

MORE DIRECT FLIGHTS

Big jump in Mexico traffic expected in '75

Hughes Airwest expects to fly 36 per cent more passengers between the U.S. and its five popular Mexican resort destinations in 1975—a jump to 175,000 from 128,000 this year.

The biggest growth will be aboard round-trips to Puerto Vallarta, up 67 per cent; and to Mazatlan, up 56 per cent.

The other three south-of-the-border cities served by the airline—Guaymas, La Paz and Guadalajara—will show nominal gains as well.

Direct flights to Mexico will be increased from three to four a day next year, as part of a systemwide schedule change Dec. 15. These will provide service from such cities as San Francisco, Los Angeles, San Jose, Las Vegas, Monterey and Sacramento.

Rick Gostyla, director of marketing planning, attributes the predicted traffic boost to several key factors.

They include (1) first-time direct service to Mazatlan from Seattle and Salt Lake City; (2) additional seats on a nonstop flight to Puerto Vallarta; and (3) widespread passenger acceptance of the airline's low-priced tours, which offer special promotional fares and travel bargains accommodating varied itineraries and budgets.

Sundance jets will offer daily flights to each Mexican destination through the Phoenix and Tucson gateways. Mazatlan and Guadalajara will get flights twice a day.

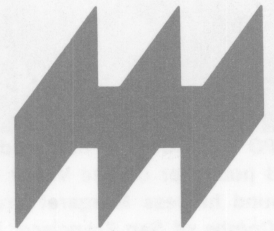
The carrier's load factor (percentage of seats filled) on flights to and from Mexico is expected to climb to more than 62 per cent from 1974's average of slightly more than 57 per cent, Gostyla said.

Marketing confab set for Oct. 1-3

Marketing supervisory personnel and their spouses will gather in Newport Beach, Calif., Oct. 1-3 for their annual departmental meeting and workshops.

Special events will include a banquet with Orange County civic and business leaders, dinner aboard the Queen Mary and a golf tournament.

HUGHES AIRWEST



Vol. 6, No. 8

Hughes Air Corp.

September, 1974



READY FOR TAKEOFF—Captain Ken Spiller of Seattle prepares to send a Hughes Airwest model on its inaugural flight. It was his idea to make models available for assembly by youth groups using employees as instructors.

New model airplane program encourages employee involvement

Want to teach a kid how to fly?

Hughes Airwest has launched a model airplane program for employees wishing to instruct youth groups on the assembly of airplanes and basics of aviation.

The kit, an "AMA Cub", is the official rubber-band-powered model of the Academy of Model Aeronautics. It is made of balsa wood and paper with Hughes Airwest's insignia on the wings and tail.

"The models will give employees an opportunity to get involved with community youth groups and also provide a unique learning experience," said **Capt. Ken Spiller** of Seattle, originator of the program.

"With this program we wish to tell people about an airline and also provide some young people with motivation in a fine hobby resulting in a product of their own accomplishment."

The models are not for personal giveaways; however, they are available without charge to any employee who agrees to instruct a group in their construction and flight.

(Continued on page 6)



EXPO WELCOME—Ferdinand Mendenhall, president of the California Press Association and publisher of The Valley News, Van Nuys, receives an official Expo '74 button from ground hostess Margaret Grass at the World's Fair in Spokane. Looking on is Philip N. McCombs of San Francisco, the association's secretary-treasurer. The pinning took place at a reception we hosted in the U.S. Pavilion. Members of the association stopped in Spokane during a recent educational tour, which also included a visit to Kalispell, Mont.

Q and A Corner

Q. The "previous" meal service could be served more quickly than the Aladdin service. Why did we switch?

A. The transition from carriers and ovens to the Aladdin service was made to improve service reliability and reduce costs. Surveys on flights indicated less serving time with the Aladdin system, but slightly more pick-up time. Over-all, the studies indicated the Aladdin system was as fast, if not faster, than the old system. But the real problem with the old system was maintenance; the ovens were almost impossible to keep in repair. (From **Russell Stephenson**, vice president of marketing)

Q. Why doesn't the company prepare a public relations release explaining exactly why the restrictions under hot conditions are necessary? This release could be maintained on the aircraft and at Reno to relieve crew members and agents the difficult task of explaining the situation verbally to irate passengers.

