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Service to Texas by June if CAB approves exchange

Hughes Airwest could begin serving three cities in Texas for the first time June 1 if our route exchange agreement with American Airlines is approved by the Civil Aeronautics Board.

That's the start-up target date set by the company for five round-trip jet flights a day into the Lone Star State from the Phoenix and Tucson gateways. The cities served would be San Antonio, El Paso and Houston.

The preliminary schedule consists of three flights a day from Phoenix to Houston, and two daily departures from Tucson to Houston, via El Paso.

Under the agreement, we would obtain these routes from American in exchange for the following routes we currently operate: Las Vegas-Salt Lake City, Las Vegas-Palm Springs, Salt Lake City-Los Angeles and Palm Springs-Los Angeles.

The exchange agreement—one of the largest in the history of commercial aviation—was signed last September by general manager **Irving T. Tague** and **George A. Warde**, president of American. At that time the joint application was filed with the CAB.

Consolidation Sought

Numerous requests were then filed by interested parties seeking consolidation of applications by other airlines that contended they had a right to a hearing before our application was considered. These requests were denied by the board and a pre-hearing conference was held before Administrative Law Judge Alexander Argerakis.

All parties, including carriers opposing the exchange, proceeded to submit testimony and evidence in time for the scheduled April 2 hearing.

Our documentation supporting the joint application stands nearly a foot high and includes three volumes of exhibits and testimony.

Several airlines, for various reasons, are opposing our portion of the application—that is, our entry into Texas via the American routes. The carriers are Continental, Delta and Texas International. Other airlines oppose the transfer of our four routes to American.

Testimony Given

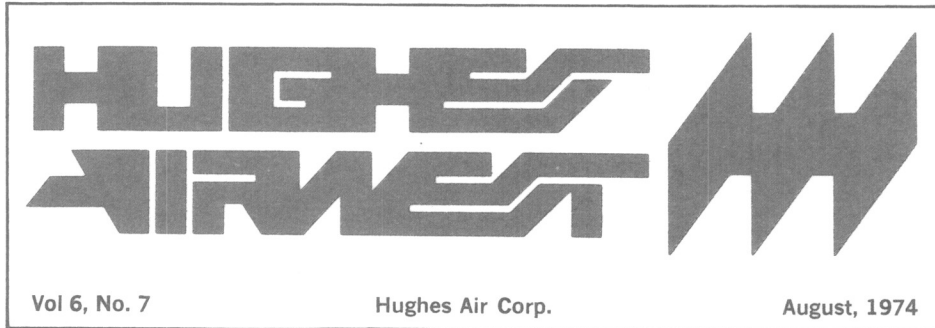
Among those testifying before Judge Argerakis have been Tague, marketing vice president **Russell V. Stephenson** and **Hank Myers**, manager, route development.

Terry Ashton, vice president of planning, testified at the request of Texas International and refuted that carrier's claim that were seeking the routes into Texas to be in a better position to acquire Texas International.

So what's the next step?

Richard Fitzgerald, staff vice president of regulatory affairs, expects an initial decision to be issued by Judge Argerakis by the end of October. The CAB's Bureau of Operating Rights (BOR) has recom-

(Continued on page 8)



Ashton elected vice president; Queenan, Miller new staff VPs

Three top executive promotions have been announced by general manager **Irving T. Tague**.

They are **Terry Ashton**, who has been elected vice president—planning by our board of directors; and **Richard Queenan** and **Arch Miller**, who were appointed staff vice presidents of special projects and marketing, respectively, by Tague.



Ashton

Ashton, 39, most recently was staff vice president—planning and will continue to have primary responsibility for long-range scheduling and allocation of our equipment resources.

Before joining the airline in 1967, Ashton was manager of market planning and research for Mohawk Airlines. Before that he was an operations analyst for Boeing Company's commercial division.

He was graduated from UCLA in 1957 with a pre-law degree and later attended UCLA's graduate school and Harvard Business School.

