

Sundance jets to be inaugurated June 1 to Edmonton

Hughes Airwest will be the only U.S. flag carrier serving Edmonton, Canada when it inaugurates jet flights June 1.

Edmonton, capital of the Province of Alberta and Canada's fourth largest city, has a population of more

than 500,000.

Initially, service will be via Calgary and will consist of two flights a day, Mondays through Saturdays. There will be one flight on Sundays.

It will offer single-plane, round-trip flights for the first time to Edmonton

from Los Angeles and Las Vegas through the Spokane gateway.

Edmonton will become the northernmost destination in our system that now comprises 63 cities in the western portion of North America.

(See related stories on page 4)

Gas shortage brings more passengers, system survey shows

About 13 per cent of nearly 5,000 passengers responding to a systemwide energy survey said they would have driven their family car instead of flying Hughes Airwest had it not been for the gas shortage.

And at least a third of these new passengers could become "regular customers", even with a sharp lessening of the fuel crisis, according to **Rick Gostyla**, director of marketing services.

The survey was administered to about 10,000 passengers on a consecutive Thursday, Friday and Saturday in mid-March, when the gas shortage was at its peak.

Washington and Oregon contributed the most "new" passengers during the shortage, the survey showed; 21 and 19 per cent, respectively.

Following, in order, were the states of California, 12.5 per cent; Arizona, 12 per cent; Arizona, 8.6 per cent; Utah, 6.4 per cent; and Nevada, 5.9 per cent.

The survey bore out the prediction that short-haul (less than 400 miles) traffic would increase with the gas shortage. The top five city pairs, among 80 analyzed, experiencing a sharp boost in traffic because of the gas crisis were:

Portland-Medford, a 33 per cent increase; Monterey-San Francisco, 31 per cent; Pasco-Seattle, 20 per cent; Yakima-Seattle, 25 per cent; and Eureka-San Francisco, 22 per cent.

"Surprisingly," Gostyla said, "some long-haul (more than 400 miles) segments also were affected by the shortage."

Of the city pairs surveyed, the following five topped the list:

Tucson-Santa Ana, 27 per cent; San Francisco-Yakima, 23 per cent; Phoenix-Boise, 21 per cent; Tucson-San Francisco, 18 per cent; and San Francisco-Pasco, 17 per cent.

"The percentages reflect the number of passengers flying that particular segment because of the inavailability of gas for their cars," Gostyla said. "Few markets seemed exempt from the crisis."

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EXPO '74 TICKET OFFICE—Many visitors to Spokane's World Fair pass by our ticket office (above), located on the fairgrounds near the Japanese pavilion. It contains a computer to check on fairgoers' airline reservations. The office is open from 10 a.m. to 10 p.m. daily. (See related stories, additional photo on page 3.)



NEW SUNDANCE KIDS—This group of 19 new flight attendants graduated last month in San Mateo. General manager Irving T. Tague presented diplomas while Arthur Taylor, vice president-legal, did the wing pinning. From left, the new flight attendants are (front row) Rebecca Boaz from Anaheim, Calif.; Lizette Lee, Chico; Connie Withington, Phoenix; Becky Tipton, Hayward, Calif.; Barbara Stowell, Redmond; Rita Smith, San Jose; Marian Money-maker, Oakland; Vera Manuz, Scottsdale, Ariz.; and Palma Jaia, Oakland. Also (back row) Irma Deleon, Gilroy, Calif.; Sandra Erickson, Sunnyvale, Calif.; Vickie Hunter, Saratoga, Calif.; Dan Coffey, Redmond; Mark Buell, Bend, Ore.; Peggy Carter, Boise; Mary Imboden, Las Vegas; Pamela Flores, Phoenix; Pamela Cabral, San Jose; and Lisa Flory, Santa Clara, Calif. The group has been assigned to the Seattle domicile.

Three employes earn promotions

Three employes have been promoted to new positions within the company.

Jim McManmon, based in Phoenix as director of maintenance for Asia, has been

assigned the responsibility of all overseas maintenance assistance programs. These programs are in Burma, Nepal, Japan and Mauritania. He also will provide advisory assistance to our program in Liberia.

Jim Frantz, San Mateo, has been appointed manager of crew scheduling and flight records. The newly created post is designed to consolidate both departments to better manage flight crews and related record keeping.

David Buskirk, a Las Vegas flight attendant, has been appointed sales representative in San Francisco. He is a native of Seattle.

About your company

If Hughes Airwest's route system were overlaid on a map of Europe, you find it, in projection, linking London, Cairo, Budapest, Prague, Zurich, Belgrade, Paris, Athens, Rome, Vienna and Berlin.