A. There are different restrictions at various airports throughout the system. It is not practical to prepare a hand out for each airport we serve. The operation problem at Reno with the DC-9 aircraft is well known to the Reno agents, as the restrictions at Salt Lake City are to the Salt Lake City agents. From a station's standpoint, we certainly would not object to a hand out; however, we do not feel it is necessary. (From **Kip Wharton**, staff vice president, stations/traffic.)

FINANCIAL RESULTS

	Aug., '74*	Aug., '73*
Operating revenue	\$ 14,939	\$12,146
Operating expenses	13,482	10,775
Operating earnings	1,457	1,371
Non-operating earnings (loss)	(195)	(252)
Provision for taxes	155	—
Net earnings	\$ 1,107	\$ 1,119
	Year-to-date*	
Operating revenue	\$107,759	\$84,256
Operating expenses	95,837	81,553
Net earnings	11,922	2,703
Non-operating earnings (loss)	(489)	(1,440)
Provision for taxes	3,040	—
Net earnings	\$ 8,393	\$ 1,263

*All data in thousands (add 000).



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

RPMs, boardings hit record highs

Hughes Airwest flew more passengers more miles during August than in any other month in our history.

Boardings rose 4.2 per cent to 339,400 from 325,600 in August, 1973. Revenue passenger miles jumped 7.7 per cent to 133,742,000 from 124,227,000.

August's available seat miles also set a new all-time monthly record — up 6 per cent to 229,626,900 from 216,591,300.

Previous historic highs were 334,400 boardings and 130,623,600 RPMs set last March, and 227,212,100 available seat miles logged last July.

Passenger density (the average number of passengers flying per mile) climbed 8.2 per cent to 49.9 from 46.1. Average load factor (percentage of seats filled) was 58.4 per cent, up slightly from 57.4.

Cargo ton miles gained 2.6 per cent to 717,100 from 698,800. Cargo tons boarded increased 1.8 per cent to 1,900 from 1,800.

Year-to-Date

Passenger boardings climbed 12.7 per cent—to 2,521,000 from 2,237,500—during the first eight months of 1974, compared with the same period a year ago.

Revenue passenger miles were up 19.1 per cent to 990,252,800 from 831,514,100.

Passenger density jumped 19.3 per cent to 48.9 passengers from 41. Load factor rose to 58.2 per cent from 51.1.

Available seat miles increased 4.5 per cent to 1,701,603,500 from 1,628,693,300.

Cargo ton miles gained 7 per cent to 5,469,000 from 5,110,200, while cargo tons boarded rose 4.7 per cent to 14,100 from 13,500.

TRAFFIC SCOREBOARD

	August '74	August '73	% Change
PAX	339,424	325,640	+ 4.2
RPM	134.0 mil.	124.2 mil.	+ 7.7
ASM	230.0 mil.	217.0 mil.	+ 6.0
Load Factor	58.2%	57.4%	
PAX Density	49.9	46.1	+ 8.2
Cargo ton miles	717,141	698,829	+ 2.6
Cargo tons brd.	1,855	1,823	+ 1.8
On-time	75.3%	83.3%	
	Year-to-Date		
PAX	2.5 mil.	2.2 mil.	+12.7
RPM	990.2 mil.	832.0 mil.	+19.1
ASM	1.8 bil.	1.7 bil.	+ 4.5
Load Factor	58.2%	51.1%	
PAX Density	48.9	41.0	+19.3
Cargo ton miles	5.4 mil.	5.1 mil.	+ 7.0
Cargo tons brd.	14,136	13,507	+ 4.7
On-time	76.0%	85.4%	

Phoenix maintenance sets engine rebuilding mark; half usual time

Mechanics and technicians at the Phoenix maintenance base overhaul shops have set a company record for rebuilding a jet engine to our standards.

They did it in seven hours, or less than half the 16 hours normally needed. The previous company record was 12 hours.

Ken Hobby, manager of base overhaul, called the feat "unbelievable," and said, "I do not believe there is an airline in the world that can top this."

Under the direction of **Ted Sutphen**, engine shop supervisor, the 21 men who worked on the speedy overhaul were: **Ralph Bishop, Charles Butler, Robert Calvert, Stanley Chester, Wesley Goodman, Robert Hurd, Larry Keitel, Richard King, Fritz Kuester, Arvil Moore, Harold Mussi, Carl Niki, Richard Smith, Robert Tarr, Henry Trump, Charles Turnbull, Carlo Ventitelli, Joseph Vivona, Stanley Waddell, Arthur Waterman** and **Leslie Womack**.