Queenan, former senior director of special projects, is responsible for investigating and improving management control systems throughout the company and established our economic control manager (ECM) program, which he will continue to supervise.

He also is involved in many of the company's overseas activities, including

our technical assistance program in Liberia.

Queenan, 52, was vice president-international for R. Dixon Speas Associates, an aviation consulting firm in New York and London before joining Hughes Airwest last year. Before that he served as director of central operations control for Pan American World Airways in New York and in various executive positions with American Overseas Airlines in Europe.

He was educated at Hofstra University in New York.



Queenan

Miller, 36, previously had been a senior director.

He will continue to be responsible for the company's reservations computer and message switching systems, systemwide ground communications and departmental expense



Miller

control.

Since joining the company in 1959, Miller has worked as cargo agent and station agent and has held various executive positions in the reservations department, including director of telephone sales.



EARLY RETIREMENT—Wally Abrahamson (right) is presented with a DC-9 model by flight control manager Cliff Magnuson at a surprise retirement party. Abrahamson, 45, took an early retirement to work full-time as a volunteer minister for Jehovah's Witnesses. The dispatcher joined the company 27 years ago as a flight attendant. He moved to flight control in 1952. He plans to vacation at his Lake Chelan, Wash., cabin before taking up his full-time volunteer minister's duties.

TRANSITION

WELCOME ABOARD—Thomas Norwich, Juan Cabrero and Willie Montgomery, station agents, Las Vegas. Reginald Correa, mail clerk, San Francisco. Christine Wong and Sonja Nelson, junior accounting clerks, San Francisco. Carlene Hirst, Stephen Gabel and Thomas Abate, crew schedulers, San Francisco. Clyde Cruse, station agent, Burbank. Martha Franklin, clerk typist, Spokane. Nancy Wilhelm, secretary, San Francisco. Christine Beck, compositor, San Francisco. Ardella Snow, reservation agent, Los Angeles. Pearl Snarr and Maybelline Wright, cleaners, Phoenix. Grover Payton, Herbert Origas, Robert Carrillo, Keith MacLoughlin and Charles Brightwell, technicians, Phoenix. David Barber, reservation agent, San Francisco. Desmond Welch, assistant dispatcher, San Francisco. Bernard Stanley, supervisor, purchasing, San Francisco. Robert Steczo, maintenance service analyst.

PROMOTIONS—Michael Aland to assistant manager, Santa Ana. Jean Nelson to executive secretary, Phoenix. Elinor Keating to supervisor, flight records, San

Francisco. Kathleen Howe to manager, manual services, San Francisco. Gordon Derscheid to chief reservation agent, Los Angeles. Greg Park to chief station agent, Edmonton. Sharon Wheeler to ticket agent, Las Vegas. Martin Lieb to chief station agent, Las Vegas. Ruth Kennedy to secretary, San Francisco. Robert Justen to chief station agent, Tucson. John Geddis to dispatcher, San Francisco. Gary Hjelt to assistant dispatcher, San Francisco. Ray Cordrey to ground service, Las Vegas.

RETIREMENTS—Onni Saline, technician, Phoenix, after 13 years with the company.



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Assignment shifts announced for five in sales department

Five new personnel assignments were announced this month by the sales department.

Bud Stokes, 34, moves from San Jose to Seattle as district sales manager. He has been with the company 14 years.

Glen Bottemiller, 39, former Seattle district sales manager, takes over in San Jose. He has been with the company since 1961.

Mike Conroy, 28, moves from district sales manager in Ontario to a similar position in Las Vegas. He has been with the company two years.

Dick Fouts, 53, was promoted to sales manager for intermediate cities. Fouts, a two-year company veteran, had been an account executive in Seattle.

Pat Braden, 40, has been given the additional responsibility for hotel sales and named manager for hotel and convention sales. She has been the convention sales manager since joining the company in 1972.

SFO employees ready for arts, crafts weekend

Do you collect rocks? Make jewelry? Do sculptures? If so, the employe arts, crafts and hobby weekend, scheduled for Sept. 28, may be just the thing for you.

