

Hughes Airwest's flights to Guaymas begin on Dec. 15

The first nonstop commercial air service between the United States and Guaymas, Mexico will begin Dec. 15.

Related story, photo on page 5.

That's when Hughes Airwest will inaugurate direct daily flights linking Phoenix and Tucson with the Mexican resort city of nearly 75,000.

The new service also will establish Guaymas as the fifth city in Mexico whose only transportation by a U.S. airline is provided by Hughes Airwest. The other four are Puerto Vallarta; Guadalajara; Mazatlan; and La Paz, gateway to Cabo San Lucas at the tip of Baja California.

General manager **Irving T. Tague** said "we are confident in Mexico's continuing development as the most popular foreign tourist destination from the Western U.S. and are looking forward to our new association with Guaymas."

Early Afternoon Departures

Nonstop flights will depart Tucson at 1:30 p.m., arriving in Sonora State's resort city at 2:53 p.m. Return flights will leave Guaymas at 3:20 p.m., arriving in Tucson at 4:43 p.m.

The early afternoon departure for Guaymas is designed to accommodate mid-day Sundance arrivals in Tucson from Burbank, Las Vegas, Los Angeles, Ontario, Phoenix, Sacramento, Salt Lake City, San Francisco and San Jose; and Frontier Airlines flights arriving from Albuquerque, Denver and Omaha.

Hughes Airwest will be offering a first flight cachet on the inaugural flight. The commemorative envelope will be sent to collectors around the world who request them.

The cachet is designed by **Tom Touris**, manager of sales promotion. **Juan Sparhawk**, Mexico sales manager in the U.S., is coordinating the mailing.

Most Mexican Cities

With the addition of Guaymas to its daily Mexican schedule, Hughes Airwest will be flying to more cities in that country than all other U.S. carriers combined.

The airline has been flying to Mexico since April, 1968, when it inaugurated service to La Paz, Mazatlan and Puerto Vallarta. Three years later it began flying to Guadalajara, the country's second largest city and cultural hub.

It was the first regional airline to be awarded an international route in 1960, when it started flying to Calgary, Canada.

Today it is the only regional airline serving three nations—the United States, Canada and Mexico.

HUGHES AIRWEST

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NINE COUNTRIES—Hughes Airwest observed the 28th birthday of the United Nations last month by graduating a class of 24 flight attendants from nine different countries at its international headquarters in San Mateo. All but one speak Spanish, in addition to English, and will fly on the carrier's international routes to Mexico. Graduates (above) dip flags from their homelands toward a U.N. flag in the foreground. It was the first international airline class to be graduated in the Bay Area where the U.N. was formed in 1945. Countries represented above are (from left): United States, Nicaragua, Spain, Federal Republic of Germany, Mexico, Costa Rica, Dominican Republic, Republic of the Philippines and Guatemala. (See another photo on page 6.)

PUBLIC SHOWING, ART DISPLAY

International headquarters dedication set

Nearly 500 business, civic and government leaders from the San Francisco Bay Area are expected to attend the first public showing and dedication of the company's new international headquarters Nov. 27.

Guest of honor will be **Richard J. O'Melia**, newly appointed member of the Civil Aeronautics Board. O'Melia will dedicate the \$6.2-million complex at 2:30 p.m. near the entrance of the main building.

The public showing will be held from 2 to 5 p.m. However, there will be special groups visiting the facilities from 5 through 8 p.m.

Special displays depicting the company's world-wide activities, food and wine service, route system and jet fleet will be

placed in key locations throughout the two buildings.

The main lobby will contain the first U.S. showing of paintings and sculpture by three award-winning artists from the State of Jalisco, Mexico. They are **Hector Navarro Cornejo**, **Luis Valsoto** and **Eduardo Vasquez Baeza**.

Each was selected by Jalisco art judges as having made the outstanding submission in his particular art form in a competition involving 461 entries last May in Guadalajara. The competition was sponsored by Hughes Airwest in cooperation with the Jalisco Department of Fine Arts.

A special group interested in the art display
(Continued on page 2)

Traffic record: passenger miles top one billion

Hughes Airwest achieved an all-time traffic record in October when it exceeded 1,000,000,000 revenue passenger miles in a calendar year for the first time in its history—and took only 10 months to do it.

It also announced that fare-paying passengers flew 11.3 per cent more miles last month than in October, 1972 without any substantial increase in capacity.

Also up last month were the airline's systemwide load factor, by 10.4 per cent; passenger density, 8.3 per cent; passenger boardings, 5.3 per cent; and average on-time performance, nearly 2 per cent.