April RPM's; 2nd highest monthly level in history

Hughes Airwest passengers flew 22.6 per cent more miles in April than in the similar period a year ago to achieve the second highest monthly level in our history.

Systemwide revenue passenger miles totaled 125,494,600, compared with 102,397,600 in April, 1973.

Load factor (the percentage of seats filled) climbed to 62.3 per cent from 50.8 —also the second highest monthly mark ever.

Density (the average number of passengers flying per mile) jumped 26.8 per cent to 51.6 from 40.7.

Total passenger boardings throughout the Western U.S., Canada and Mexico rose 13.5 per cent to 310,100 from 273,200.

Available seat miles dipped slightly to 201,404,000 from 201,568,200.

Cargo ton miles increased 2.5 per cent to 675,900 from 659,700, while the tons of cargo boarded rose 2.8 per cent to 1,745 from 1,698.

Year-to-Date

During the first four months of 1974, revenue passenger miles increased 25.4 per cent to 486,430,700 from 387,995,700.

Load factor rose to 60.9 per cent from 48.9.

Density jumped 28.6 per cent to 50.4 from 39.2 passengers.

Systemwide passenger boardings climbed 16.8 per cent to 1,227,500 from 1,050,700.

Available seat miles edged upward to 798,228,800 from 794,147,400.

Cargo ton miles gained 2.5 per cent—2,627,700 from 2,564,100—and the tons of cargo boarded increased 1.3 per cent to 6,861 from 6,773.

TRAFFIC SCOREBOARD

	Apr., '74	Apr., '73	% Change
PAX	310,147	273,243	+13.5
RPM	125.4 mil.	102.3 mil.	+22.6
ASM	201.4 mil.	201.6 mil.	- 0.1
Load Factor	62.3%	50.8%	
PAX density	51.6	40.7	+26.8
Cargo ton miles	675,939	659,704	+ 2.5
Cargo ton brd.	1,745	1,698	+ 2.8
On-time	80.5%	88.2%	

	Year-to-date		% Change
PAX	1.2 mil.	1.0 mil.	+16.8
RPM	486.4 mil.	388.0 mil.	+25.4
ASM	798.2 mil.	794.1 mil.	+ 0.5
Load Factor	60.9%	48.9%	
PAX density	50.4	39.2	+28.6
Cargo ton miles	2.6 mil.	2.6 mil.	+ 2.5
Cargo ton brd.	6,861	6,773	+ 1.3
On-time	74.4%	83.4%	

FINANCIAL RESULTS

	Apr., '74*	Apr., '73*
Operating revenue	\$13,410	\$10,413
Operating expense	11,717	10,145
Operating earnings	1,693	268
Non-operating earnings (loss)	(256)	(88)
Provision for taxes	733	—
Net earnings	704	180

	Year-to-date	
Operating revenue	\$51,241	\$39,739
Operating expense	44,935	39,742
Operating earnings (loss)	6,306	(3)
Non-operating earnings (loss)	1(129)	(425)
Provision for taxes	1,495	—
Net earnings	4,682	(428)

*All data in thousands.

TICKET OFFICE READY FOR BUSINESS

Expo '74 opens amidst pomp and pageantry

Expo '74 opened May 4 amidst pomp and pageantry and Hughes Airwest, its official airline, was there for the spectacle.

So were President and Mrs. Nixon along with more than 50,000 excited first-day fairgoers jammed on bleachers, buildings, bridges and banks along the Spokane River under a cloudless sky.

General manager **Irving T. Tague** represented the airline in the red-carpeted VIP section. Others attending from the company included **Ed Altman**, operations vice president; **Russell V. Stephenson**, vice president of marketing; and scores of employes from Spokane and other cities throughout the Northwest.

Bands blared and choirs sang as colorful floats lined up in front of the crowd and dignitaries rode by boat to the dec-

orated stage jutting into the river.

The President, arriving to a standing ovation and strains of *Hail to The Chief*, concluded his remarks by declaring Expo '74 officially open.

It was the cue that triggered the show-stopping grand finale.

A thousand pigeons swirled overhead; more than 15,000 small, bright balloons filled the sky; larger hot-air balloons rose regally; and fireworks exploded.

Long after the frenzy had ebbed, church bells throughout Spokane were still pealing as a sign that the gates to the only internationally recognized exposition in the world during this decade had opened. Also opened was our ticket office inside the fairgrounds near the Japanese Pavilion.



FAIR EXPERTS—A few days at any fair usually is enough to satisfy most funseekers. These three employes, however, are beginning a six-month stint at our ticket office on the grounds of the World's Fair, Expo '74 and, by November, should be experts on the subject. Making sure the logo on our building is clean and shiny on opening day are (from left) Spokane agents Mike Brown, Bob Blair and John Swan.