The weekend will allow San Francisco area employees to display their arts and crafts at our international headquarters. Employees may also enter their projects for judging by employees and their families who visit the show.

Categories for judging will be painting, drawing, sculpture, pottery, wire and metal sculpture, needlepoint, rock collection and jewelry and "other."

Entry blanks are available from Jean Wade, marketing department, San Mateo.

TWELVE PILOTS RECALLED

Twelve line pilots have been recalled from furlough status, according to Ed Altman, vice president of operations.

The initial recall is attributed to increased flight and training requirements, he said.

July traffic shows increase in RPMs; other totals gain

Hughes Airwest's systemwide revenue passenger miles jumped nearly 10 per cent last month over July 1973 levels—up to 123,599,400 from 112,455,700.

Passenger density (the average number of passengers flying per mile) increased to 46.4 passengers, up 10.5 per cent from 42.

Available seat miles totaling 227,212,100—an all-time company record—were up 5.5 per cent from 215,323,800.

Passenger boarding rose 6 per cent to 315,500 from 297,600.

The average load factor (percentage of seats filled) was 54.4 per cent, compared with 52.2 per cent a year ago.

Cargo ton miles logged totaled 680,600 up 14.2 per cent from 596,200. Cargo tons boarded increased 9.7 per cent to 1,700 from 1,600.

Year-To-Date

Revenue passenger miles climbed 21.1 per cent—to 856,520,800 from 707,287,000—during the first seven months of the year, compared with the same period in 1973.

The load factor rose to 58.2 per cent from 50.1 per cent, while passenger density jumped 21.4 per cent to 48.8 passengers from 40.2.

Passenger boardings totaled 2,171,500, up 13.6 per cent from 1,911,900. Available seat miles increased 4.2 per cent to 1,471,976,600 from 1,412,102,000.

Cargo ton miles flown gained 7.7 per cent to 4,751,900 from 4,411,400, while cargo tons boarded rose 5.1 per cent to 12,300 from 11,700.

TRAFFIC SCOREBOARD

	July '74	July '73	% Change
PAX	315,468	297,570	+6.0
RPM	124.0 mil.	112.4 mil.	+ 9.9
ASM	227.2 mil.	215.3 mil.	+ 5.5
Load Factor	54.4%	52.2%	
PAX Density	46.4	42.0	+10.5
Cargo ton miles	680,560	596,156	+14.2
Cargo tons brd.	1,736	1,582	+ 9.7
On-time	74.8%	88.6%	
Year-to-Date			
PAX	2.1 mil.	2.0 mil.	+13.6
RPM	857.0 mil.	707.2 mil.	+21.1
ASM	1.4 bil.	1.4 bil.	+ 4.2
Load Factor	58.2%	50.1%	
PAX density	48.8	40.2	+21.4
Cargo ton miles	5.0 mil.	4.4 mil.	+ 7.7
Cargo tons brd.	12,281	11,684	+ 5.1
On-time	76.1%	85.2%	



JOINT PROMOTION—Hughes Airwest stewardess Jackie Malloy of Las Vegas (second from left, is shown a package of promotional material by Richard Gard, American Airlines' manager of interline sales in Chicago, which was used to call attention to the two airlines' joint package tour "Ten Trails West." Looking on are (from right) Caterina deMartin, Hughes Airwest's Eastern manager of interline & agency in New York; Chicago travel agent Edythe Katz; and Robert LaBeau of LeBeau Tours, Inc., New York. Another Sundance stewardess, Bonnie Overton of Seattle (not shown), accompanied the promotional swing through the Windy City and Washington, D.C.

Q & A: SUBSIDY

Q. How does the subsidy work? We understand that the more money we lose, the more money we make in subsidy—that we don't care if we make money or not because the government will pay us.