Total revenue passenger miles (RPMs) during October exceeded 101,300,000, compared with 91,000,000 in the similar month a year ago.

TRAFFIC SCOREBOARD

(Last month's traffic scoreboard reflected September's performance, not October's as was inadvertently headlined.)

	Oct., '73	Oct., '72	% Change
PAX	280,394	266,325	+ 5.3
RPM	101.4 mil.	91.1 mil.	+11.3
ASM	207.0 mil.	205.0 mil.	
Load Factor	49.0%	44.4%	
PAX Density	39.0	36.0	+ 8.3
Cargo ton miles	666,146	743,825	-10.4
Cargo tons brd.	1,777	1,963	- 9.5
On-time	88.7%	86.8%	
	Year-to-Date		
	1973	1972*	% Change
PAX	2.8 mil.	2.0 mil.	+36.5
RPM	1.0 bil.	702.6 mil.	+47.0
ASM	2.0 bil.	1.5 bil.	+36.9
Load Factor	50.8%	47.3%	
PAX Density	40.8	38.7	+ 3.1
Cargo ton miles	6.4 mil.	4.6 mil.	+39.5
Cargo tons brd.	16,982	12,571	+35.1
On-time	86.1%	85.8%	

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

The load factor (percentage of seats filled) climbed to 49 per cent from 44.4.

Passenger density (the average number of passengers flying per mile) rose to 39 from 36.

Systemwide passenger boardings at the airline's 66 airport stations throughout the Western U.S., Canada and Mexico totaled 280,394, compared with 266,325 a year ago.

Average on-time performance climbed to 88.7 per cent from 86.8.

Available seat miles produced by the airline edged upward to more than 207,000,000 from about 205,000,000.

SKIING IS NEAT

HUGHES AIRWEST

INTERLINE POSTERS—This "tongue-in-cheek" skiing poster is the first of four to be produced in a nostalgic vein to promote Hughes Airwest's resort destinations. They will be distributed by field and telephone sales offices to other airlines' reservations and ticket offices. The other three posters will depict the Grand Canyon, Mexico and Expo '74. The posters are being designed by Tom Touris, manager of sales promotion.

International headquarters dedication set

(Continued from page 1)
play will be visiting the facilities between 6 and 8 p.m. In addition, more than 100 businessmen, all members of the San Mateo County Development Association, will be taking a special tour of the headquarters at 5:15 p.m.

Did you know?

The fees the scheduled U.S. airlines pay to land at airports have more than tripled in the last 10 years. The Air Transport Association says these costs now total nearly \$150 million a year.

Cargo ton miles (one ton of cargo traveling one mile) dropped 10.4 per cent to about 666,100 from 743,800, while tons of cargo boarded throughout the system dipped 9.5 per cent to 1,777 from 1,963.

High traffic is expected in nearly all of the lobbies of the buildings, the reservation center and flight control.

An open house for employees and families attracted more than 550 persons Sept. 29 and Oct. 6.

FINANCIAL RESULTS

	Oct. '73*	Oct., '72*
Operating revenue	\$ 10,817	\$ 9,746
Operating expense	10,262	9,366
Operating earnings	555	380
Non-operating earnings (loss)	(268)	(141)
Net earnings	287	239
	Year-to-Date	
Operating revenue	\$105,743	\$77,384
Operating expense	101,731	75,023
Operating earnings	4,012	2,361
Non-operating earnings (loss)	(2,172)	(1,506)
Net earnings	1,840	855

*All data in thousands

AIRLINE JARGON

Spanish language school program offered

O this learning! what a thing it is.—Shakespeare

Consider this feat of learning:

Jan Martineau, Phoenix-based stewardess who didn't know a word of Spanish to begin with, went to school on her own time and mastered the language in four months.

Her achievement gives her the distinction of being the company's first graduate of the nationwide Sullivan Language School to qualify as a flight attendant on our Mexico routes.

The course normally takes 100 hours to complete, said **Jack T. Wallace**, manager of management development in San Mateo, but Mrs. Martineau spent more hours at it a week than are expected and finished sooner.

He said Mrs. Martineau is an example of how flight attendants can learn Spanish.

The Sullivan program was arranged by Wallace and **Marti Henderson**, manager of inflight services at Phoenix. It teaches phrases that emphasize airline jargon—in Spanish.

The program was established, he said, to fill a need for at least one Spanish-speaking attendant on all flights to and from Mexico.