World's Fair could be top tourist draw in U.S., company claims

The World's Fair in Spokane could attract more than 5,000,000 visitors and emerge as the country's top tourist attraction of the year.

The \$70,000,000 Expo '74 opened its six-month run May 4.

"Its wide range of exhibits and entertainment will draw a great number of visitors to Spokane and the world's only such exposition in the 1970's," said **Russell V. Stephenson**, vice president of marketing.

"For many," he said, "it will be their last chance to see a World's Fair on U.S. soil."

To prepare for this summer's onslaught of Expo '74 vacationers, the airline has established the industry's first computerized reservoir of World's Fair data for its passengers.

It contains hundreds of factual entries in six broad categories: general Fair information, entertainment, exhibitors, package tours, available hotels and motels, and admission charges.

Las Vegas-Burbank jets to feature two beers, pretzel service June 1

Two beers and a pretzel will be offered our passengers on selected jet flights between Burbank and Las Vegas beginning June 1.

Purpose of the new in-flight service is two-fold, according to **Jean Wade**, assistant to the vice president of marketing.

First is to encourage passengers boarding Las Vegas-bound flights in the Los Angeles area to use the less congested Hollywood-Burbank Airport for jets to the Nevada entertainment capital.

Second is to introduce passengers departing Las Vegas to such attractions as Busch Gardens, Universal Studios, NBC and Hollywood in Southern California.

Two complimentary brews and one large pretzel will be offered by our Sundance Kids, who will be joined on the "Two Beers from Burbank" flights one day a month by the lifesize "Friendly Eagle" cartoon character, symbol of Burbank's famed Busch Gardens.

Initially, the new service will be offered on the noon and early evening daily departures and on the Friday night flights to Las Vegas and on the morning, afternoon and mid-evening flights to Burbank.

It may be expanded to other markets throughout the system after three months.

PAST AND PRESENT**Here's Edmonton -- our newest destination****HISTORICAL SHORT COURSE . . .**

1795—The first Fort Edmonton is built along the shore of the North Saskatchewan River, the main "highway" of the fur trade, by Hudson's Bay Company 25 miles downstream from the present city center. It is located next door to Fort Augustus, built a few months earlier by the opposing fur trading concern, the Northwest Company. The name "Edmonton" was selected after a community near London and the birthplace of Sir James Winter Lake, who served as deputy governor of the Hudson's Bay Company at this time.

1802—Both forts are burned to the ground by the Blackfoot Indians, who see no need for either one. They are immediately rebuilt, again side-by-side.

1810—The forts are quickly abandoned when the Blackfoots again threaten to burn them down. The companies combined forces and built a joint fort 100 miles downstream.

1812—The two companies split and separate forts again are built.

1821—The companies merge; Fort Augustus is abandoned and Fort Edmonton begins to flourish.

1827—Fort Edmonton is moved to the site of the present city.

1862—Prospectors start arriving by the hundreds to pan for gold along the North Saskatchewan River.

1876—Edmonton's first regular mail service begins.

1880—Edmonton's first newspaper, the Bulletin, is published.

1883—Stagecoach service is established to Calgary. Population reaches 300.

1898—Edmonton becomes the staging area for the All Canadian Route to the Klondike gold fields.

1904—The City of Edmonton is established with a population of 5,000.

1905—The Province of Alberta is created and Edmonton becomes its capital.

1910—A land boom occurs with the arrival of the Grand Trunk Pacific Railway.

1947—Discovery of oil 18 miles south of the city creates a business and construction boom.

1963—\$20-million Edmonton International Airport opens on Dec. 3; it covers 7,300 acres and includes a three-story terminal building and an eight-story administration tower.

1974—Hughes Airwest inaugurates jet service into Edmonton International Airport (YEG), through the Spokane gateway.

EDMONTON TODAY . . .

— Sprawls across 121 square miles; is 2,200 feet above sea level; summer temperatures range in the 70's.

— Seventy per cent of the city's half-million population is under 40 years of age.

— Home of Klondike Days, a 10-day celebration honoring the Yukon gold rush era of the late 1800's.

— Considered the oil capital of Canada; has more than 7,000 producing wells within a 100-mile radius of the city and more than 10,000 miles of pipelines radiate from its refinery area.

— The city's downtown area has been used as a model in modern urban planning by West Germany.

— Is the largest meat-processing center in the west.

— Offers sportsmen 16 different types of fresh water game fish, the largest variety of big game in North America and is the only place on the continent that is traversed by four migratory flyways.

— Home of the University of Alberta, Canada's third largest campus.

— Home of the world's largest herd of buffalo living in their natural habitat.

— Site of the Northern Alberta Institute of Technology, the largest technical institute in Canada.

— Is located 350 miles north of the

Montana border and about 185 miles north of Calgary.

