

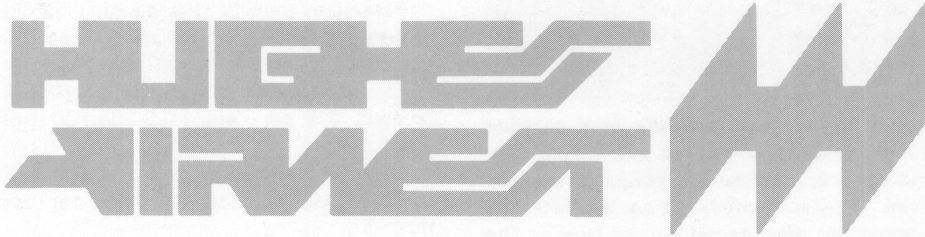
**LAS VEGAS:  
Double 'A'  
station  
and the people  
who make it go**  
See inside

# SEASON'S GREETINGS

Our success during this past year is the result of your personal effort to satisfy the demands of our customers. I congratulate you for a job well done.

On behalf of each member of the board of directors, I wish you and your family a Merry Christmas and Happy New Year.

Irving T. Tague  
General Manager



Vol. 6, No. 11

Hughes Air Corp.

December 1974

## Ground hostess saluted by S.F. tourist industry

***Renee Tatham's 'unselfish  
and courageous actions'  
win 'Visitors' award***

Renee Tatham, San Francisco ground hostess, has been honored by the San Francisco Convention and Visitors Bureau for the "compassionate and brave" role she played in a tragic accident.

The bureau presented to her a special "We Like Visitors" award. In addition to an engraved plaque, she received a weekend on the town for two, including hotel accommodations, brunch, cocktails and dinner.

Tatham received the award for taking command after an incident Aug. 10 at San Francisco airport involving a family from Hawaii.

An eight-year-old boy climbed over a barrier on the observation deck while his parents weren't looking. He fell to the pavement and died two hours later in the hospital.

Tatham was about to get off work when the accident occurred. She stayed with the boy's bereaved parents and three sisters for 18 hours. She escorted them to the hospital, called a minister, notified relatives, made hotel and flight arrangements

(Continued on page 20)



Renee Tatham receives the "We Like Visitors" award from Lloyd A. Pflueger, general manager of the San Francisco Downtown Association. Also shown are Eric Wilson (left), stations director, and Glenn Tigner, assistant station manager, San Francisco.



**INTERNATIONAL CATERER AWARD**—La Copa de Leche, Hughes Airwest's food catering contractor in Mexico, received our International Foodmanship Award for 1974. Luis Limberopulos, representing La Copa de Leche in Guadalajara, admires the plaque presented by Larry Curns (center), director of in-flight services. Taty Limberopulos from the caterer's Mazatlan office, holds a model of a DC-9 Sundance jet, also presented by Curns. The awards were made during the annual foodmanship conference in San Francisco. Looking on are Russ Fields (left), manager of passenger services, and Stan Goc, manager of in-flight service systems.

## Q and A Corner

**Q.** Why doesn't the company periodically issue fact sheets to the crews on such items as baggage claim costs and costs or money the company has invested in cabin improvements, cockpit improvements, insurance and pension funds, etc.?

**A.** The company does periodically issue "fact sheets" on these types of items, and, in addition, this information appears from time to time in the monthly employe publication issued by the public relations department. (From **Ron Carlson**, industrial relations staff vice president.)

**Q.** Furloughed pilots were told that they would be given the opportunity to obtain type ratings at their own expense on our aircraft using company training facilities. Nothing has been done. Why?

**A.** The company did not agree to such

training. (From **Ed Altman**, operations vice president.)

**Q.** Much time is lost in having station mechanics get to the cockpit to read the logbook for squawks. Then they must go to the terminal and call maintenance control before they start to troubleshoot. The recommendation was submitted to use a metal basket on a pole so the mechanic can put it up to the window for the logbook. Why hasn't this simple device been adopted?

**A.** This has been discussed several times and felt not to be practicable for our type of operation. (From **Ed Altman**.)

(Continued on page 19)

## Oops!

In last month's issue of this publication, we reported that a check for \$50,000 had been presented to the San Mateo Public Library for purchase of the Alistair Cooke "America" film series.

That figure should have read \$5,000.



Published for employes and families  
by the Public Relations Department  
International Airport  
San Francisco, California 94128  
(415) 573-4747 (San Mateo)  
Ralph W. Henn, Editor

# 11-month traffic posts sharp gain

Our systemwide passenger traffic during the first 11 months of this year made sharp gains over the same period in 1973.

Miles flown by fare-paying passengers jumped 15.3 per cent to 1,317,065,200 from 1,142,656,700.

Passenger density (the average number of passengers flying per mile) rose 15.4 per cent to 47.2 from 40.9.

The number of passengers boarded increased 9.3 per cent to 3,368,700 from 3,081,000.

Average load factor (the percentage of seats filled) climbed to 55.7 per cent from 51.

Available seat miles gained 5.5 per cent to 2,363,051,500 from 2,240,675,500.

Cargo ton miles logged during the period rose 7.3 per cent to 7,569,400 from 7,055,300, while the tons of cargo boarded advanced 4.8 per cent to 19,571 from 18,683.