"We found that it took too long for attendants to learn Spanish in a regular college course and establishing a Spanish course within the company was not feasible," Wallace said. "The Sullivan Language School, which is a widely known organization, was the logical answer."

Cost of the course is \$400, or \$4 an hour, payable by the employe, who is reimbursed by the company upon successful completion of the course.

The program is open only to those flight attendants based in Phoenix and Las Vegas, where the airline's Mexico-bound flights originate. Attendants based in San Francisco and Seattle may take a Spanish course at a college in their area, but will be reimbursed only that amount authorized under the employe education plan, Wallace said.

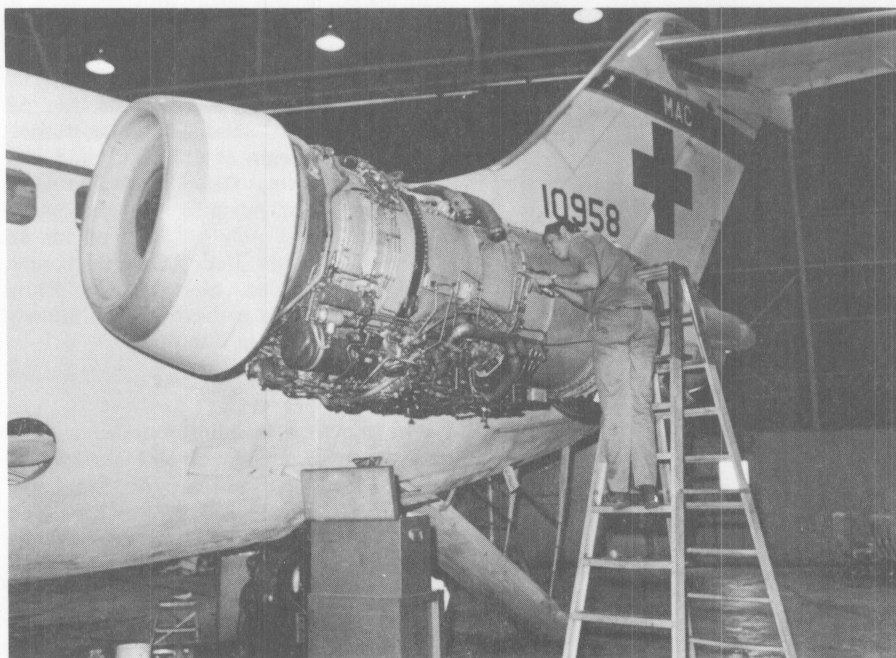
The number of Spanish-speaking Sundance Kids was bolstered significantly last month.

All but one graduate in that month's flight attendant class spoke fluent Spanish.

"It took a lot of searching and some advertising to find them," Wallace said.



NEW CITIZEN—Luisa Llanos, intermediate accounting clerk in the planning department, San Mateo, plants a big kiss on an American flag after receiving her U.S. citizenship early this month. Luisa, who hails from the Philippines, came to this country in 1965 and joined Hughes Airwest three years later. Her reaction to becoming a citizen: "I'm proud and very happy." Luisa and her husband have two children.



FOR THE AIR FORCE—This U.S. Air Force C9-A, a converted DC-9-30 used for aero-medical evacuation of military personnel, undergoes a major maintenance checkout at Hughes Airwest's Phoenix facility. The company has agreed to perform the work on four USAF jets, each of which will require an estimated 8,000 man hours. Interiors vary from conventional passenger seating to 30-litter loads for wounded. The Air Force owns 20 C9-As, which are based in the U.S., the Philippines and West Germany. Mark Wyckoff (above), Phoenix mechanic, works on the engine.

Burbank-Phoenix nonstop request could save nearly 94,000 gallons of fuel

Hughes Airwest could save nearly 94,000 gallons of fuel a year if its request to fly nonstop between Burbank and Phoenix is approved by the Civil Aeronautics Board.

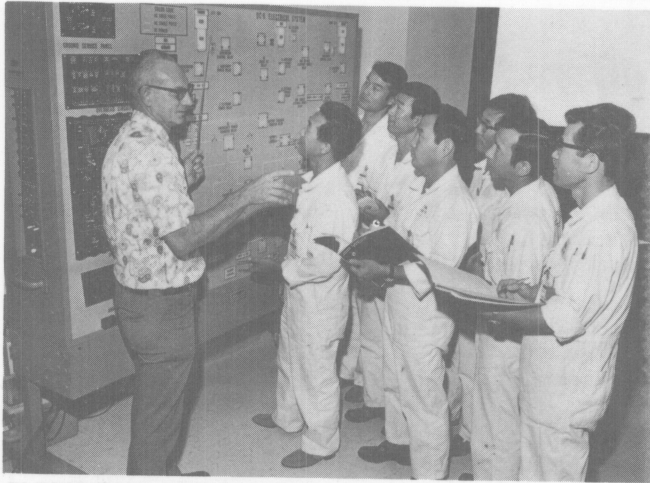
An intermediate stop currently is required on all Sundance flights between the two cities and consumes additional fuel.