HOME STRETCH—"Through this portal pass the best damn Little Leaguers in the western hemisphere." With those words displayed above the boarding gate, Hughes Airwest greeted the 14-member Chico-bound team on its last leg of four weeks of travel. The Red Bluff team had advanced to the Little League World Series in Williamsport, Pa., where they lost to Taiwan. The California youngsters represented more than 5,000 teams in the western hemisphere in the final game. Enroute home from Williamsport they stopped in Washington, D.C. and were greeted by another well-known athlete—President Gerald Ford—at the White House. Amid the whirl of television cameras, Hughes Airwest employees welcomed them at San Francisco International Airport with flight bags, special ice cream sundaes and autographed photos of the San Francisco Giants baseball team. The youngsters were due for civic welcomes later in Chico (above photo), arranged by station manager **Don Vaughan**, and in Red Bluff.

Employee reduced freight gets it there cheaply

As little as \$4 will ship employe freight to any Hughes Airwest city under an employe reduced air freight program instituted a year ago.

Personal shipments up to 100 pounds can be sent on a Hughes Airwest flight for \$4 to a domestic point and \$6 to Canada or Mexico (plus tax).

The shipment must be delivered to a station's air freight office at least two hours before departure and will be boarded "space available". For details and limitations, see the master manual under travel benefits (Section 15:05, page 1).

TRAVEL BARGAINS

World-Wide Interline Tours is offering packages to Spain, Greece and the Holy Land. Positive space airfare of \$265 includes hotel and all meals. Write: World-Wide Interline Tours, P.O. Box 28034, Atlanta, Ga. 30328.

★ ★ ★

East-West Airlines offers interliners a Go See Australia fare of (Aust. dollar) \$28, instead of the usual (Aust.) \$70. Firm space is guaranteed except Friday and Sunday nights. Not available for Sydney-Alice Springs route. Write on airline letterhead to Manager, East-West Airlines, East-West Travel Centre, King and Elizabeth Sts., Sydney, N.S.W. 2000, Australia.

★ ★ ★

New York-Buenos Aires costs \$87.80! That's the word from Aerolineas Argentinas on its reinstated, space available, interliner fare. Contact a local office or the head office at 9 Rockefeller Plaza, New York, NY 10020 (212) 757-6400.

★ ★ ★

KLM has reinstated its \$75 space available fare from all KLM gateways in the U.S. to Amsterdam. It's effective Oct. 15-May 31, 1975. Through October, the airline offers cruises down the Rhine River at \$240 for four days, \$265 for five days and \$315 for eight days, including round trip air fare from the U.S. Parents are also eligible. From October-March, KLM offers a five-day tour of Amsterdam and the Dutch countryside for \$198 double, per person, including round trip air fare from the U.S., accommodations, sightseeing, some meals and transfers. For information, write KLM's Interline Dept. at 609 5th Ave., New York, NY 10017 (212) 759-2400.

RPS popularity tops expectations

Hughes Airwest's year-old Rapid Package Service is doing "extremely well," according to **Robert J. Donahue**, director of cargo sales and administration.

RPS receipts in June, July and August exceeded \$10,000 per month, surpassing all expectations, he said.

A shipper can drop a package at any Hughes Airwest ticket counter in the U.S. up to 30 minutes before a departure and it will be shipped on the U.S. flight he designates under the guaranteed-delivery service.

The charge is \$20 (with some weight and size restrictions); if the package is not shipped on the designated flight, half of the charge is refunded. Charges may be billed to the shipper (no COD); however, it must be a bona fide business and not an individual.

Regular users of the service include movie production and television news crews flying film from location and pharmaceutical and legal firms.

The possibility of offering the service at Canadian stations is being investigated, according to Donahue. Time-consuming customs obstacles must be overcome. Service in Mexico is not foreseen.

TRANSITION

WELCOME ABOARD—**Bud Stanley**, purchasing administration supervisor, San Mateo. **Peter Jackalus**, senior engineer, Phoenix. **Ann Sheppard**, **Jesus Gomez** and **Peter Pitrone**, programmers, Phoenix. **Ralph Henn**, public relations representative, San Mateo. **Linda Ross**, clerk typist, San Mateo. **Kim Flores**, mail clerk, San Mateo. **Shelly Muir**, junior accounting clerk, San Mateo. **Shirley Messa**, reservation agent, Los Angeles. **Billie Workman** and **Giles O'Keefe**, aircraft router, San Francisco. **John Bange**, technician, Phoenix. **Alvaro Goncalves**, cleaner, Los Vegas. **Dorothy Crudup**, cleaner, Phoenix. **Robert Straka**, technician, Phoenix.