### November Results

Available seat miles, passenger density and cargo were the only gainers last month, compared with November, 1973.

Available seat miles rose 4.6 per cent to 216,957,800 from 207,356,500.

Passenger density advanced slightly to 42.4 from 42.2.

Cargo ton miles increased 4.4 per cent to 667,000 from 639,000, while cargo tons boarded systemwide advanced 2.4 per cent to 1,714 from 1,701.

Revenue passenger miles (RPMs) dipped 2.6 per cent to 106,706,900 from 109,525,000.

Systemwide passenger boardings declined 6.3 per cent to 272,650 from 291,000.

Average load factor slipped to 49.2 per cent from 52.8.

## TRAFFIC SCOREBOARD

	Nov., '74	Nov., '73	% Change
PAX	272,650	291,007	- 6.3
RPM	106.7 mil.	110.0 mil.	- 2.6
ASM	217.0 mil.	207.4 mil.	+ 4.6
Load factor	49.2%	52.8%	
PAX density	42.4	42.2	+ 0.5
Cargo ton miles	667,013	639,070	+ 4.4
Cargo tons brd.	1,741	1,701	+ 2.4
On-time	82.9%	70.4%	
	Year-to-Date		
PAX	3.4 mil.	3.1 mil.	+ 9.3
RPM	1.3 bil.	1.1 bil.	+15.3
ASM	2.4 bil.	2.2 bil.	+ 5.5
Load factor	55.7%	51.0%	
PAX density	47.2	40.9	+15.4
Cargo ton miles	7.6 mil.	7.1 mil.	+ 7.3
Cargo tons brd.	19,571	18,683	+ 4.8
On-time	77.6%	84.8%	

## FINANCIAL RESULTS

	Nov., '74*	Nov., '73*
Operating revenue	\$ 12,574	\$ 12,284
Operating expense	12,425	9,662
Operating earnings	149	2,662
Non-operating earnings (loss)	(285)	59
Provision for taxes	(11)	75
Net earnings (loss)	\$ (125)	\$ 2,606
	Year-to-Date*	
Operating revenue	\$145,625	\$118,027
Operating expense	133,715	111,393
Operating earnings	11,910	6,634
Non-operating earnings (loss)	(1,187)	(2,113)
Provision for taxes	3,028	75
Net earnings	\$ 7,695	\$ 4,446

\*All data in thousands (add 000).



# LAS VEGAS

**Double  
'A'  
station  
and the  
people  
who  
make it  
go**

- Passenger totals for Las Vegas in 1974—boardings and deplanements—are expected to total about one million.
- That's about 14 per cent of the company total.
- Las Vegas is the only station we've designated "AA"—the new status for boardings over 35,000 passengers a month.
- We have more arrivals and departures there than any other airline.
- We provide non-stop service from Las Vegas to 16 cities.
- About 400 employees—including pilots and flight attendants—are based in Las Vegas. Annually, they earn more than \$6.5 million.

Las Vegas is our "super station"—the largest, the busiest, the most modern.

A new facility, which opened in June, is part of a \$30 million expansion program at McCarran International Airport, including four new concourses—one of them for our exclusive use, pictured and described on following pages.

We spent \$1.25 million to install station offices, employe lounges and passenger conveniences in our concourse.

The remodeled main terminal ticket counter and the concourse passenger service counter are loaded with some of the most modern equipment available to efficiently and speedily serve the passenger. Included are instant display computer positions, computerized ticket printers, a four-channel flight information display system and pneumatic mail tubes.

The instant display computer terminals are the same as those used in reservations. Agents can instantly get visual display of any information in the Los Angeles computer, including reservations lists and fares.

The flight information display system focuses on four aspects of the station's operations:

- Two channels—one for arriving flights and one for departing—are displayed on monitors throughout the airport. From ticket counter to the eight-jetport concourse, the passenger is never more than minutes from the latest flight information, including times and gate assignments.

- Channels three and four are used to keep station personnel up-to-date on various operations. Three includes such information as aircraft number, weight of cargo on board,

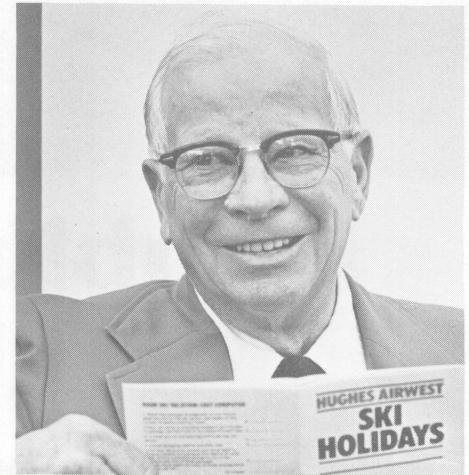
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**Remodeled main terminal counter—part of the “new look”—has three computerized ticket printers.**

**Mike Adam (left) is “fed” a ticket by an automatic computerized printer. After locating the passenger’s name on the instant display terminal, the agent orders the computer to print the ticket. If the passenger has a reservation, the process of checking in, issuing the ticket and calculating the fare takes as little as 10 seconds.**