A. Hughes Airwest operates routes to certain cities which do not generate enough revenue to cover operating expenses, much less a fair rate of return on the investment required to operate these routes. Hughes Airwest is required by the Civil Aeronautics Board to provide service to these cities even though the flights operate at a loss. Theoretically, the CAB provides subsidy to make up the difference, but due to the standard rate method of payment described below, this is not a precise reimbursement. To avoid overpayment of subsidy, the CAB carefully monitors Hughes Airwest's operations and makes detailed audits of all transactions entered into by Hughes Airwest. The subsidy rate paid to Hughes Airwest is by means of a class subsidy rate which applies uniform standards applicable to the entire local service

airline industry.

The statement that it is understood that the company doesn't care whether it makes money or not because the government will pay it subsidy, is completely inaccurate. There would be nothing to gain by being careless with expenses. In fact, the contrary is true since it is distinctly an advantage to Hughes Airwest to minimize expenses and maximize revenues. Passengers, of course, are the main source of revenue and subsidy is playing an ever-decreasingly minor role.

Hughes Airwest has steadily reduced its subsidy needs over the last few years and is planning to continue this trend until it is able to operate without subsidy. One of the reasons for our suspension/deletion program is to reduce the company's dependence upon federal subsidy. Moreover, our corporate plan calls for the elimination of all subsidy within the next few years. (From Terry Ashton, vice president of planning, and Richard Fitzgerald, staff vice president of regulatory affairs.)

FINANCIAL RESULTS

	June '74*	June '73*	July '74*	July '73*
Operating revenue	\$14,102	\$10,953	\$13,823	\$11,230
Operating expense	12,238	10,153	12,736	10,447
Operating earnings	1,864	800	1,087	783
Non-operating earnings (loss)	(109)	(251)	268	(271)
Provision for taxes	248	—	691	—
Net earnings	1,507	549	664	512
Year-to-Date				
Operating revenue	\$78,997	\$60,880	\$92,820	\$72,110
Operating expense	69,619	60,332	82,354	70,779
Operating earnings	9,378	548	10,466	1,331
Non-operating earnings (loss)	(562)	(917)	(295)	(1,188)
Provision for taxes	2,193	—	2,884	—
Net earnings	6,623	(369)	7,287	143

*All data in thousands

'YOUR MAYORSHIP'

Station agent runs

When Tom Prior finishes his shift as a Lewiston station agent, he hops on his motorcycle, zips across the state border and picks up the reins of government in Asotin.

Prior, you see, is the mayor of that small Washington town—the only Hughes Airwest employe to hold such a position.

He was appointed to the job last January after the elected mayor resigned to protest the state's new financial disclosure law for office holders.

Prior was no stranger to local government when he became mayor. He had been elected to another term on the city council last November—a post he has held since 1972.

"I've just always been interested in local government," is the matter-of-fact explanation. Prior gives for his political involvement.

When he transferred to Lewiston three years ago, he

choose to settle five miles across the state border in Asotin. Prior, with a wife, four children and many animals, found the wide-open spaces of Asotin an attractive lure.

His duties as mayor of the town of 928 residents include the supervision of four full-time employes—the town marshal and his deputy, the maintenance supervisor and the city clerk. He also oversees the work of the city council and its committees, handles citizen complaints and signs official documents.

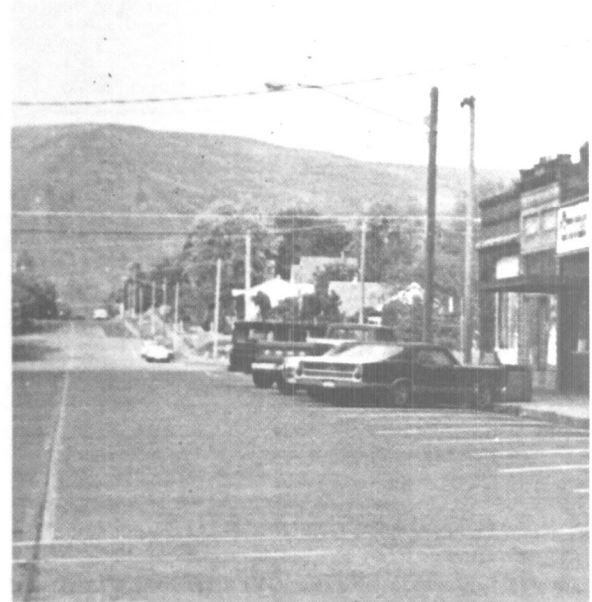
City council meetings are held twice a month



CITY BUSINESS—With Mayor Tom Prior presiding, the five-member Asotin City Council ponders the town's business at one of the twice-monthly council meetings.