WARREN WOOD LEADS STAFF IN EDMONTON

Hughes Airwest will have an operations work force of 16 employees at Edmonton International Airport when service is inaugurated June 1.

The team will be led by new station manager **Warren Wood**, former chief station agent in Calgary. Wood, 32, joined the company in 1965.

Joining him in Edmonton as chief agents will be former Calgary station agents **Allen Selgensen**, **Cliff Yeats** and **Greg Park**. Selgensen joined the airline in 1969; Yeats and Park in 1972.

Also on the operations staff will be 12 new employees:

Station agents will be **Wayne Carter**, **Larry Lebid**, **Ronald Row**, **Roger Wright**, **George Lovell**, **Dale Ausmus**, **Wilbert Griffith** and **Robert McGregor** from Edmonton; and **Ed Bordum** and **Wayne Boyer** from Calgary.

Ticket agents will be **Beverly Zerk** and **Ingrid Dohrn**, both from Edmonton.

Welcome aboard, Edmonton!

CAB's Timm urges industry to be alert for 'explosive developments' in future

The chairman of the Civil Aeronautics Board told Hughes Airwest's Management Club last month that the airline industry should become "ready for the explosive developments that surely lie ahead in the field of aviation."

Robert D. Timm addressed his remarks to more than 200 employees in Phoenix May 18.

"We have closed an era in civil aviation throughout the world," he said. "We have reached the crossroads and the path we choose now will make all the difference in the days to come.

"The time is no more when the airline industry can cover or disguise its mistakes with the cloak of growth and expansion.

"The time is no more when the CAB can continue to function without a penetrating self-analysis of its processes.

The chairman emphasized that "the usefulness and continuing applicability of every (CAB) policy will be re-examined, both as it affects the industry and as it pertains to the agency's functions."

"We must at last recognize that the aviation frontier has vanished and that we must now refine and re-examine the system we have developed in the hectic and heady years of untrammelled growth."

Timm predicted, but did not specifically cite, "many short-term sacrifices" for the industry and for the public it serves.

He also said that "cost control will continue to be a constant battle.

"Those that hold their own in that fight will emerge as great airlines," he said.

"We are beset with problems; we are facing magnificent challenges; we are beginning to realize that the road we must take will be different," he said. "The luxury of rampant growth is behind us and the requirements for discipline, contrary to our past actions, are going to be a central theme."

Timm expressed personal confidence that "the burning desire of Hughes Airwest to progress will make it become a fact.

"We at the CAB stand ready to evaluate our role in your destiny," he said.

Globe-girdling sales office network unique to regional airlines

Our off-line sales offices in nine foreign countries, New York and Hawaii comprise a worldwide marketing net that is unique among U.S. local service airlines.

"They provide off-line depth and back-up support to our systemwide sales effort in the Western U.S., Canada and Mexico," said **Russell V. Stephenson**, vice president of marketing.

"These offices also fill a service need of foreigners who are planning a visit to the American West," he added. "We are able to better accommodate them if we assist with their travel plans before their trips get under way."

Following is a list of our off-line sales offices, with the principal marketing representative and his territory of responsibility:

Athens, Greece—**George C. Joannou**, regional director; Europe, the Middle East and Africa.

Brussels, Belgium—**Mrs. Louse Faure**, sales manager; Luxembourg, Belgium and The Netherlands.

West Germany—**Mrs. Ilse Hornig**, manager of Central Europe.

Paris, France—**Jean-Louis Barreau**, manager of Western Europe.

Rome, Italy—**Bill Pellegrini Quarantotti**, manager of Italy and the Western Mediterranean.

London, England—**Brian Allen**, manager of Northern Europe.

Sydney, Australia—**Kay Bergin**, director of sales for the South Pacific and Southern Asia.

Tokyo, Japan—**Paul Saito**, regional sales manager for the Far East.

Mexico City—**Raul Fernandez**, staff vice president and general manager, Mexico.

Honolulu, Hawaii—**Raymond Y. C. Ho**, sales manager for Hawaii.

New York—**Caterina De Martin**, eastern manager for interline and sales.

Free Mazatlan discount coupon books available

Free coupon books offering discounts to 25 different attractions in Mazatlan are available to employes through the pass bureau.

The books are the same as those being sold for \$3 each to passengers on flights to Mazatlan starting May 15 for two months. They contain discounts valued at more than \$50.



OFF-LINE MARKETTERS—The company's off-line sales force recently met in San Mateo. Six of the 11 employes who head offices in major cities around the globe are pictured here. They are (from left) **George Joannou**, Athens, Greece; **Kay Bergin**, Sydney, Australia; **Bill Pellegrini Quarantotti**, Rome, Italy; **Caterina DeMartin**, New York City; **Raymond Y. C. Ho**, Honolulu, Hawaii; and **Paul Saito**, Tokyo, Japan.