**Sylvia Unger and Jared Lazar.**

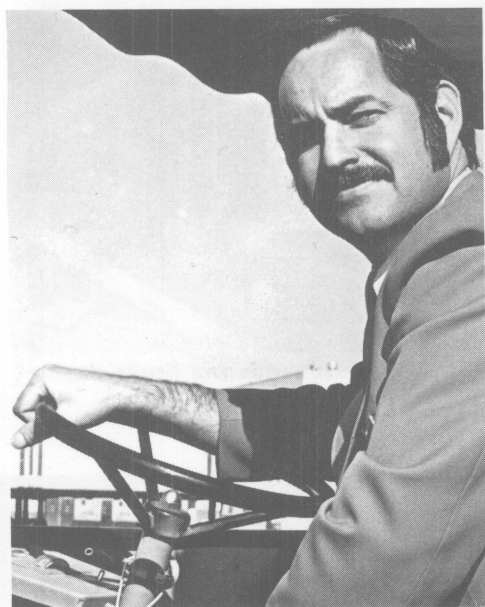


**Bob Johnston, chief ticket agent, retired Nov. 30. He started with Southwest Airways, one of our earliest predecessors, in 1946 as its first Los Angeles station manager. He later worked in Redding and San Francisco. He joined Las Vegas in 1972.**





Duane Styck (left), chief ticket agent, and Hans Ring



John Russell, chief ticket agent



Valerie Jackson



Claudia Dixon (left)  
and Karen Moore

Lee Kaats,  
junior clerk

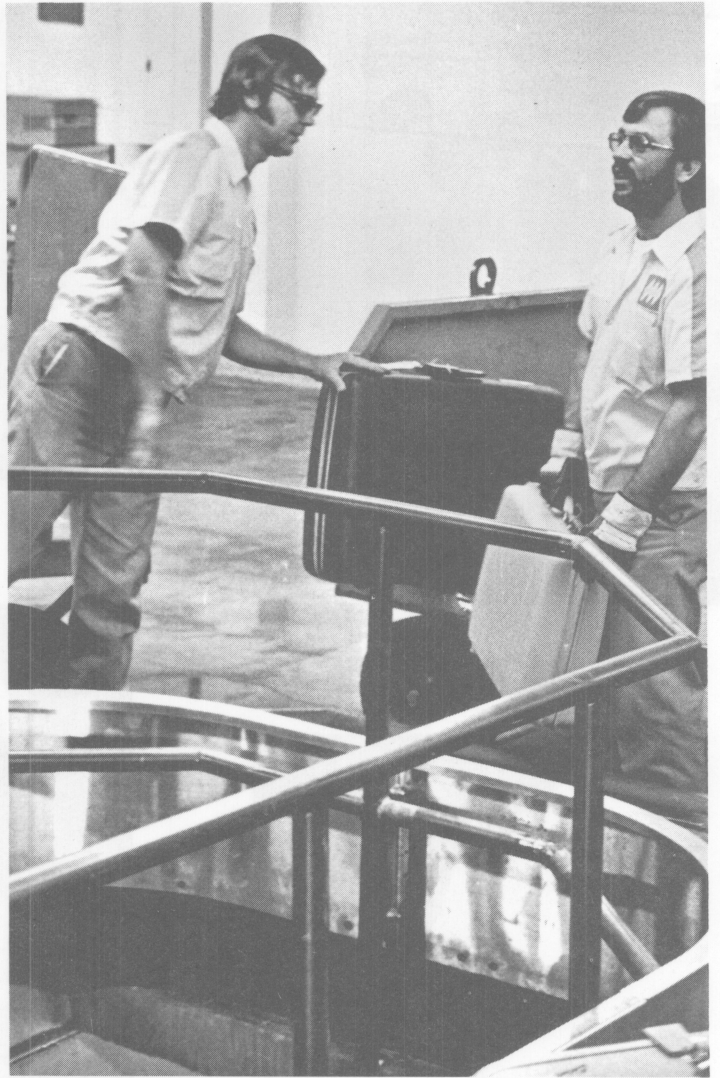


Marie Blair  
(far right)





