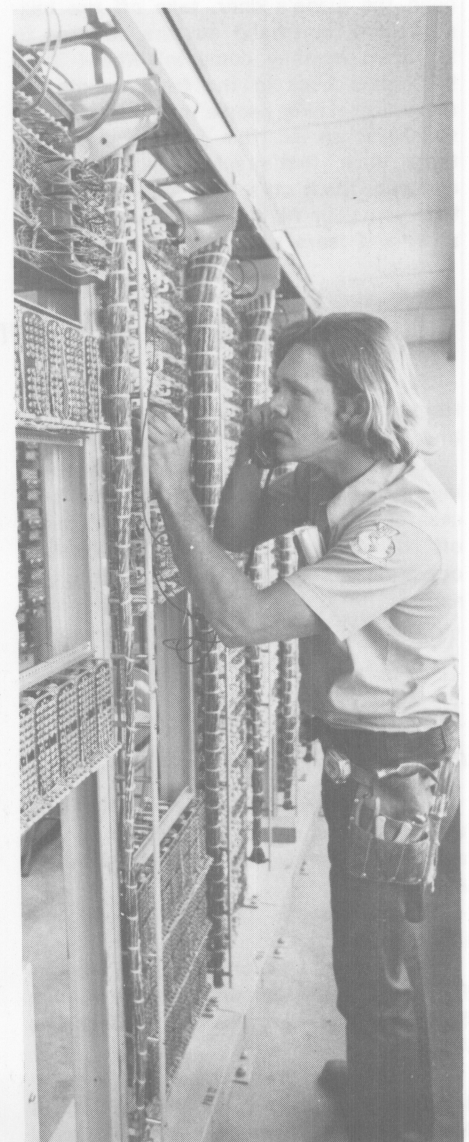
It was a busy time.



Computer room



Res station mock up



Telephone nerve center



Res phones galore

ay off Hillsdale

when we move into the new international
ince the 1968 merger. Up to now, we have
erent buildings at three separate sites in
es.
ou all can be proud.
ho will occupy the new offices will take
.
ased elsewhere throughout the system will
teo and see the new "home office".

*Irving T. Tague,
General Manager*

AT SOUTH LAKE TAHOE

Human dynamo typifies one-man stations

(EDITOR'S NOTE—The following column, written by Joe Fitzpatrick, is reprinted from the Monterey Peninsula Herald. The action described is typical of Hughes Airwest's one-man station operations.)

FALLOUT FROM TAHOE . . . Remember Bob Newhart's classic record about the Grace L. Ferguson Airline and Storm Door Co.? Well, Hughes Airwest's operation up here at the South Lake Tahoe Airport brings it all back! You walk in there to check in for the return flight, and you're greeted by personable **Mike Donohoe** (chief system relief agent, San Francisco), who, you're soon to discover, does everything. While he's checking your ticket, he hears Hughes Airwest's old gray goose prop-jet lumbering in, and he excuses himself in order to hustle out there and open the plane's door, take off the baggage, and then hand out the baggage to the folks as they come in! Whew! Then he sprints back to the front counter to resume checking people in. He hauls your suitcases up to the john and weighs them (naw, that's silly), struggles down and puts them on a little cart downstairs, tells you your flight will leave in 30 minutes, and tears back to take care of the

next customer! Finally, the public address system (it's Donohoe with a megaphone) announces your flight is ready to board. First, though, you have to go through a security check of your hand luggage. Who's doing the checking? Right. It's Donohoe.

THE HUMAN DYNAMO . . . Anyway, this bandit airport gouges every outgoing passenger for a 50-cent "security tax." Guess who's sent out to collect it? (Hey, you've been reading ahead!) . . . Finally, the old gray goose is ready to go, but you have to have your boarding pass checked as you walk through the gate. Who's checking? Right again. (You psychic?) It's good old Dynamo Donohoe.

Well, as we boarded Hughes Airwest's old gray goose, we fully expected our pilot would be a very familiar face. But, nope, we were wrong! It was not Donohoe! They couldn't spare him from the airport long enough to fly that thing!

(Donohoe learned of the column shortly after its publication in a letter from Fitzpatrick, which read: "I was so impressed by all the jobs you perform up there that I just had to mention you in my column! Hope you enjoy it! Best regards.")

'Hands-off' computer ticket writing now at 50 per cent

Slightly more than 50 per cent of all Hughes Airwest's passengers are having their tickets written by computer.