TRANSITION

WELCOME ABOARD—**Martin Phillips**, systems design, Phoenix. **Floyd Clower**, security investigator, Phoenix. **Hector Justiniani**, station agent, Guadalajara. **Rita Tyler** and **Keith Luttenbacher**, reservation agents, Seattle. **Eliot Downing** and **John Bunyan**, crew schedulers, San Francisco. **Joan Horner**, reservation agent, Phoenix. **Georgette Guerra**, secretary, San Francisco. **Pamela Short**, clerk typist, San Francisco. **Jeanne McClain**, **Dawn McVeigh** and **Beverly Higgins**, transcription operators, Phoenix. **Carol Hawthorne**, reservation agent, Phoenix. **Bob Considine**, reservation agent, Los Angeles. **Hisako Koono**, **Ann Hedlund** and **Sachiko Kurashige**, ground hostesses, Las Vegas. **Raymond Eelsing**, mail clerk, San Francisco. **Noel Castagnola**, secretary, San Francisco. **Annell Rupp**, junior clerk, San Francisco. **Billy Wilsford**, driver, Phoenix. **Marilyn Cajthaml**, data processing control clerk. **Amy Kawamoto**, junior accounting clerk, San Francisco. **Barbara Duncan**, clerk typist, Santa Ana. **James Baker**, mail clerk, Phoenix. **Beverly Zerk**, ticket agent, Edmonton. **Thomas Miller** and **Gerald Har-**

vey, technicians, Phoenix. **Dean Potter**, statistical clerk, San Francisco. **Jack Cummings**, station agent, Calgary. **Edward Bordum**, **Ronald Row**, **Roger Wright**, **Wayne Carter** and **Richard Lovell**, station agents, Edmonton. **Peter Cristiano**, **John Grant** and **Don Jones**, station agents, Burbank. **Norm Cummings**, **Raul Sanchez** and **Steve Nylene**, station agents, Tucson. **Tyrus Yasukawa** and **Ken Burrows**, station agents, Los Angeles. **Richard Sanford**, **Larry Smith**, **Lari Tonti** and **Richard Halcomb**, ticket agents, Phoenix. **Valerie Turco**, **Ken Spain** and **Phil Nault**, ticket agents, Las Vegas. **Harold Ogle**, station agent, North Bend. **Norm Schmitz** and **Richard Mott**, station agents, Chico. **Mark Tyler**, station agent, Sacramento. **Patrick Boor** and **Alton Haberman**, station agents, Crescent City. **Bob Hosking** and **Larry Walsborn**, station agents, Ephrata.

PROMOTION—**Marion Szekely** to assistant manager inflight service, SFO. **Caterina Martin** to regional sales manager, East Coast. **Roy Thompson** to senior economic control manager, San Francisco. **Rosemary Daugherty** and **Ruth Burns** to secretaries, San Francisco. **Christiaan Anten** to lead technician, Los Angeles. **Richard Tribe** to check captain, Las Vegas. **Jane DelRosario** to secretary, San Francisco. **Linda Cramb** to reservation agent, San Francisco. **John Kile** to assistant manager telephone sales Phoenix.

RETIRED—**Captain Harry Kelly**, after 28 years with the company.

Rick Gostyla, director of marketing services, said the program, if successful, would become permanent and may be expanded to other Mexican destinations.

The coupons can be used in nine restaurants, six shops, three nightclubs and at several other establishments in Mazatlan.

SERVICE ANNIVERSARIES

The following employees celebrate service anniversaries in May.

TWENTY YEARS

LOS ANGELES—Lawrence Plummer, station agent. PASCO—Jack Clayton, chief agent. PHOENIX—Harold Snider, maintenance controller. Donald Clary, supervisor maintenance center.

FIFTEEN YEARS

LOS ANGELES—Art Pierce, assistant station manager. WALLA WALLA — Richard Garn, station manager. PHOENIX—Hugh Hawthorne, technician. Curtis Long, lead technician. SAN FRANCISCO — George Locke, technical coordinator - operations. Michael Brand, reservation agent. Mac Myhre, manager office buildings. SALT LAKE CITY—Jerry Butler, station agent. SPOKANE—Harry Hill, technician. BOISE —Harold Bingin, technician. ANTA ANA—Merlyn Peterson, station agent. LAS VEGAS —Nathan Lee, chief station agent.

TEN YEARS

LOS ANGELES—Carol Belyea and Arleigh Hanson, reservation agents. John Linkey, station agent. SAN FRANCISCO—Wilma Seyd, reservation agent. Jim Rylander, economic control manager. Edward Maymo, chief station agent. PHOENIX—Ray Winiger, technician. SEATTLE—Lawrence West, captain. John Swisher, first officer. Beatrice Valiquette, secretary. BURBANK—Patricia Bonner, station agent.