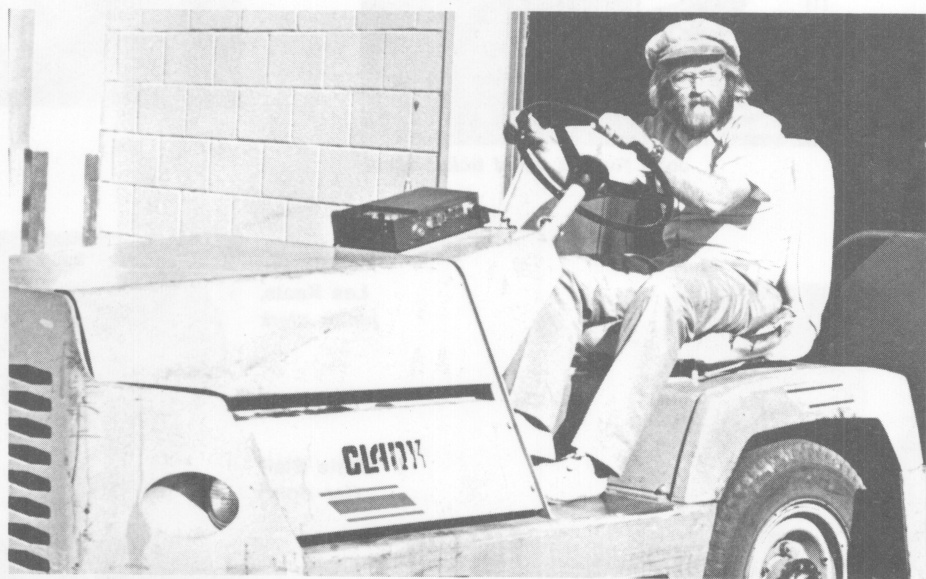
**Stan Wagner**



**Al Butsavich and Ferdie Hassler**



**Al Fawcett**



**Don Welch**



*A new baggage make-up room, with a circular conveyor belt, has been installed behind the ticket counter. Shown above (from left) are: Steve Singler; Mark Strussenberg; David Hunter; Steve Graupensperger; Bill Frisco; Jack Franke; John Crabbe; Joe Bourque; Marty Lief, chief station agent; and Ralph Wilson. At left, Gary Patton with a couple of lost-and-found items. Below, Ferdie Hassler and Mike Heben. Bottom left, (l. to r.) Gary Miller, Dick Henrie and John Otero, chief station agent. Bottom right, Butch Park.*





*A moving sidewalk carries passengers from the main terminal through a bright red-orange passage to our rotunda. Some of the people in the administrative offices below the rotunda are pictured on these pages.*



*Phyllis Ahlswede is manager of inflight services, supervising the 148 flight attendants based in Las Vegas. She has been with the company for two years, having previously worked for Nevada Bell and nine years with Pan American World Airways. She is a native of Auburn, Wash., and graduated from the University of Washington.*

*Dick Tribe (left), check captain, consults with Jack Brasher, regional flight manager.*

*Brasher supervises the 84 pilots based in Las Vegas. He started with Bonanza Air Lines in 1957 as a pilot, advancing to check pilot and assistant regional flight manager. Brasher, 45, is a native of Parsons, Tenn., and received a B.S. degree from Carson Newman College in Jefferson City, Tenn.*



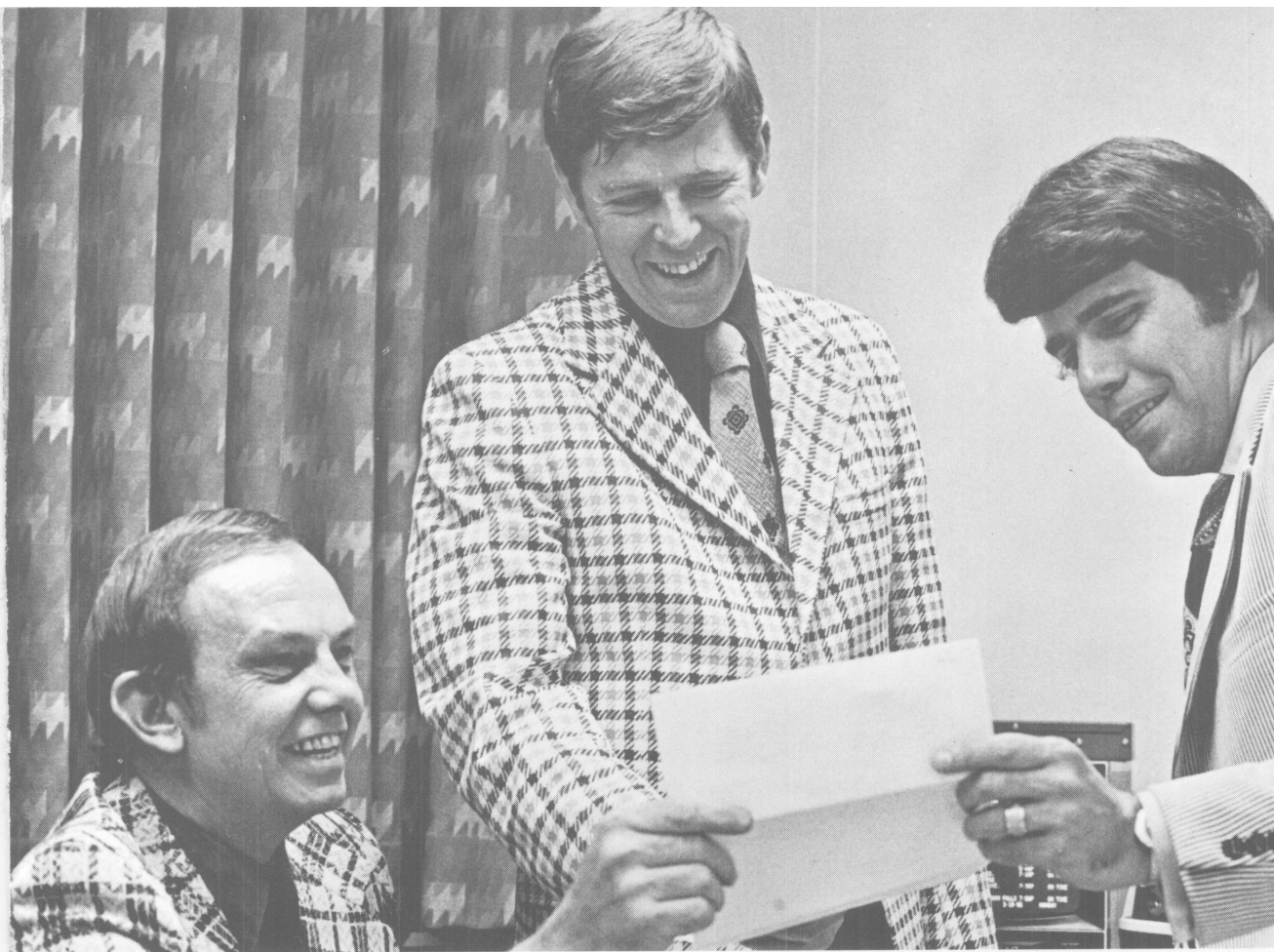
*Phyllis Moser, flight operations secretary*