PROMOTIONS—**Eugene Hite** to quality control technician, Phoenix. **Ray Winiger** to quality control technician, Phoenix. **McKinley Cunningham** to ground service, Las Vegas. **Thomas Fisher** to lead technician, Phoenix.

RETIREMENTS—**J. Paul Markham**, quality control technician, Phoenix, after almost 18 years of service.

SERVICE ANNIVERSARIES

These employes celebrate service anniversaries during September.

TWENTY YEARS

PORTLAND—**George Streaker**, technician. MONTEREY—**Kenneth Holbrook**, chief station agent. SEATTLE—**Raymond Ingle**, first officer.

FIFTEEN YEARS

SEATTLE—**John Atree**, **Wilbur Harris** and **Ken Spiller**, first officers. **James Loomis**, **Cletis McCall** and **Donald Rasmussen**, captains. **Hans Hagedorn**, technician. PORTLAND—**Frank Lamp** and **Logan Houser**, station agents. **Norval Doddridge**, lead technician. EL CENTRO—**James Peters**, station agent. SANTA BARBARA—**Marlene Bulfone**, ticket agent. MEDFORD—**Paul Walker**, station agent. PHOENIX—**David Mearig**, quality control technician. **Beverly Howard**, flight attendant. SAN FRANCISCO—**Gordon Woodworth**, assistant dispatcher. **John Malloy**, security manager. **Nova Miner**, ticket sales audit supervisor. **Francis Butler** and **Dorothy Wallace**, flight attendants.

TEN YEARS

LOS ANGELES—**Sam Grennan**, station agent. TWIN FALLS—**Gary Bogle**, station agent. PHOENIX—**Carol Schultz**, chief ticket agent. **Max Zapata**, station agent. **Betty Vollmer**, reservation agent. **Susan Matson**, flight attendant. **David Crowell**, first officer. SEATTLE—**Trudis Hunt**, flight attendant. LAS VEGAS—**Richard Mansfield** and **Frank Veskrna**, first officers. **Jack Markey**, technician. TUCSON—**Walt Steckline**, district sales manager. SAN FRANCISCO—**Marcia Gilbert**, telephone sales as-

New items may supplement Sundance outfit

Supplemental pieces to the current Sundance flight attendant uniform are being tested throughout the system.

New items include blue slacks with a yellow blouse, a blue jacket with wide yellow lapels and cuffs and a pink smock with rust trim. All are interchangeable with pieces of the current uniform.

All items would be optional, except for the smock. Flight attendants would have a choice between the current and the new items when replacing. The current smocks will be phased out.

Customer services is still searching for a new shoe with durable finish, according to director **Larry Curns**.

The new items were tested for comfort and serviceability by stewardesses **Pam Parr**, San Francisco, and **Cheryl Stephenson**, Las Vegas. Additional testing is planned out of Seattle and Phoenix.

The proposed additions were designed by Mario Zamparelli, Los Angeles designer who developed the current uniform in 1972.

If accepted, the new pieces could be available by the end of the year.

Rickel, Roman assume new titles in marketing

Two employes have been promoted to new positions in the marketing department.

Don Rickel has been appointed manager of agency sales.

He joined the company in 1972 and most recently was district sales manager in Burbank.

Gil Roman has assumed responsibility for tour administration, in addition to overseeing brochure production. His new title is manager of tour administration. He joined the company in 1961.

Two employes represent company on environmental improvement action panel

Two employes participated in the International Northwest Aviation Council conference Aug. 21-23 at Coeur d'Alene, Ida.

Capt. Earl Spencer was on a panel discussing airline environmental improvement actions.

Spencer spoke specifically on noise control versus safety and Hughes Airwest's efforts and successes with quiet operation.

Mike M. Murphy, director of public affairs, moderated.

T. E. Robinson, Empire co-founder, dies

The co-founder of one of our earliest predecessor airlines died July 19 in an automobile accident near Lewiston, Idaho.