The airline, in its application to the CAB, points out that it is the only carrier providing direct service in the market and claims the proposal will have "no measurable effect on any other carriers."

Hughes Airwest is urging the CAB to process the application expeditiously under Subpart M procedures.

Systemwide trivia

It would take more than 90 air hours to fly one way through all Hughes Airwest's airport cities. Upon completing this journey you'd have flown 134 different two-city segments, averaging nearly 200 miles each, and logged more than 26,400 miles.



ELECTRICAL SYSTEM—Archie Matteson, Phoenix maintenance instructor, explains a DC-9 electrical system to a group of mechanics from Toa Domestic Airlines under an agreement with Japan's third largest airline calling for maintenance training and aircraft leasing.



ENGINE CHECKOUT—Mechanics from Toa Domestic Airlines listen as Dean Hinkley, lead mechanic in Phoenix, makes a point about a DC-9 jet engine. TDA is one of three foreign airlines with whom Hughes Airwest is involved in an international diversification program. The others are in Burma and Nepal.

Company goal is \$4,000 for S.F. Bay Area Crusade

A 25 per cent increase in employe contributions over last year's level is the goal of Hughes Airwest's 1973 United San Francisco Bay Area Crusade campaign.

Wayne Wiggins, director of personnel and chairman of the annual drive, said

"we are shooting for \$4,000 this year, or significantly more than the \$3,035 that was contributed by Bay Area employes in 1972.

"And I think we can make it."

San Francisco, Phoenix plan Christmas parties

The San Francisco and Phoenix Employee Clubs are sponsoring separate Christmas parties in those cities next month.

The Bay Area's annual event will be held Dec. 1 at the Royal Coach Inn in San Mateo. It will begin with cocktails at 7 p.m., to be followed with dinner at 8 p.m. and dancing from 9 p.m. to 1 a.m. Cost is \$7.50 a person.

The Phoenix party will be held Dec. 15 at the Mountain Shadows in Scottsdale. Cocktails will begin at 6:30 p.m. and dinner at 7:30 p.m.. Dancing will be from 9 p.m. to 1 a.m. Advance reservations are required. Tickets may be obtained for \$6 a person through Dec. 12 from **Vonnie Timm, Al Hawkins, Mel Reed** or **Chris Jensen** in Phoenix, or from **Marion Szekely** or **Carmen Aitken** in San Mateo.

Before you ask

The majority of adult Americans have now taken a scheduled airline flight. A survey conducted for the Air Transport Association shows that 55 per cent had flown as of 1972, compared with 49 per cent in 1971 and 47 per cent in 1970. The survey also points out that 59 per cent of all adult American males and 50 per cent of American women have traveled on U.S. scheduled airliners.

A conversation dropper

To keep the fleet flying safely, Hughes Airwest's computer keeps track of more than 43,000 different classifications of spare aircraft parts.



RUSSIAN VISITORS—Hughes Airwest recently hosted Igor A. Damaskin (center), deputy director of the Intourist Travel information office in Moscow, and his wife. Jack Douglas (right), district sales manager in Salt Lake City, welcomes Mr. and Mrs. Damaskin upon their arrival in the Utah capital city aboard a Sundance flight from Cedar City. The Russian travelers were expected to visit Spokane, Wash., site of the Expo '74 World's Fair; and San Francisco.

A bit about Guaymas ... our newest city and No. 5 in Mexico

Some historic dates . . .

1531—Bay of Guaymas discovered by Francisco de Ulloa.

1617—First historical mention of a settlement made by Jesuit priests.

1701—San Jose de Guaymas Mission founded by priests.

1769—First Spanish settlement established by Capt. Antonio Soto Ponce de Leon, who was ordered to occupy the area because of its fine harbor, abundant fish and fertile land.

1814—Guaymas declared a free port with no taxes or duties for 10 years and was opened to general trade.

1847—Guaymas captured and held for a year by U.S. Naval forces.

1854—Some 400 pirates unsuccessfully attempted to seize Guaymas as a prelude to invading Sonora.