Arch Miller, senior director of marketing, said this volume illustrates the success of the airline's computerized "hands off" ticketing program, which has been in operation at selected cities since early this spring.

"We are handling more passengers

faster than before the ticketing computer was plugged in," Miller said.

Computerized ticketing is available at 24 airports throughout the West.

Plans are under way to expand the program to even more cities, Miller said.

Obituaries

Howard Webber, father of **Don Webber**, station agent, Palm Springs, died as a result of an auto accident July 15.

Mr. and Mrs. Robert Alkire, parents of **Mary Alkire**, flight attendant, Seattle, were killed in a private plane crash July 17.

Gladys Hodge, mother of **Jan L. Reeder**, clerk-typist, San Francisco, died July 20.

Alfred Gostyla, father of **Rick Gostyla**, director of marketing planning, San Francisco, died July 20.

Mildred Plummer, mother of **Larry Plummer**, station agent, Los Angeles, died July 24.

William Keele, father of **Ralph Keele**, dispatcher, San Francisco, died June 20.

Gertrude Erickson, mother of **Alan Erickson**, manager of refunds, San Francisco, died Aug. 7.

Special vintage Sundance poster to be displayed in S.F. centennial cable car

A special Hughes Airwest poster was selected by the San Francisco Cable Car Centennial Committee to be used in an authentic 1879 cable car during a public tour.

Some 2.5 million persons are expected to go through the cable car during its tour of major county fairs and cities in California.

The committee's guideline was that the design reflect the nostalgia of the late 1800s to qualify for the display.

Designed by **Tom Touris**, manager of sales promotion, the art work and copy in the 11"x21" poster is similar to the advertising style of those years.

"We had to pretend that we were in existence at that time," Touris said.

Touris receives award for Las Vegas promotion

Tom Touris, manager of sales promotion, was the recipient of a Certificate of Excellence from the Graphics Gallery of the Strathmore Paper Co., one of the country's most prestigious art paper suppliers.

The award was for Touris' creative work and utilization of the Las Vegas promotional flyer display.

"We receive many fine printed pieces but, on occasion, one stands out from the rest," said John S. Barrett, gallery director.

Reno CTO closed Aug. 1

Hughes Airwest's city ticket office in Reno closed its door Aug. 1 for the last time after operating for nearly two decades.

It was closed because it was the least profitable CTO in the system.

Portland picnic set

The Portland Hughes Airwest Employees Club picnic and canoe race will be held Sept. 8 at Roselyn Lake.

About your company

The company's longest domestic hop is between Spokane and Las Vegas, a distance of more than 800 miles. The shortest is 11 miles between San Francisco and Oakland.

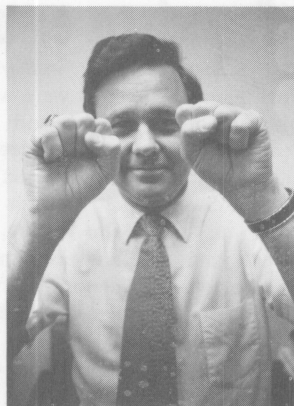
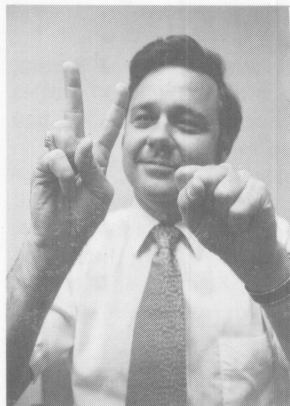
Palm Springs fare cut

Hughes Airwest has lowered the one-way fare 56 per cent between Palm Springs and Las Vegas, via Los Angeles, beginning Aug. 16.

The new rate is \$27 and is applicable in either direction.

The fare was \$48, or the sum of charges for two separate segments—between Palm Springs and Los Angeles and between Los Angeles and Las Vegas.

The effective date of the new fare coincided with the reopening of Palm Springs Municipal Airport, which had been closed since July 16 for runway reconstruction.



CARGO MAGIC—Bob Donahue, director of cargo, displays a “feat” of magic to show how the airline’s new Rapid Package Service works in getting small packages quickly from one point to another. Notice how prestidigitator Donahue can handily move a hypothetical package (represented by his two fingers) from City A (left photo) to City B (right photo). His two clenched fists (center photo) represent the short time the package “disappears” in flight between the two cities. Although this sleight-of-hand trick looks simple, it actually took years of practice before it was camera-perfect. Donahue’s now working on a more advanced hidden bean trick to further demonstrate his department’s hands-across-the-land capabilities.