*Joyce Miller, inflight services clerk-typist*



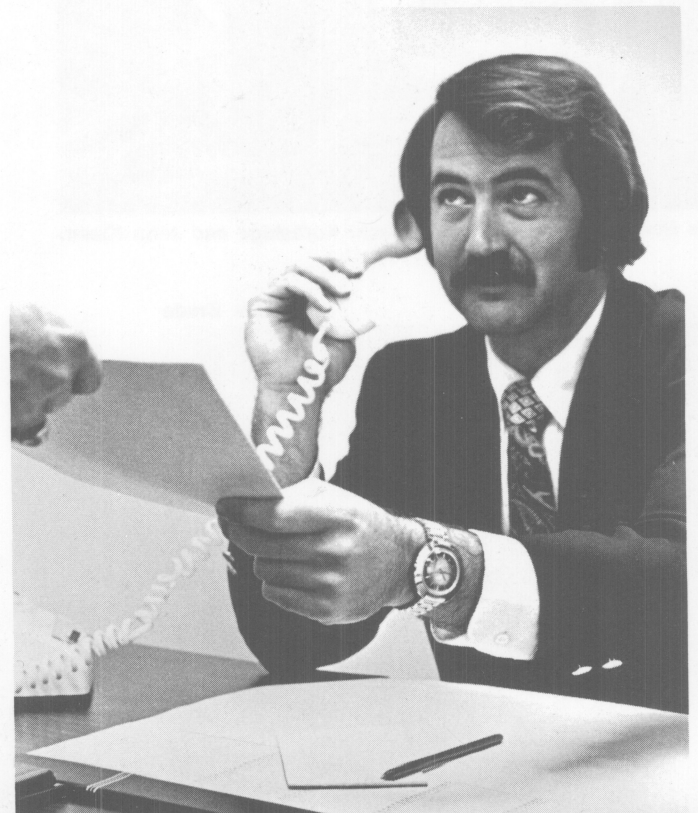
Chesney, 43, heads the station staff of 105. He started with Bonanza Air Lines 22 years ago as Prescott assistant station manager, after a short stint with Frontier. Later he was Santa Ana station manager, Los Angeles assistant manager, and Reno station manager, before serving in the military in Korea. After returning, he was station manager of Ontario and Los Angeles and headed the customer services training department between 1964 and 1968. He was regional stations manager before assuming his present position four years ago. He was born in Muncie, Kan., and attended Arizona State University.



Herb Chesney (left), station manager, is visited by Jesse James (center), regional marketing manager, and Mike Conroy, district sales manager.



Pete Lohnes, assistant station manager



Gene Empey, assistant station manager, passenger service



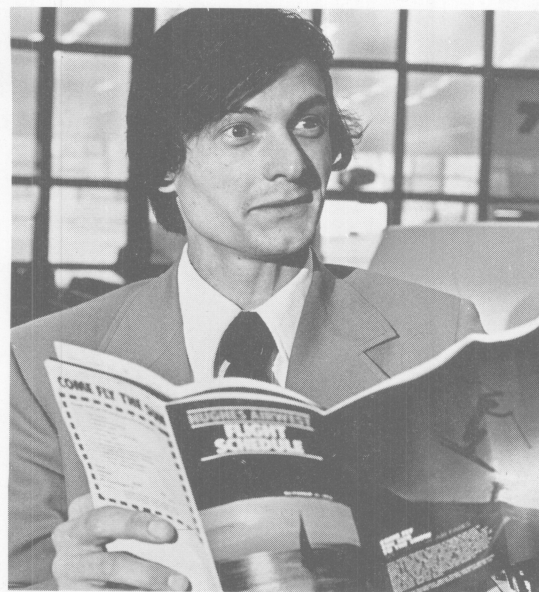
**Herb Chesney, station manager**



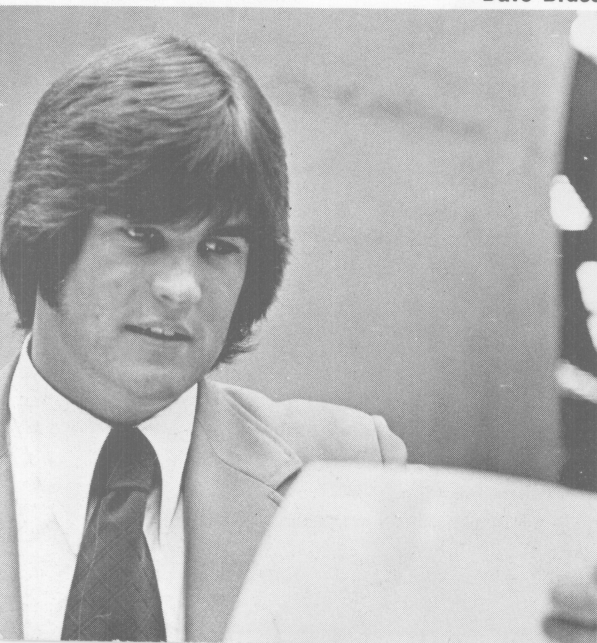
**Our rotunda: 10,000 square feet, 161-foot diameter; 21-foot high tinted windows, royal carpeting; 460 black naughahyde chairs; eight jetports and a passenger service count**