He was Thomas E. Robinson, 72, an original board member and co-founder of Empire Air Lines, which was established in 1944 as Zimmerly Air Transport and later became Zimmerly Airlines.

Robinson became general manager of Empire when it moved its headquarters from Lewiston to Boise. He served as a member of the Board of directors of West Coast Airlines from the time that carrier purchased Empire in 1952 until West Coast merged with two other airlines to form Air West, Inc. in 1968.

Robinson was one of Idaho's largest farmers and landholders and owned grain elevators in several communities at the time of his death.

Assistant manager. **Sanford Miner**, reservation agent. **A. G. Robinson**, cleaner.

FIVE YEARS

SAN FRANCISCO—**Mary Hoobler**, reservation agent. **Chris Kralik**, station agent. **Yvonne Mathews**, junior accounting clerk. **Susan Anduha**, intermediate clerk. PHOENIX—**Gary Ahmann**, programming manager. **Karen Magnan**, secretary. BAKERS-

IN MEMORIAM

Mr. Nils Karlson, father of **Nels Carlson**, technician, Seattle, Aug. 10.

Mrs. Rose Marie Grey, mother of **Glenda Lujan**, intermediate accounting clerk, San Mateo, Aug. 11.

Mr. John G. Seabrook, father of **Jake Seabrook**, product analyst, Phoenix, Aug. 31.

Mrs. Mildred Simpson Horn, mother of **John J. Simpson**, station agent, Arcata, Sept. 5.

Mr. Gordon Drechsler, father of **Bill Drechsler**, director of maintenance, Phoenix, Sept. 8.

FIELD—**Ronnie McHone**, station agent. GRAND CANYON—**Diana Dahart**, ticket agent. SANTA ANA—**Randolph Kelley**, station agent. SPOKANE—**Gregory Herrick**, ticket agent. LOS ANGELES—**Jim Hite**, station agent. **Alice Lambert**, clerk typist. PHOENIX—**Martha Lynch**, ground hostess.

Four make first intercontinental flight from Tokyo

The first intercontinental flight of a Hughes Airwest craft by our personnel was flown between the two hemispheres in early July.

The DC-9-30 trip took 18 hours, 21 minutes and required more than three days to complete. The route, from Tokyo to Phoenix, included stops at Guam, Majuro and Honolulu.

Piloting the flight were: **Shelby Tuttle**, staff vice president of flight operations; **Al Klein**, manager of flight training; and **Kit Eastin**, supervisor of jet flight training. Also aboard was **Bob Semones**, manager of maintenance control and aircraft routing.

The plane, on lease to Toa Domestic Airlines, was being returned to Phoenix for further training of Japanese pilots. It had been flown east to Tokyo a year earlier by Douglas Aircraft Co. pilots. The 33-hour, 37-minute trip took more than five days and 11 stops. The longer eastern route was used because fuel was more available at the time.

THREE OTHERS PENDING

Company requests Palmdale suspension

Hughes Airwest has applied for suspension of service at Palmdale/Lancaster in Southern California.

Three suspension applications are pending before the Civil Aeronautics Board, in addition to Palmdale, which was filed Aug. 26. They are Walla Walla and Pullman, Wash.; and Stockton, Calif.

Applications for deletion or suspension of service at six cities have been granted so far this year.

The only city deleted was Lake Tahoe on May 15. Suspensions this year include: Santa Rosa, Calif. (Aug. 14); and in Washington at Wenatchee and Ephrata (both July 31), and Hoquiam (April 30).