SEPT. 29

Employee open house scheduled at new office

An open house for employees and their families will be held from noon to 4 p.m. Saturday, Sept. 29 at the new international headquarters complex in San Mateo.

Guided tours will be conducted through offices and other facilities in the executive and operations buildings. Refreshments will be served.

Round-trip bus transportation will be available between the old general offices at San Francisco International Airport and the new headquarters site.

The event is co-sponsored by the company, Management Club and the San Francisco Employee’s Club.

Other employee open houses are planned for subsequent weekends and will be announced at a later date.

In addition, a public open house and dedication ceremony also is scheduled.

‘Big Move’ under way

(Continued from page 1)

The company’s \$20,000 Heidelberg press—weighing in at a whopping four tons—will be moved along with the entire print shop operation the morning of Aug. 28.

On Monday morning, Aug. 27, however, nearly 500 Bay Area employees will report for work as usual to find their new offices waiting.

They also will find facing them the massive chore of unpacking and getting settled—in addition to resuming their normal office functions.

Others in the company who have played major roles in the construction of the new facility and in the move, in addition to Owens, are **C. A. Myhre**, staff vice president of administrative services; **G. F. (Red) Hill**, director of properties and facilities; **Dick Allard**, manager of property services; **Bob Flores**, manager of facilities; **John Huffman**, director of purchasing; and employe move coordinators in each department.

Transition

WELCOME ABOARD—**Jed Orme**, attorney, San Francisco. **Wendell Allen**, programmer, Phoenix. **Louise Laughlin**, credit union representative, Phoenix. **Michael Shields**, programmer, Phoenix. **Patrick Love**, station agent, Ontario. **Adelaide Giles**, transcription operator, Phoenix. **John Garcia**, cleaner, Santa Ana. **Jack Franke**, station agent, Lewiston. **Frederico Dilu**, cleaner, Los Angeles. **James Walker**, technician, Las Vegas. **Will Lee** and **Richard Jasperson**, cleaners, Phoenix.

PROMOTIONS—**Lorraine Bryant**, to staff assistant-finance, San Francisco. **Johnnie Watkins** and **Franklin Williams**, to maintenance controllers, Phoenix. **Bill Maloney**, to manager market development, San Francisco. **Dale Hogan**, to assistant station manager, Salt Lake City. **Patrick Jack**, to ground service, San Francisco. **John Geddis**, to dispatcher, San Francisco. **Robert Bader**, **Melvin Mason** and **Miller Gogora**, to maintenance instructors, Phoenix. **Deanna Link**, to secretary, San Francisco. **Millie Archuleta**, to secretary, Las Vegas. **Ann Opperman** and **Alicia Lomeli**, to chief reservations agents, San Francisco. **Sally Esparza**, to senior transcription operator, Phoenix. **Gary Michael** and **Paul Woods**, to technicians, Phoenix. **Donald Welch**, to ground service, Las Vegas. **Narciso Fernandez**, to ground service, Los Angeles. **Chester Olson**, to ground service, Phoenix. **Malcolm Rinkenberger**, to captain, Phoenix. **Rodney Medeiros**, to dispatcher, San Francisco.

RETIREMENTS—**Wortham Eidson**, captain, Las Vegas, retired July 17, after 22 years with the company. **James Anderson**, assistant district manager maintenance, San Francisco, retired June 22. He joined the company in 1956. **Glenva Moss**, cleaner, Seattle, retired July 1. She joined the company in 1958.

Before you ask

Flight simulators used by airlines in training their crews save an estimated 80,000 landings and 30 million gallons of fuel annually, according to the Air Transport Association.

Financial Results

	June, '73*	June, '72*
Operating revenue	\$10,953	\$8,998
Operating expense	10,153	8,352
Operating earnings	800	646
Non-operating earnings (loss)	(251)	(133)
Net earnings	549	513
Year-to-date*		
Operating revenue	\$60,880	\$37,984
Operating expense	60,332	37,871
Operating earnings	548	113
Non-operating earnings (loss)	(917)	(940)
Net earnings (loss)	(369)	(827)

*All data in thousands.