**Nat Lee (left), chief station agent, Sachi Kurashige and John Kleem**



**Larry Walsborn**



**Dave Bruce**



**Byron Bowden**





Phil Riley receives a pneumatic tube message

blue  
er.

Ann  
Hedlund

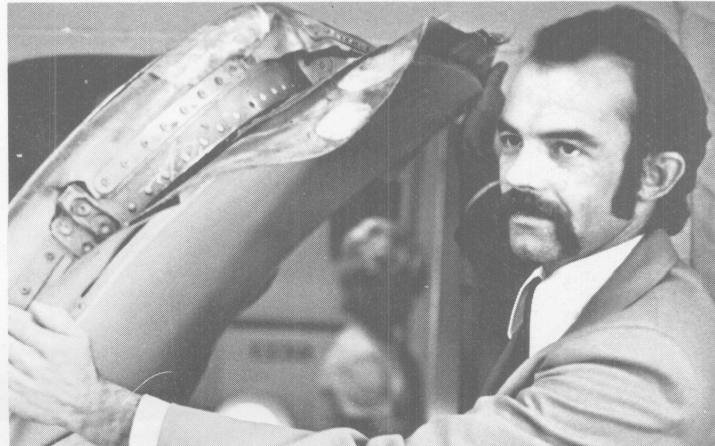


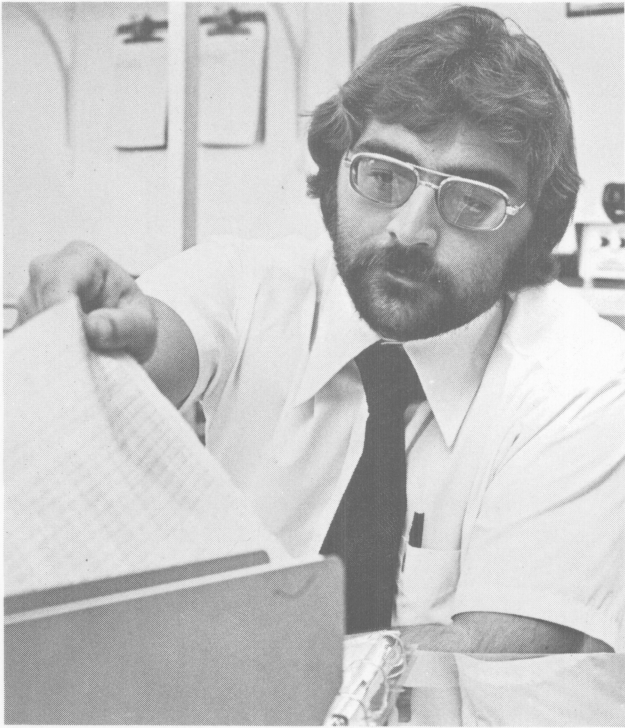
Chuck  
Fallon,  
chief  
station  
agent