1860—During the U.S. Civil War and subsequent Indian conflicts in Arizona, supplies were shipped from San Francisco to Guaymas and, from there, routed north by wagon train.



CACHET SYMBOL—This statue of a fisherman is a popular tourist landmark in Guaymas, Mexico—the fifth Mexican city to be served by Hughes Airwest. The monument is dedicated to the city's hard-working men who sail into the adjacent Sea of Cortez in search of fish and the world-famous "Guaymas shrimp". An outline of the statue will dominate a first flight commemorative cachet on the airline's inaugural flight to the coastal resort city Dec. 15.

1910—Guaymas began receiving steamers from California, China, Germany and England. Later, when the steamer trade slackened, the city was revitalized as a fishing port.

Guaymas today . . .

- Famous for its commercial fishing activities, including famous "Guaymas shrimp", and its importance as a water-melon-growing center.

- Best known for its year-round resort facilities and for its sports fishing, regarded as among the best in the world.

- Climate is mild and sunny with most of the rain falling in the summer months.

- Elevation: 10 feet above sea level.

- Average annual rainfall: 11 inches.

- Average temperature: 76 degrees.

- Located 263 miles from the Arizona border in the Mexican state of Sonora; 50 miles from Sonora's capital city of Hermosillo.

- Population: nearly 75,000.

- Home of three former Mexican presidents: Plutarco Calles, Adolfo Huerto and Abelardo Rodriquez.

- Guaymas derived its name from a tribe of Indians who called themselves "Guaymenas" or "Guaimas".

- Known for a famous twin-peak landmark called Tetas de Cabra, or "tits of the goat".



'AFRAID-TO-FLY' CLASSES — Hughes Airwest personnel recently participated in a special class for people who are afraid to fly. More than 60 neophyte passengers responded to the program conducted at Seattle-Tacoma International Airport aboard a Sundance F-27 propjet in cooperation with Pan American World Airways. Flanking the two Pan Am stewardesses above are Hughes Airwest crewmembers Enrique Cano, steward, and Bill Conklin, first officer (from left); and Capt. George Moate (right). The trio is based in Seattle.

CHARTERS, LOWER FARES, PRIME RESORTS**Hughes Airwest ready for a snowy, fun-packed winter of skiing**

Hughes Airwest is getting ready for a snowy, fun-packed winter as official domestic airline for the Far West Ski Association.

Already the airline has nearly 20 association charter flights booked to popular ski resort areas throughout the West. These, and others expected to be arranged this fall, will begin on Dec. 15.

This year each flight will have a "charter coordinator" aboard to assure that ski groups enjoy their holidays to the maximum, said **Norm Hansen**, system manager of group sales.

Special "ski ambassadors" will be aboard other selected scheduled flights to answer passengers' questions regarding ski des-

tinations and flight itineraries. The ambassadors will consult detailed check lists to make sure all travel and charter arrangements have been successfully completed.

In addition to the charter service for the 35,000-member association, Hughes Airwest this winter will introduce lower package fares to prime resort areas and inaugurate Saturday-only nonstop ski jets from Southern California to Twin Falls, gateway to the famed slopes of Sun Valley.

Reduced fares for groups and individuals will apply on packages to the following ski destinations:

Lake Tahoe in the California-Nevada Sierra; Banff near Calgary, Canada; Big Mountain near Kalispell in Montana; Sun

Valley, 85 miles from Twin Falls; and Salt Lake City, and nearby Park City and Snowbird, in Utah.

Special group departures at sizable discounts will be available on scheduled flights to Twin Falls from Los Angeles and San Francisco International Airports and to Salt Lake City from Los Angeles and three other Southern California airports—Hollywood-Burbank, Ontario and Santa Ana.

Packages also may be tailored to any other area in the West, Hansen said.

This year's prime ski resorts being promoted by the "skiers' airline" have been hand-picked from among the carrier's many winterland destinations throughout the West.

The airline also will offer daily direct flights during the winter season to these and other ski areas from Phoenix, San Jose, Santa Ana, San Diego, Burbank and Las Vegas and other population centers.

WANTED: SATURDAY SKI AMBASSADORS THROUGH MARCH 23

Wanted: Hughes Airwest employ volunteers to assist ski vacationers on Saturday ski flights to Twin Falls (Sun Valley) from San Francisco, Los Angeles, Santa Ana, Las Vegas and Seattle.

Title: "Ski Ambassador".