AIRLINE BUSINESS—Tom Prior counts his receipts after a day's work at the Lewiston ticket counter. Before coming to Lewiston three years ago, Prior was based in Walla Walla and Yakima.



DOWNTOWN ASOTIN—A view of Second Street in Asotin, the town's "main street." The city has a pop-

s city government

and are run very informally—in part because Prior lacks a gavel.

Major projects for the city are the construction of a new \$600,000 sewage treatment plant and continued clean-up from the floods that hit the town last January.

"Our biggest problem is having enough money to run the city," said Prior, echoing the complaints of his big-city counterparts. Apathy is also a problem, according to Prior. "We never have anybody at city council meetings and no one wants to run for office."

Despite some problems which are similar to those of larger cities, Asotin has a sense of community closeness lacking in most big cities.

"Asotin is like one big family," Prior said, adding that "three-fourths of the people in town are related."

"I enjoy what I'm doing—it has been a real experience. Everybody ought to take part in city government to see what it's like," the mayor recommended.

Prior, 34, has no plans to run for higher office.

"As long as I can handle it though, I'll stay right in here as mayor—provided I'm reelected.

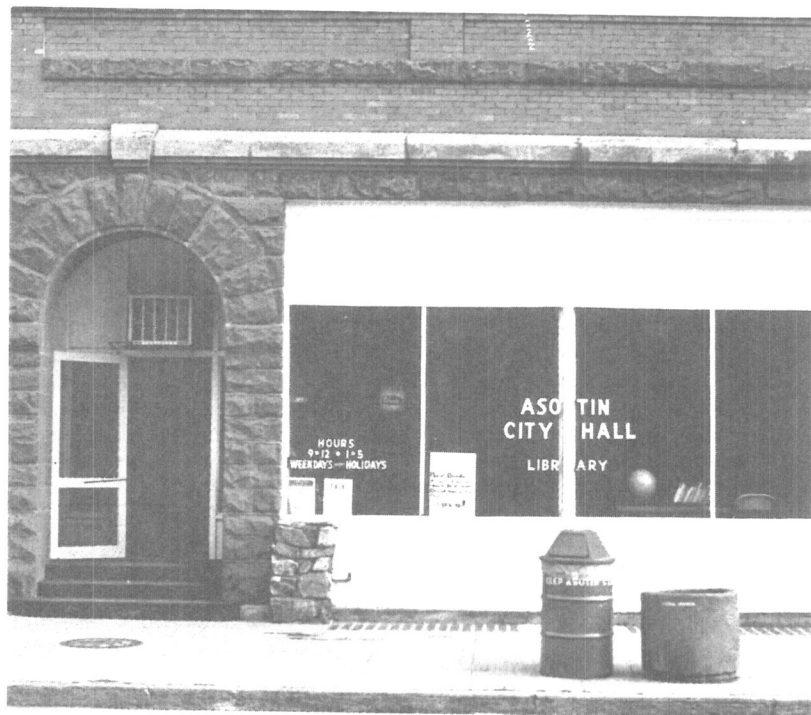
Editor's note: Upon learning that Asotin's mayor didn't even have a gavel to officially open and close his council meetings, general manager **Irving Tague** presented Prior with one in recognition of his outstanding extracurricular community service.



ulation of 928. Asotin is located in the southeast corner of Washington, five miles from Lewiston, Idaho.