Bob Coleman (left) and Mike Taylor

Herb Shingler



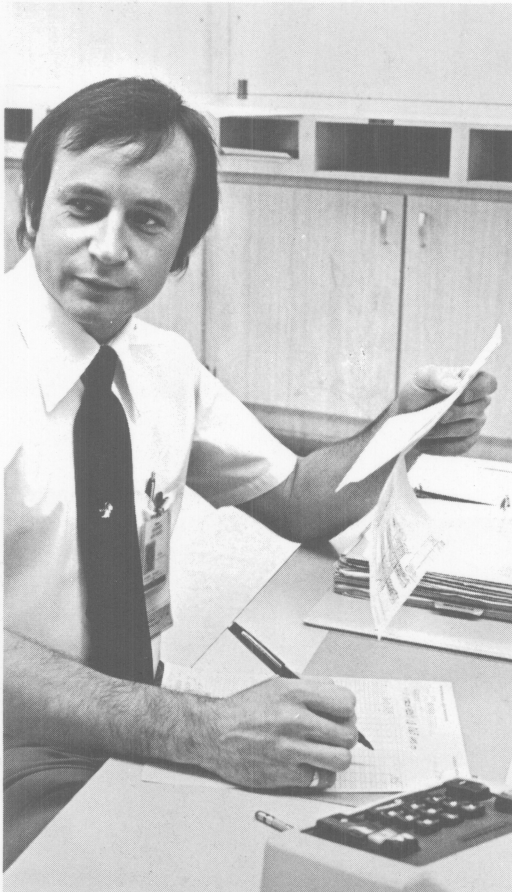


Rick Golliday

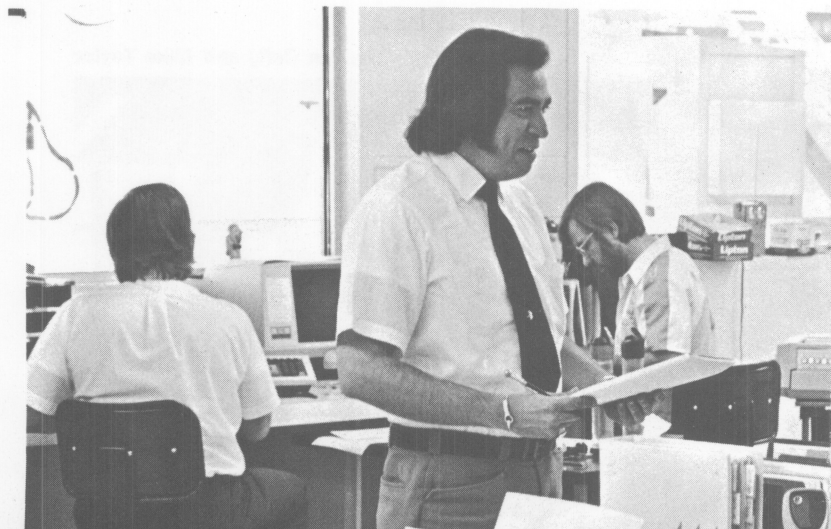
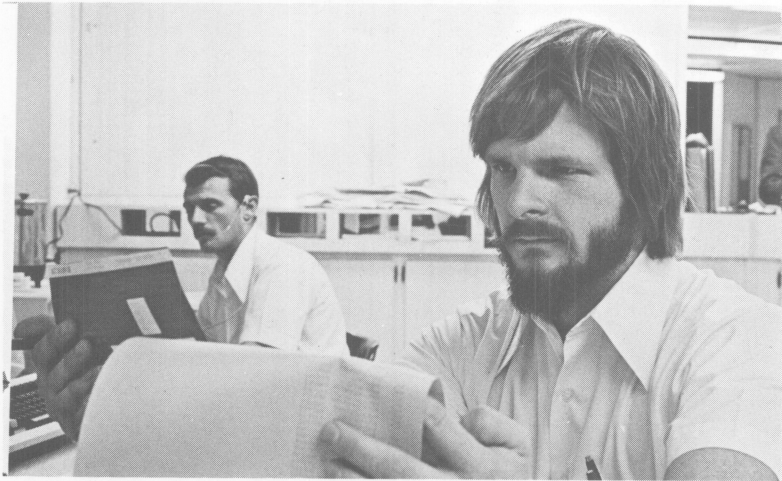


Pete Saavedra

Ron Farrar



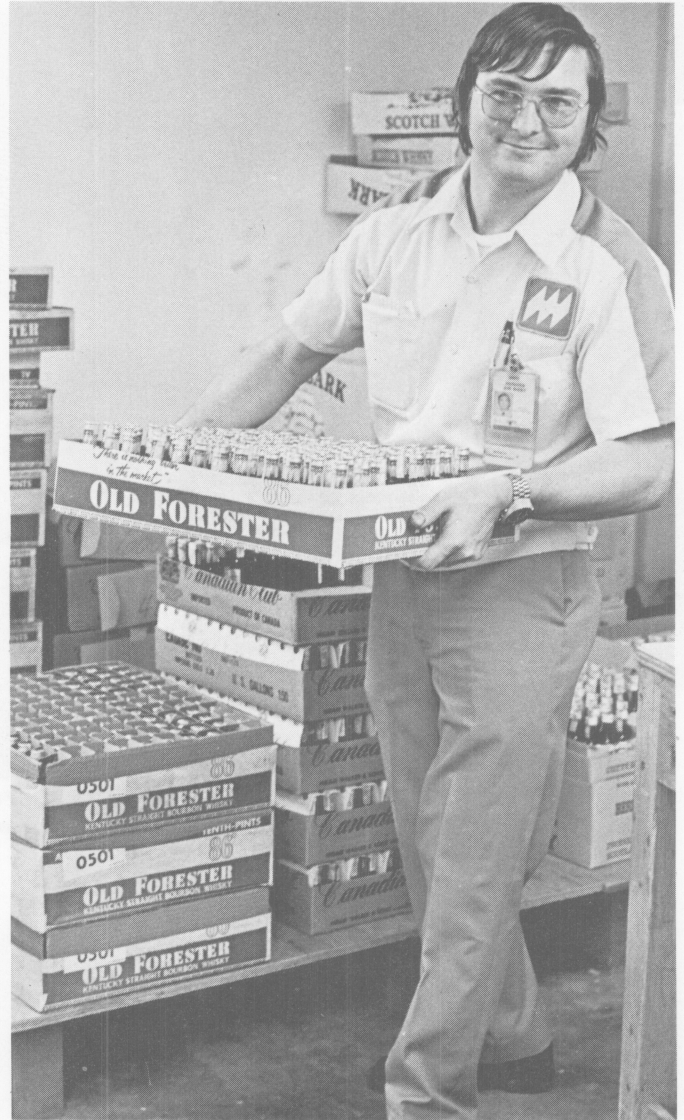
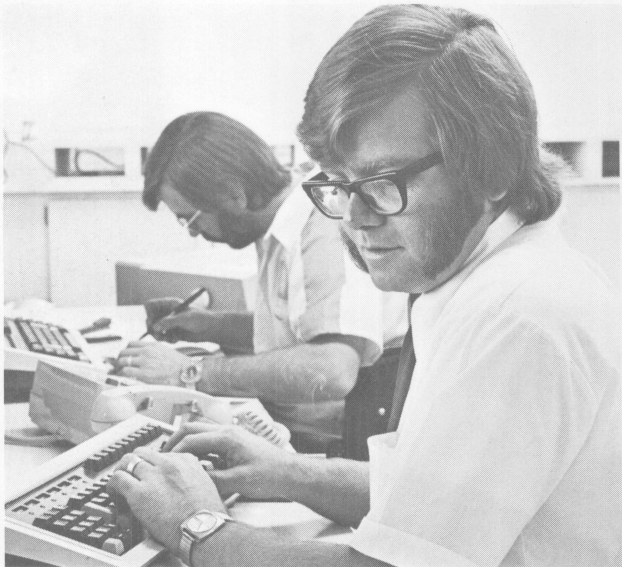
Jim Johnson