Duties: As an official representative of the company, relate to passengers enroute to a skiing vacation by answering questions about Twin Falls, Sun Valley and the airline and assist with mishandled passengers or misdirected baggage.

Ambassadors should arrange their trips during time off from their normal working hours.

Benefits: Unique opportunity for a skiing employe who likes to fly and mix with people. Ambassadors will be eligible for free skiing privileges and a 50 per cent room discount at Sun Valley. Air travel on Hughes Airwest's ski jets will be non-revenue positive space. Complimentary round-trip ground transportation between Twin Falls and Sun Valley will be provided.

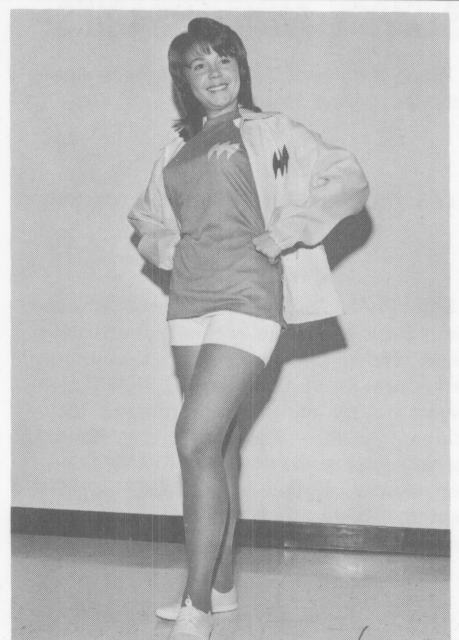
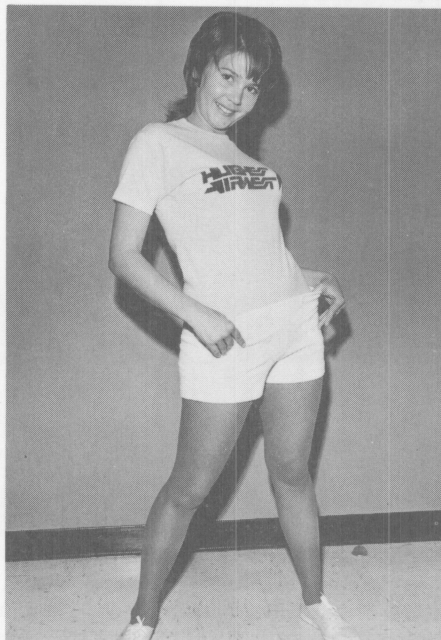
In addition, each ambassador will be given his own Sundance Yellow windbreaker embossed with the company mark.

The ski season will end March 23 with a dinner for the ambassadors.

For additional information contact **Norm Hansen**, system manager of group sales, in San Mateo.



NEW FLIGHT ATTENDANTS—Graduates of last month's flight attendant training class (above) listed with hometowns alphabetically by country, are from left: (Front row) **COSTA RICA**—Ricardo Gerardo Quesada, San Jose; **DOMINICAN REPUBLIC**—Ulda Rafaela Columna Taveras, Villa Rivas; **FEDERAL REPUBLIC OF GERMANY**—Mary Elizabeth Duggan, Weisbaden; **GUATEMALA**—Doris Alichia Hasbun Revelo, Hue Huetenago; **MEXICO**—Sandra Luz Hernandez, Estrada, Juarez, Chihuahua; Sergio Guzman Lopez, Guadalajara, Jalisco; Alejandra Diaz Perez, Zocoalco, Jalisco; Ricardo Garcia Santana, El Grullo, Jalisco; **NICARAGUA**—Maria del Cocorro Carcamo, Managua; **REPUBLIC OF THE PHILIPPINES**—Ivan Sordo, San Fernando; **SPAIN**—Antonio Ramon Yunta, Cadiz, Cueta Province; and **UNITED STATES**—Simone Orozco Amavisco, Phoenix. (Second row) **UNITED STATES**—Arleen Theresa Coria, New York City; Carolyn Ann Cruz, Greenville, S.C.; Lourdes del Carmen Guadra, San Francisco; Maria Teresa Elias, Glendale, Ariz.; Norma Jean Garcia, Gilroy, Calif.; Nancy Louise Gustafson, Des Moines, Iowa; Juanita Sanchez Lujan, Eagle Pass, Tex.; Francisco Carlos Montoya, Bernaillio, N.M.; Marie Aurora Render, Corpus Christi, Tex.; Ana Luisa Mastenbrook Solorzano, San Diego; Robert Valencia, Jr., Ventura, Calif.; and Suzanne Latta Branch of Lincoln, Neb., the outstanding graduate.