'YOUR MAYORSHIP' — Tom Prior, mayor of Asotin, Wash., is often called "Your Mayorship" by fellow Lewiston employees. He is an 11-year veteran of the company.



CITY HALL—The Asotin city hall doubles as the town's library. The city has four full-time employees: the marshal, deputy marshal, city clerk and maintenance supervisor.

SERVICE ANNIVERSARIES

These employees celebrated recent service anniversaries.

FIFTEEN YEARS

BOISE—Leon Benson, lead technician. Jack Fordyce and William Kirk, station agents. Ross Smith, chief station agent. SPOKANE—Maurice Kammers, technician. PHOENIX—Harold Mussi and Robert Hurd, technicians. Virgil Harpham and Donald Trevey, captains. Kit Eastin, supervisor, training/flight. James Draves, chief station agent. Leon Kaine, supervisor avionics maintenance. Charles Brodt, quality control technician. SALT LAKE CITY—Michael Packer, chief station agent. Gary Merrill, station agent. WALLA WALLA—Ellis Boyd, station agent. SEATTLE—James Byrd, chief station agent. John Lowman, captain. Cheryl Jacobson, flight attendant. PORTLAND—Jack Hanke, chief station agent. Carl Winterfeld, station agent. LAS VEGAS—Ralph Krohne, technician. John Russell, chief ticket agent. Stephen Qualey, lead technician. TWIN FALLS—Max Hatch, chief station agent. SAN DIEGO—John Crowley, station agent. PASCO—Max Andrus, station manager. TUCSON—Robert Scott, chief station agent. SAN FRANCISCO—Allen Kennedy, Thomas Tinker and Richard Lieberman, captains. Deanna Deauville and Joan Prince, flight attendants.

TEN YEARS

SAN FRANCISCO—Sarah Nelson and Leona Schwab, flight attendants. LAS VEGAS—Charles Bradley, Jr., ground service. Levi Adams, technician. MONTEREY—Kent Lamb, chief station agent. EUGENE—Gary Timms, station agent.

FIVE YEARS

SAN FRANCISCO—Richard Adams, station agent. Ann Connolly and Roger Cook, ticket agents. Lucille Gaughan, intermediate accounting clerk. Patricia Cortez, mail clerk. RENO—Paul Moya, station agent. PULLMAN—William Holden, station agent. KALISPELL—Robert West, station agent. LAS VEGAS—Donald Welch, station agent. Ray Cordrey, cleaner. Carol Palmer, flight attendant. LOS ANGELES—Roger Niswander, station agent. SALT LAKE CITY—Robert McKinney, station agent. SEATTLE—Charlotte Dungan and Sue Kummer, flight attendants. Joseph Campo, cleaner. PHOENIX—Sue Roesch, flight attendant. Kazushige Morishita, computer operator. Lloyd Wilson, reliability engineer. Gordon Lofshult, technician. Norman Wood, product analyst. Dianne Doyle, receptionist.

IN MEMORIAM

Henry W. Mawby, father of Bruce Mawby, captain, Phoenix; July 3.

Leonard Horn, step-father of John Simpson, station agent, Eureka; July 19.



THE EXHIBIT—About 150,000 visitors to the Calgary Exhibition & Stampede passed through this exhibit entitled "Hughes Airwest Presents Hughes"—a tribute to the aviation and aerospace pioneer. It was part of the Flare Square theme display "A Salute to Aviation". The Canadian government received a company-sponsored bronze trophy for its winning Flare Square exhibit.

Two new managers for Canada appointed: Ferguson in sales, Brooks in operations

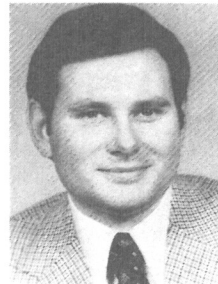
David Ferguson has been promoted to sales manager for Canada.

He will be responsible for all sales activities in that country, principally in Calgary and Edmonton.

Ferguson, 29, previously was district sales manager, sales representative and a station agent. He worked for Western Airlines for eight years before joining the company in 1972.