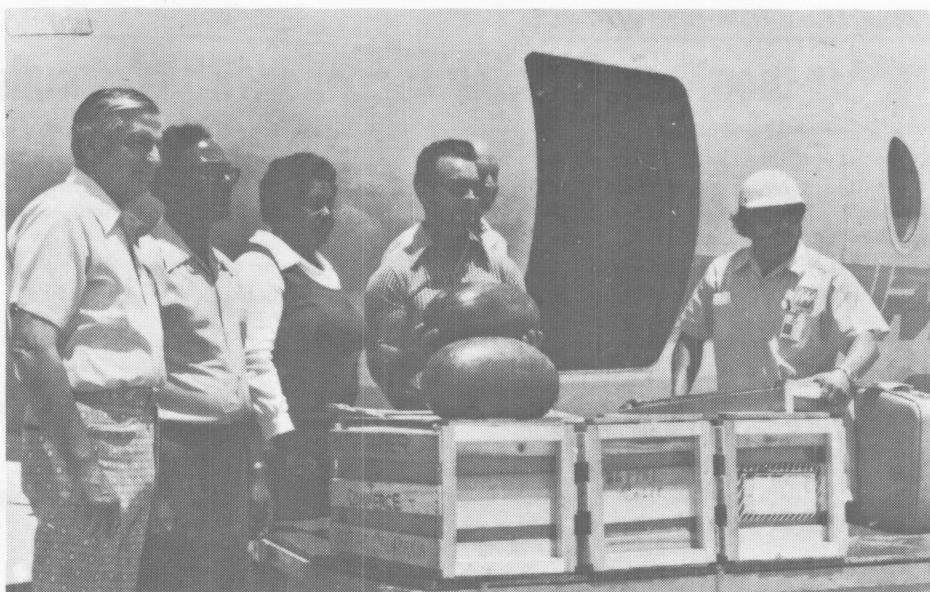
The CAB has approved our application to suspend service at Astoria, Ore., but our appeal on certain conditions of this ruling is pending.

In addition, an application to extend suspension at Prescott, Ariz., for two years beyond its Dec. 31, 1974, expiration has been filed; and an application for deletion at Prescott and Kingman, Ariz., has been pending since July 1973.

The average time for a CAB ruling on a suspension application is three to four months.

Edmonton in Canada and Guaymas in Mexico were added to our route system earlier this year.

Pending additions include El Paso, San



FRESH AIR AND MELONS—We've helped transport some pretty unusual cargo—including bees to Alaska—but here's another first: watermelons to New York. Terry Whitfield, star centerfielder for the Syracuse Chiefs (a New York Yankee farm club), wrote home to Blythe, Calif., that the two things he missed most about the Palo Verde Valley were fresh air and home-grown watermelons. So, the Blythe Chamber of Commerce, a local melon grower and Hughes Airwest got together to send six crates of juicy watermelons—250 pounds worth—to Syracuse for Whitfield and his teammates. Pictured above at the send-off are (from left): grower Nish Noroian; Terry's parents, Mr. and Mrs. Charles Whitfield; Blythe Mayor Bob Lofton; chamber representative Charley Graham; and our station manager, Gil Castaneda.

Forty more travel tours in '75; Mexico emphasis

Hughes Airwest plans to offer 90 different travel tours in 1975, compared with about 50 this year. Emphasis will be on Mazatlan and Puerto Vallarta in Mexico, according to **Norm Hansen**, system manager of group sales.

For example, five eight-day tours to either destination are air-sea cruise combinations aboard the luxury liner Spirit of London. Transportation is one way by air and the other by sea. Rates, including air and cruise fares, room accommodations (per person, double occupancy) and many other incidentals begin at \$387 for a trip to Mazatlan.

Other tours feature visits to all five cities in Mexico we serve as the exclusive U.S. flag carrier; to Lake Chapala, outside Guadalajara; and to Cabo San Lucas, at the tip of Baja California a few miles beyond La Paz.

These tours range from five days in one city to eight at a combination of destinations. Extensions of up to 21 days are available without added air fare.

Prices of the various "Sundancer" tours include air fare, hotels (per person, double occupancy) and many "extras".

Cocktail glasses to balloons in marketing promo catalog

A new catalog has been produced by marketing services for use by employees.

The initial issue—50 pages in six sections—lists and pictures 140 items usable for Hughes Airwest promotion.

Included are 75 tour brochures (with and without printed message); 50 other printed promotional pieces from greeting cards to cocktail glasses; and 15 miscellaneous promotional items, such as flight bags, balloons, and DC-9 models.

The catalog also includes order forms and instructions.

Antonio and Houston, Texas., if our route exchange agreement with American Airlines is approved by the CAB—hopefully by June, 1975.

'74 JUMP FROM SIXTH PLACE

Six-month profit ranks second with regionals

Hughes Airwest's net profit jumped to second place in the first six months of 1974 in a ranking with seven other regional airlines. (See chart below.)

We had a net profit of \$6,623,000 during the period—second only to Allegheny Airlines—compared with a net loss of \$369,000 in the first six months of 1973, which ranked sixth on the list.

(The figures below are rounded off to the nearest thousand. Add 000. Numbers in parentheses indicate comparative ranking in the two six-month periods.)