Published for employes and families of Hughes Airwest by the Public Relations Department International Airport San Francisco, Ca. 94128

DIVINE DOLLARS BOOST COMPANY CASH BALANCE

Hughes Airwest's cash balance received some divine help last month in the form of a \$30 deposit with the San Mateo accounting department by **Ed La Shane**, station manager in Eugene.

The money—a \$10 and \$20 bill—was sent anonymously to Le Shane with the following note:

"This is money I saved by using someone else's Student Discount Card. As I have been praying lately, I felt that God wants me to pay this money back."

Service Anniversaries

These employes celebrate service anniversaries during August.

TWENTY-FIVE YEARS

SAN FRANCISCO—**Charles Tallant, Jr.**, dispatcher; **Louis Furrer, Jr.**, regional flight manager; **Harry Spear, Jr.**, captain. PORTLAND—**David Taylor**, technician.

TWENTY YEARS

SAN FRANCISCO—**Robert Lindenberger**, captain. PHOENIX—**Donald Rachiell**, technician; **Jack Wilson**, assistant station manager.

FIFTEEN YEARS

SAN FRANCISCO—**Thelma Farias**, statistical clerk; **Herbert Sturtevant**, technician. PHOENIX—**Robert Clampitt**, technician. SPOKANE—**Stanley Kohnhorst**, station agent. SACRAMENTO—**Ronald Caldas**, chief station agent. LAS VEGAS—**Peter Lohnes**, assistant station manager. LOS ANGELES—**Joseph Namhie**, chief station agent.

TEN YEARS

SAN FRANCISCO — **Charles Gillespie**, operations assistant. PHOENIX—**Gust Balas** and **Carl Lauterbach**, statistical clerks; **Ira Harvey**, quality control technician; **Adam Van Vugt** and **Lafi Tuilefano**, technicians; **Kathleen Franz**, reservation agent. PORTLAND—**Theodore Hellyer** and **Donald Sailer**, technicians. SALT LAKE CITY—**Jess Evans**, station agent.

1,000 attend San Francisco employe picnic

Some 1,000 persons attended the San Francisco Region Employes Club picnic July 14 at Frontier Village Amusement Park in San Jose.

Tom Bailey, club president, said it was the highest attendance in history and the most successful.

Russ Fields, chairman of the event, said that according to his records, no one left hungry.

Consumed were: 1,000 10-ounce steaks; 1,200 hot dogs; 1,000 ears of corn; 400 pounds of potato salad; 1,000 sourdough

buns; and 400 servings of ice cream, which were washed down by 2,500 bottles of pop and 10 barrels of beer. Not one cup of coffee was served.

Fields was assisted by Bailey, **Walt Kupper** and his brother **Bill**, **Randy Wright**, **John Malloy**, **Jack Furrer**, **Marlene Hulst**, **Sandy Kellam**, **Marion Szekely**, **Judi Allen**, **Ellenore Humphreys**, **Kay Jones**, **Carol Siekierski** and **Burt Pedersen**, all of the SFO region.

Highlight of the picnic was "Orsini & Crystal," a professional magic show by **Capt. Bill Lovelace** and his wife **Crystal**. **Brett Tuttle**, son of **Shelby Tuttle**, staff vice president of flight operations, assisted the pair.

Two Sundance yellow, 10-speed Schwinn bikes, grand prize for the picnic, were won by **Art Woods**, San Francisco chief agent.

In spite of heavy participation in various athletic events, only one injury was recorded. **Rich Miller**, public affairs, accidentally smashed his elbow into the mouth of teammate **Dick Fitzgerald**, staff vice president of regulatory affairs, during a hotly contested volleyball game.

Next year's picnic will be held in the same place.

CAB action alters fare status; discounts out, adds surcharge

In separate actions, the Civil Aeronautics Board directed airlines to discontinue certain discounted fares and gave permission to increase fares to pay security costs.

The CAB said all family plan and youth fares on domestic flights must be discontinued by June 1, 1974. The CAB had earlier ruled that the discount fares were discriminatory to passengers not traveling in family groups or that were too old to qualify for youth discounts.

The CAB told airlines that they may add a 25-cent surcharge to all passenger tickets to pay the costs of staffing departure gates with security guards. The board previously granted a 34-cent surcharge to pay passenger and baggage screening costs. This means passengers now are assessed a 59-cent fee to cover anti-hijacking expenses.

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