He is active in the Calgary and Edmonton chambers of commerce and is on the board of directors of the Calgary Tourist Convention Association.

Ferguson, a native of Calgary, attended Mount Royal College in that city. He will continue to be based in Calgary.



Ferguson

Bill Brooks has been promoted to the new position of regional manager of operations for Canada.

The company created the post last month when service was inaugurated to Edmonton—our second Canadian destination.

Brooks, 55, has been our Calgary station manager for the last 10 years. He was a station agent for West Coast Airlines, a predecessor company, before that.

He is a member of of Commerce and served on the Flare Square Committee for last month's Calgary Exhibition & Stampede. He also was president of the Hypnosis Society of Alberta for six years and holds a certificate in hypnotherapy.



Brooks

Mary Gauthier, mother-in-law of John Geddis, dispatcher, San Mateo; July 23.

James Gilliland, husband of Peg Gilliland, assistant manager, telephone sales, Los Angeles; July 25.

Selma Maki, mother of Olga Hakkinen, intermediate accounting clerk, San Mateo; July 28.

Cathrina Elizabeth Brink, mother of

Walter Brink, station agent, Yakima; Aug. 9.

William Layton, father of Lester Layton, production analyst, Phoenix; Aug. 8.

Betty Olberg, mother of Carl Olberg, engineer, Phoenix; Aug. 2.

Carl Swenson, father of Harry Swenson, vice president—finance and treasurer, San Mateo; Aug. 11.

Tague makes dramatic 'point' at exhibition

The odds of it being done are incalculable.

But general manager Irving T. Tague made his "point" for the company and pulled it off with the flair of a magician.

It happened on July 11—Hughes Air-west Day at the Calgary Exhibition & Stampede.

A company-sponsored bronze trophy was about to be presented to the Canadian government for its winning display in Flare Square's "Salute to Aviation" theme exhibit.

Tague was introduced and approached the microphone to address a grandstand audience of nearly 20,000.

"I'd like to introduce you to two Sundance stewardesses with me," he said, gesturing to **Susan Sargent** of Seattle and **Jackie Molloy** of Las Vegas flanking him.

Then, without so much as an upward glance, he dramatically pointed his finger toward the sky and confidently continued . . . "And to our Sundance jet."

The crowd looked up quickly in wide-eyed, open-mouthed amazement.

There, sure enough, exactly where he was pointing, was a yellow DC-9 winging its way toward Calgary International Airport.

Only then did Tague, too, look up and smile.



HIGH STEPPERS—With enthusiasm rarely seen even in a Broadway musical, our 13 new flight attendants sang and danced their way into the hearts of visitors at the Calgary Exhibition & Stampede with a musical "Tribute to Canada." The show was rehearsed during their time off from training.

There was no ground-to-air radio contact and Tague was not scanning the sky before he made his move (er point).

The odds-on chance of Tague's finger pinpointing the jet with uncanny accuracy is further compounded when you consider:

1. The jet's pilot, **Capt. Earl Spencer**, and first officer, **Capt. Pete Hendrickson**, both of San Francisco, were in fact, given approval at Calgary to circle the grandstand—but unknowing to Tague, they were five minutes late in departing

Spokane.

2. There was considerable time spent staging the grandstand platform area before the Flare Square presentation ceremonies began.

3. Several speakers and prescheduled activities preceded his remarks—making it virtually impossible to predetermine with any degree of certainty when he would be introduced.

How Tague did it remains a mystery to all but him.

And he's not talking.



WING PINNING—Calgary Mayor Rod Sykes is in the spotlight as he pins wings on 13 new flight attendants during public ceremonies at the Calgary Exhibition & Stampede.



A 'ROYAL' KISS—The 12 stewardesses who were among 13 flight attendants receiving their wings in ceremonies at the Calgary Exhibition & Stampede collected a "royal" bonus—a kiss by Constable Donald Cohn of the Royal Canadian Mounted Police. The one steward in the class got a hearty "royal" handshake.