REGIONALS SIX-MONTHS FINANCIAL RESULTS (Add 000)			NORTH CENTRAL	
	6 Months '74	6 Months '73	6 Months '74	6 Months '73
ALLEGHENY			Operating Revs.	\$ 72,267
Operating Revs.	\$179,408	\$156,280	Operating Exps.	64,141
Operating Exps.	165,839	149,125	Net Profit	3,337 (5)
Net Profit	6,676 (1)	1,024 (3)	SOUTHERN	
HUGHES AIRWEST			Operating Revs.	\$ 52,234
Operating Revs.	\$ 78,997	\$ 60,880	Operating Exps.	47,885
Operating Exps.	69,619	60,332	Net Profit (Loss)	2,809 (6)
Net Profit (Loss)	6,623 (2)	(369) (6)	(Six-months net profit is after an accounting change which added \$565,375 in Jan. 1974)	
FRONTIER			OZARK (On strike April 19-July 5, 1973)	
Operating Revs.	\$ 74,765	\$ 62,435	Operating Revs.	\$ 56,453
Operating Exps.	64,892	57,146	Operating Exps.	52,137
Net Profit	6,542 (3)	4,448 (1)	Net Profit (Loss)	2,374 (7)
PIEDMONT (Not including general aviation division)			TEXAS INTERNATIONAL	
Operating Revs.	\$ 63,041	\$ 51,111	Operating Revs.	\$ 45,939
Operating Exps.	58,809	50,339	Operating Exps.	43,933
Net Profit	3,419 (4)	865 (4)	Net Profit (Loss)	827 (8)



IN GOOD HEALTH—Edythe Ray, Seattle chief reservation agent, is presented with a Hughes Airwest DC-9 model in recognition of 15 years service without illness. She started with West Coast Airlines, a predecessor company, in July, 1959. Making the presentation is Jim Davenport, Seattle manager of telephone sales.

Opportunity for employes to teach aviation basics to youngsters

(Continued from page 1)

Assisting Spiller in distribution will be pilots **Carl Mauck** of San Francisco, **Stuart Nielson** of Las Vegas and **John Yates** of Phoenix.

Spiller noted that the models are designed for youths 9 to 14. They can be assembled in about two hours and should be dried for another 24. Therefore, two sessions should be held—one for construction and the second for a flying competition.

Construction completion rates should be high with minimal adult instruction, however Spiller recommends that the instructor have assistants for each five builders under the fifth grade. Employes may wish to team up to instruct large groups.

Supply is limited—one kit, one time per youngster. Requests for more than 50 kits will require special approval and therefore delivery may take longer. The kits are fragile and not suitable for U.S. mail; they will be sent on company flights for pick-up at company offices.

Additional materials needed include straight pins, single-edge

razor blades (or model knives), modeling clay (for balancing model), white glue and construction board (such as corrugated cardboard from boxes).

Spiller suggests that the employe-instructor build and fly a model before holding his first class so that he will know what to expect.

After instruction and flying, the employe should send names of the youngsters in the class (forms will be supplied with the models) to Spiller or one of his colleagues. Certificates designating the youngster as a Hughes Airwest Honorary Junior Pilot will be sent to the instructor for distribution to the youths who successfully flew models.

Continuation of the program will depend on success and accomplishments of the classes. Therefore, feedback is essential, Spiller noted.

(See kit order form below.)

New group auto insurance policy available to employes

A new group automobile insurance policy is now available to employes. American and Foreign Insurance Company, part of the Royal-Globe Insurance Companies, has taken over the group plan for the company.

Employes subscribing to this insurance will have premiums deducted monthly from their payroll checks. A wide range of coverage is available—many times at rates lower than other insurance companies.

More information can be obtained by calling Royal-Globe collect at 434-1550 in San Francisco or 279-4121 in Phoenix.

REQUEST FOR "CUB" MODEL AIRPLANE KITS

Only this form should be used to request model kits.
Order should be submitted at least two weeks before date needed.

(Please print)

Name of employe/instructor _____ Date of request _____

Position _____ Base _____

Name and location of youth group _____

Age range _____ Number of youngsters _____ Date needed _____

Send form to the Hughes Airwest pilot (named below with domicile) nearest you.
(Kits will be sent Comail)

Carl Mauck—San Francisco
Stuart Nielson—Las Vegas

John Yates—Phoenix
Ken Spiller—Seattle