CHRISTMAS GIFTS?—The Phoenix Employe Club is offering the above casual wear for sale to employes throughout the system in time to make ideal Christmas gifts for the entire family. Most of the clothes come either in yellow or blue and are available in adult, youth or children's sizes. All carry Hughes Airwest's logo or corporate mark in contrasting colors. Left: Joyce Shaffer, Phoenix reservations, models a heavy racer windbreaker (adult only, \$6.50) over a sweatshirt, which comes in short sleeves (youth, \$2.50; adult \$2.75) or long

sleeves (child, \$2.25; youth, \$2.50; adult, \$3). Center: Pam "P. J." Nielsen, Phoenix reservations, strikes a jaunty pose in a yellow T-shirt (youth, \$1.60; adult, \$1.75). Right: Pam changes into a lightweight windbreaker (youth, \$4.75; adult, \$5.20) over a blue (only) sports T-shirt that has short white sleeves (adult only, \$3.90). The clothes also are suitable for men. A flier, containing a handy order blank, has been distributed systemwide. For additional information contact Frieda Winkeler, Ext. 286 in Phoenix.

Tague appointed San Mateo U.S. Savings Bond chairman

General manager Irving T. Tague has been appointed chairman of the U.S. Savings Bond program in San Mateo County.

He will work with other business, industry and community leaders in a year-round program to encourage the increased purchase of Savings Bonds at banks and through employe payroll deduction plans.

State chairman Ernest Loebbecke, in announcing Tague's acceptance of the voluntary post, said "his wide business experience will be most valuable, especially in these times when increased Savings Bonds sales can help relieve some of the pressures on the economy and add to the financial security of individuals."

OBITUARIES

William Galley, father of William Galley, station agent, Grand Canyon, Oct. 29.

Raymond E. Braly, father-in-law of Howard Olson, technician, Phoenix, Oct. 31.

B. B. Hinnenkamp, father of James Hinnenkamp, station agent, Phoenix, Oct. 27.

Madeline Destiche, mother of John Destiche, warranties analyst, Phoenix, Oct. 23.

Roy H. Reynolds, father of Patti Reynolds, manager central seat control, San Francisco, Oct. 21.

W. C. Cravatt, father-in-law of Charles Peterson, technician, Seattle, Oct. 13.

Employes urged to review Mexico freight procedures

Employes who ship non-revenue air freight and company mail to Mexico through the Phoenix air freight facility are urged to review procedures in order to speed up deliveries.

Bill Allen, regional cargo manager for the Southwest, said all company mail and non-revenue air freight, like revenue air freight, must be accompanied by a shipping ticket. The ticket must include a complete description and the value of the goods.

An Export Declaration (U.S. Customs form 7525) must accompany the shipment if it is valued at more than \$250,

EMPLOYE PASS USERS: HEED THIS REMINDER

Employes who travel non-revenue are reminded to dress appropriately and to use more caution in sending passes through the company mail.

Gladys DeRosia, supervisor of the pass bureau, reports there have been several recent incidents of employes being denied boarding by Hughes Airwest and other airlines because their attire was too casual or in poor taste.

"Suits and ties for men and dresses or pants suits for women is the preferred attire for all carriers," she said.

Employes can avoid having interline passes lost in the company mail system by enclosing a self-addressed stamped envelope with their initial pass request.

In case you wondered

Back in 1964, scheduled airlines, for the first time, accounted for more intercity common carrier miles of passenger service (a little over 50 per cent) than trains and buses combined. Now airlines account for about 75 per cent of this service.

SERVICE ANNIVERSARIES

These employees celebrate service anniversaries during November.

TWENTY YEARS

LAS VEGAS—Walter Mahoney, captain.

FIFTEEN YEARS

SAN FRANCISCO—John Cassidy, captain; Amelia Olivas, chief reservation agent; Helen Morris, senior accounting clerk; Carol Ewan, ticket agent. SEATTLE—Everett Waltrip and Richard Emerson, technicians. YAKIMA—Roger Solt and Ronald Kneifel, chief station agents. KALISPELL—John Gorder, station agent. PORTLAND—Kenneth Berg, chief station agent, and Ota Blair, ticket agent.

TEN YEARS

SEATTLE—Frank Bonnell, Jr., first officer. PHOENIX—Kwok Wong, technician. SACRAMENTO—Glen Tunheim, technician; Colleen Warnshuis, ticket agent. BOISE—Thomas Fisher, technician. SALT LAKE CITY—George Seleme, technician. SAN FRANCISCO—Billie Johnson, senior accounting clerk; Gunda Ahmari, flight attendant. LAS VEGAS—Nichole Wright, ticket agent.