Texas service ready for quick start up if CAB approves swap

(Continued from page 1)

mended approval of the route exchange.

Judge Argerakis' decision is subject to discretionary review by the entire Board at the request of any party. Fitzgerald said he expects such a request to be made.

If it is, the board probably will issue an order authorizing a review of all previous proceedings. Additional briefs then will be submitted to the board pertaining to the judge's initial decision.

All this could take another two months.

Fitzgerald expects the board to issue a final written decision by the end of March on the joint application.

What are our chances?

Fitzgerald thinks they are "good."

OTHER EXCHANGES

Five other route exchange proposals also are before the CAB.

American and Pan Am want to exchange most of American's South Pacific routes for Pan Am's Caribbean authority.

Delta wants to purchase TWA's Nashville routes for \$1 million.

Eastern proposes the sale of its St. Louis-Nashville route and all of its Nashville ground facilities to Ozark for \$250,000.

Piedmont and Delta have proposed an exchange of North and South Carolina routes.

Allegheny and Eastern propose to exchange Allegheny's Albany, N.Y., authority to Eastern for its Cincinnati to Florida routes.

The BOR has recommended approval of the application and our testimony and evidence strongly supports our case.

The exchange agreement follows a suggestion by board members to the airline industry encouraging it to explore possible route exchanges, they could become more productive in another carrier's system because they better fit that airline's traffic flow pattern.

Last September, Tague emphasized that we could operate profitably on the Arizona-Texas routes because, unlike American, "we have a whole network of routes feeding into Phoenix and Tucson, thus providing a source of additional traffic."

He said that an initial decision to deny an application for a route swap between Frontier and American, which was issued by another administrative law judge, "should have no affect on our application."



HELPING HAND — San Francisco Employe Club president Tom Bailey (right) and club board member Russ Fields hand Buffy Elliott a check for \$200. The contribution was made from the proceeds of the club picnic raffle. The Elliot family has suffered many hardships during the last year. Elliot has undergone four major operations for bone cancer and will require three more; his daughter was struck with a near-fatal illness and remains hospitalized; and their house burned down while Elliot was in the hospital.

Employe picnic brings out appetites

The San Francisco Region Employe Club picnic July 13 was attended by more than 800. The event was held, for the second year in a row, at Frontier Village Amusement Park in San Jose.

Russ Fields, picnic chairman, said that employes displayed voracious appetites—perhaps brought on by the full day of activities.

Consumed were: 1,000 10-ounce steaks, 1,350 hot dogs, 400 pounds of potato salad, 1,000 ears of corn, 500 sour dough buns, 2,475 cups of soda pop and 2,100 schooners of beer.

Winners in the raffle of two 10-speed bicycles were **Marilyn Fiscalini** and **Jane Boge**. **Yvonne Minns** won the second prize, a portable television.

TRAVEL BARGAINS

Lufthansa's Red Baron Fly-and-Drive offers round trip air fare to Germany, one night at a hotel in Frankfurt or Munich, and an Avis car with unlimited mileage. Cost is from \$86.25 for three days, \$91.50 for four days; single supplement is \$25. Blackout period is Dec. 20, 1974-Jan. 3, 1975. Write on company letterhead four weeks in advance to Lufthansa, Interline Dept., 1640 Hempstead Turnpike, East Meadow, NY 11554 (516) 489-2020.

★ ★ ★

Alitalia has suspended its regional fare program until Dec. 31, 1974.

★ ★ ★

Sheraton Hotels no longer will book airline discounts through its toll-free 800 number. The company asks interliners to confirm the 50 per cent space available discount directly through individual hotels.

★ ★ ★

Air France is offering eight-day tours to Martinique and Guadelupe for \$120, including round trip air fare (positive space, economy class) NYC to NYC, transfers, accommodations and American breakfasts. Departures continue through Oct. 26. Contact the Interline Dept., 1350 6th Ave., New York, NY 10019 (212) 758-6300.