FIVE YEARS

SAN FRANCISCO—Paul Howe, manager telecommunications. Rethia McDowell and Barbara Kyne, reservation agent. Madelyn Farrell, flight attendant. Robert Palmer, Jr., press operator A. PHOENIX—James Arnold and Barbara Beeghly, reservation agents. Carol Lankford, Jeanne Reynolds, Martiza Vargas and Patricia Walker, flight attendants. SEATTLE—Sharon Pacquette, reservation agent. Ronald Lawrence, cleaner.



NEW JET FINANCING—An agreement is signed with the Bank of America for a \$26 million loan to finance the purchase of 11 DC-9 jets from Continental Airlines. Participating in the signing are (from left) John Cawley, Bank of America vice president, Los Angeles; Harry Swenson, vice president and treasurer; William Rankin, a member of Hughes Airwest's board of directors; and Arthur Taylor, vice president-legal.

Steven Muir, station agent. Sallie Swanson, flight attendant. RENO—Larry Brad-

shaw, station agent. MAZATLAN—Javier Lozano, senior porter.

AIRLINES' 1973 PARTICIPATION IN MEXICAN MARKETPLACE COMPARED

Following is a comparison of Hughes Airwest's participation in the Mexican marketplace in 1973 compared with other airlines.

	Enplaned Passengers				Rev. Psgr. Miles (000)			Passenger Load Factor (%)	
	1972	1973	Increase (Decrease)	1973 % of Market	1972	1973	Percent Increase (Decrease)	1972	1973
American.....	302,633	421,452	118,819	26.7	387,160	538,663	39.1	56.1	49.8
Western.....	307,759	337,521	29,762	21.4	480,952	527,294	9.6	69.9	70.1
Braniff.....	191,442	234,354	42,912	14.9	151,377	205,166	35.5	52.3	45.7
Eastern.....	225,266	223,297	(1,969)	14.1	408,434	403,938	(1.1)	55.4	46.9
Pan American.....	178,655	206,489	27,834	13.1	140,936	179,729	27.5	59.2	53.0
Hughes Airwest.....	35,906	89,517	53,611	5.7	27,215	66,648	144.9	50.4	57.5
Texas International.....	49,572	65,491	15,919	4.1	14,974	34,939	133.3	39.2	36.8
Market Totals.....	1,291,233	1,578,121	286,888	100.0	1,611,048	1,956,377	21.4	58.9	53.0

Bah-RROOM!

Employees build cannon to solve musical dilemma

Three Phoenix-based music buffs have solved a dilemma that has plagued the concert world for nearly a century.

The problem was creating a realistic cannon blast on stage at the right instant during the performance of Tchaikovsky's spirited *1812 Overture*—without wheeling in authentic Civil War artillery.

He wrote the piece in 1880 with 16 booms but failed to tell frustrated percussionists how to cue the cannon exactly on the half or quarter note.

Over the years, the concert booms have been improvised by pistols loaded with

CANNONEERS' BLASTS DRAW TUCSON PRAISE

Hughes Airwest and its musical cannoneers have been praised for performances of the *1812 Overture* last month before large audiences in Tucson.

Edward R. Kupperstein, general manager of the Tucson Symphony Orchestra, in a letter to Robert K. Jorgensen, staff vice president of maintenance and engineering in Phoenix, wrote:

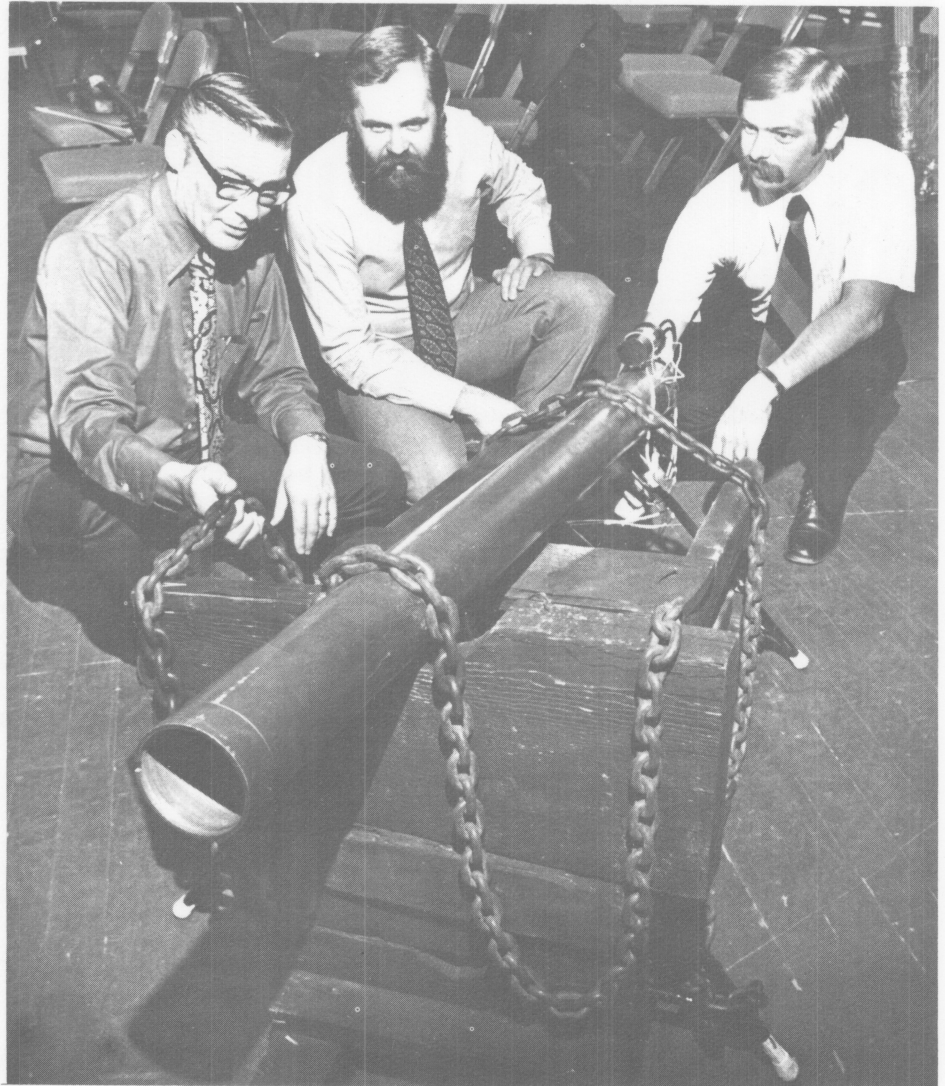
"On behalf of the Symphony Society, I would like to express appreciation to Ken Hobby and his associate, whose acetylene cannons made our performances very exciting events. About 4,000 adults and 11,000 children witnessed the cannon blasts. Our thanks to Hughes Airwest for making it possible."

blanks or shotguns fired into oil drums. A real cannot is used in Los Angeles and New York.

But to any music fancier, the beat's the thing. And, unfortunately, Tchaikovsky's composition has rarely been played as he wrote it.

Until, that is, **Ken Hobby**, Hughes Airwest's manager of base overhaul and a tympanist for the Scottsdale Symphony, decided to build a portable cannon that could be triggered on cue.

So he took his problem to two buddies—**Carl Olberg**, electronics engineer, and **Larry Ring**, a draftsman—and the trio rolled up



MUSICAL CANNON—These three Phoenix employees admire their answer to a dilemma that has plagued the playing of Tchaikovsky's *1812 Overture* since it was written nearly a century ago: creating a cannon blast in tempo. The solution is this unique musical cannon made with discarded airplane parts by (from left) Ken Hobby, manager of base overhaul and a tympanist for the Scottsdale Symphony; Carl Olberg, electronics engineer; and Larry Ring, a draftsman. With it, they can blast away on cue from the conductor without missing a beat.

its creative sleeves and went to work.

With discarded airplane parts, they designed a unique version of the old carbide cannon used many years ago on the Fourth of July. But instead of carbide, they used acetylene; with a proper spark setting, heater control and back flash valve.

The cannon has a six-foot tube mounted to a stand and weighs less than 20 pounds.

It even spits fire and smoke when shot off.

In concert, dressed in dark suits, the trio uses two of them to allow the cannons to recharge their acetylene for split-second blasts.

"We can create a pop or an ear-splitting roar with the flip of a switch," Hobby said.

As before, when the Scottsdale Symphony conductor wants to wake up some of his audience, he schedules the *1812 Overture*.

But now, it goes over with a . . . Bah-RROOM!



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NEW STATION AGENTS—Hughes Airwest has 15 new station agents. Their titles were bestowed on them last month after completing a two-week training course in San Mateo. Pictured above (from left) at a luncheon in their honor are (rear) Don Jones of Phoenix (assigned to Burbank); Ken Burrows, San Mateo (Los Angeles); Pat Boor, Belmont, Calif. (Crescent City); John Grant, Santa Maria (Burbank); Norm Schmitz, Ukiah, Calif. (Chico); Eteve Nylen, San Jose (Tucson); Harold Ogle, North Bend (Ontario); Ty Yasukawa, San Jose (Los Angeles); Alton Haberman, Eureka (Crescent City); Bob Brandia, manager of stations procedures and class instructor; and Jim McGill, class instructor. Also (front) Mark Tyler of Federal Way, Wash. (assigned to Wenatchee); Larry Walsborn, Ephrata (Ephrata); Peter Cristiano, Glendale, Calif. (Burbank); Norm Cummings, Tucson (Tucson); Bob Hosking, Moses Lake, Wash. (Ephrata); Raoul Sanchez, San Lorenzo, Calif. (Tucson); and Dick McKelvey, class instructor.