FIVE YEARS

PHOENIX—Steven Cramer, instructor ground flight; John Dean, John Ditty, Kenneth Emling, Roger Lindros, Richard Smith, Robert McClenahan, James Starks, Robert Wooley, Robert Smith, Estvan Jimenez and Larry Zelhofer, technicians; Harold Holmes, director of product development; Franklin Williams, maintenance controller; Archie Black, analyst inventory control; John Sherer, driver. SEATTLE—Bette Johnson, reservation agent; Kate Yoakum, secretary; Cheryl Blum, Mary Alkire, Karen Davis, Kay Marshall and Teresa Short. LOS ANGELES—Brenda Petree, reservation agent; Carolyn Goodson, secretary. SAN FRANCISCO—Velia Rios, reservation agent; Lillian Cochran, intermediate accounting clerk; Richard Walbridge, station agent; Leticia Nystrom, Lydia Ruskell and Maurleen Sarment, flight attendants; Linda Damron, senior transcription operator; Patricia Gouveia, transcription operator. LAS VEGAS—William Cranor, technician; Richard Collins, Michael Heben, Gary Kent and David Liles, station agents; Sylvia Unger, ticket agent; Karen Hibbard, flight attendant. PASCO—Luther Casey and Larry Teeter, station agents. MONTEREY—Henry Balsiger, station agent. TUCSON—William Brandon, station agent. BURBANK—Jess Kelley, station agent.



ORSINI AND CRYSTAL—Bill Lovelace is a San Francisco-based pilot for Hughes Airwest when he's not performing feats of magic. Under the stage name "Orsini", he enjoys cutting his attractive assistant (real life wife Crystal) in half and entertaining appreciative audiences with the help of his flock of trained white doves (above) and a 14-pound rabbit.

RESIDENT PRESTIDIGITATOR

This pilot has some tricks up his sleeve

Some men bowl.
Some men play golf.
Others garden or look at television.

Bill Lovelace's hobby is cutting his wife in half.

Lovelace is Hughes Airwest's resident prestidigitator—a magician.

And when he's not sawing his wife, he is a Hughes Airwest pilot based in San Francisco.

His stage name is Orsini. With his assistant (wife Crystal), 14 trained white doves and a 14-pound rabbit (named Cheesecake), he performs on weekends and days off for school children and other

appreciative audiences, including shows for charity.

"It all started in 1968," he said, "when I began experimenting with magic at home for our friends. I graduated to birthday parties and made my first semi-professional show in San Jose."

Lovelace (er, Orsini) has turned his hobby of magic into a business. He has invested the money he's received for his performances into equipment and now has about \$4,000 worth of paraphernalia.

Lovelace should be no stranger to many employees. He performed with his usual finesse at this year's San Francisco Employee Club picnic.

TRANSITION

WELCOME ABOARD—Fred Mangone, maintenance service analyst, Phoenix. Ronald Chapin, programmer, Phoenix. Thomas Clements, analyst budgets, San Francisco. Adeline Wilmot, junior accounting clerk, San Francisco. Sunny Steinmetz, clerk typist, San Francisco. Bruce McClelland, station agent, Palm Springs. Donnie Wilson and Richard McBride, technicians, Phoenix. Roberto Soberon, cleaner, Phoenix. James Couloures, cleaner, San Francisco.

PROMOTIONS—Gene Empey, to assistant manager A, Las Vegas. Karen Hibbard, to instructor inflight service, San Francisco. Raymond Williams, to supervisor maintenance control, Phoenix. David Angulo, to supervisor data initialization, Phoenix. J. Neil Spendlove, to manager of

telephone sales, Los Angeles. Robert Dirks, to manager cost accounting, San Francisco. Marti Henderson, to manager inflight service, Phoenix. David Knutsen, to manager business system design, Phoenix. Corky Herrick, to personnel representative, Phoenix. Norma Syquia, to secretary, San Francisco. Janice Sedlmyer, to senior accounting clerk, San Francisco. Carol Ewan, to chief ticket agent, San Francisco. Clayton Cryer, to chief station agent, Palm Springs. James Larson, to press operator, San Francisco. John Swope, to technician, Los Angeles.

RETIREMENTS—Exline Brown, captain, San Francisco, retired Oct. 1. William Beatty, captain, Seattle, retired Nov. 22.