TRAVEL BARGAINS

Saronic Cruises offer a year-round 50 per cent reduction on one-day cruises departing Athens, Greece. Contact Saronic Cruises, 10 Stadiou St., Athens 133, Greece.

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Siam Inter-Continental is sponsoring an "Airline Holiday Month". Special \$9-15 rates, June 1-30, will include breakfast, service charge and taxes. Write Mr. Karl Buhr, Hotel Siam Inter-Continental, Rama I Road, Bangkok, 5, Thailand.

* * *

RAM Airlines is offering a 50 per cent discount, positive space, from San Francisco to Lake Tahoe. Three-bedroom condominiums located on Lake Tahoe are available for \$37.50 a night. Write: "Debbie", 1335 Columbus, San Francisco 94133; (415) 928-2192.

Annual systemwide operation confab June 16-18 in Eugene

The operations department will hold its annual systemwide meeting June 16-18 in Eugene.

Employees from stations, flight operations, maintenance and engineering will participate in the series of sessions on topics ranging from analyzing our systemwide operations to examining over-all passenger service standards.

Bob Bauter promoted to senior director of security, safety

Robert Bauter, former FBI agent and a six-year veteran of the company, has been promoted to senior director of security and safety. He is based in San Mateo.

Most recently, Bauter has been director of corporate security, a post he has held since joining Air West, Inc., our predecessor airline, in 1968.

He was special agent for the FBI in Portland, Salt Lake City and Reno from 1952 to 1967.

Bauter, a native of Long Beach, holds a bachelor of arts degree in social science from UCLA. He attended graduate school at Long Beach State. Before college, he served in the U.S. Marine Corps for two years during the Korean conflict.

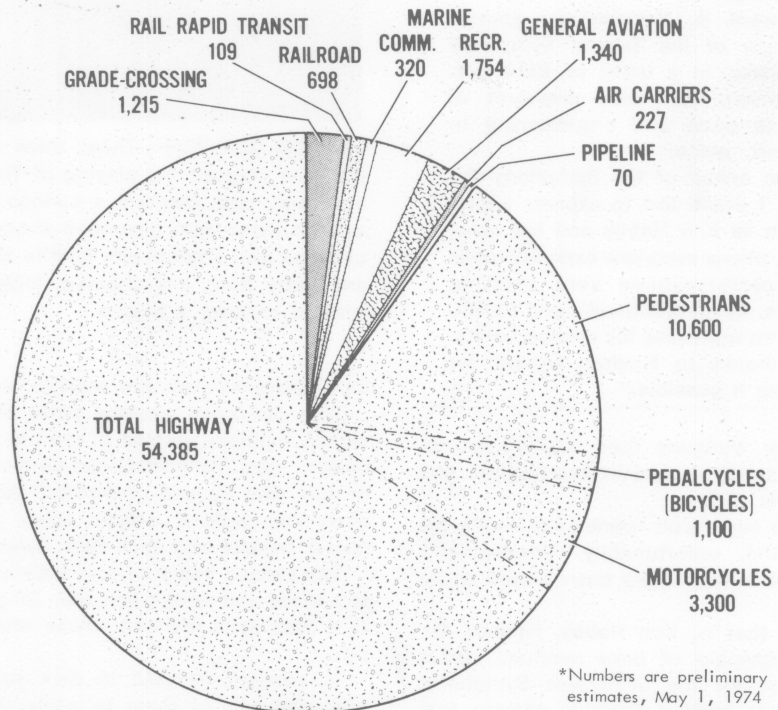
He is a member of the Society of Former Special Agents of the FBI, the International Association of Airline Security Officers (IAASO), the California Check Investigators Association, the American Legion and the Air Transport Association's security committee.



Bauter

Now you know

Hughes Airwest's reservations personnel in Phoenix, Seattle, San Francisco and Los Angeles handle more than 6,000,000 telephone calls a year.



*Numbers are preliminary estimates, May 1, 1974

1973 FATALITIES—Transportation accident fatalities dropped slightly last year but still totaled 60,118, according to the National Transportation Safety Board. The graph above shows those fatalities in various modes of transportation. Highway deaths led the field with 54,385. Fatalities resulting from commercial airline mishaps amounted to 227.