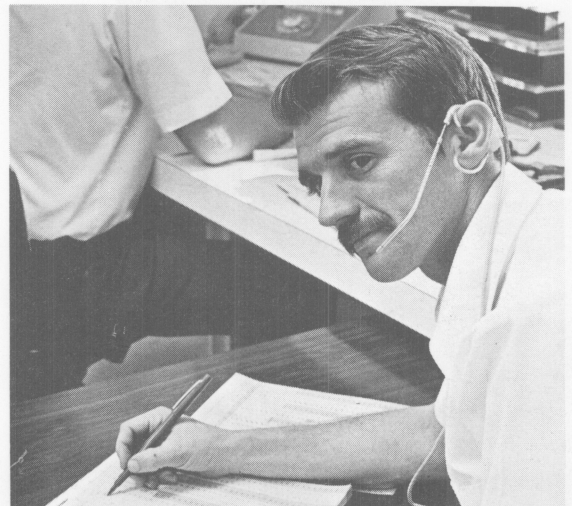
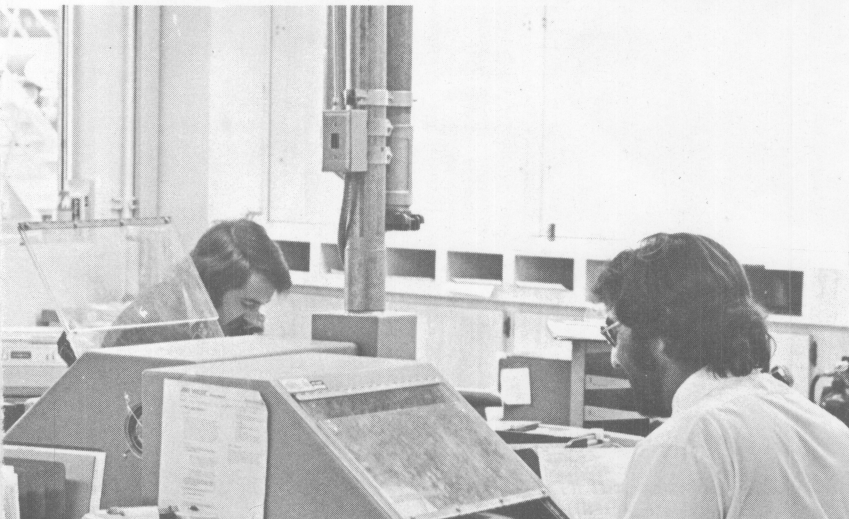
Vince Gabrielli, chief station agent

Tex Hansen

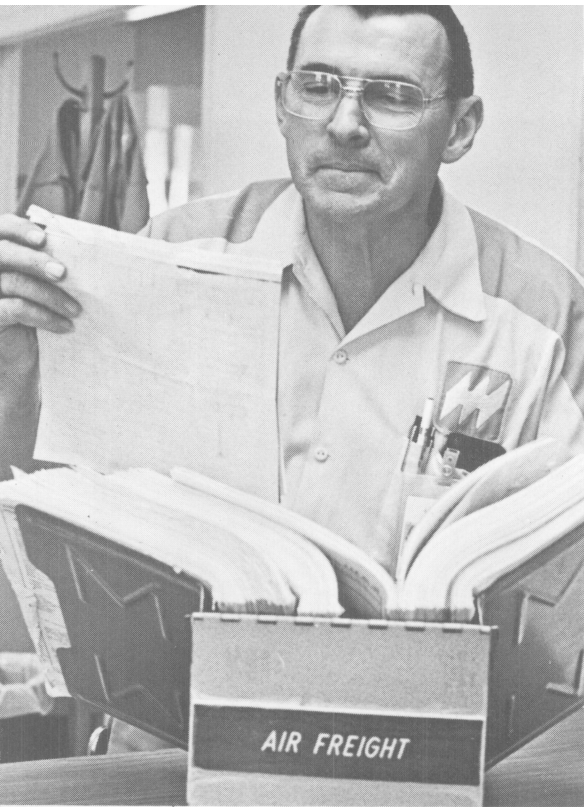


Ryan Johnson, chief station agent

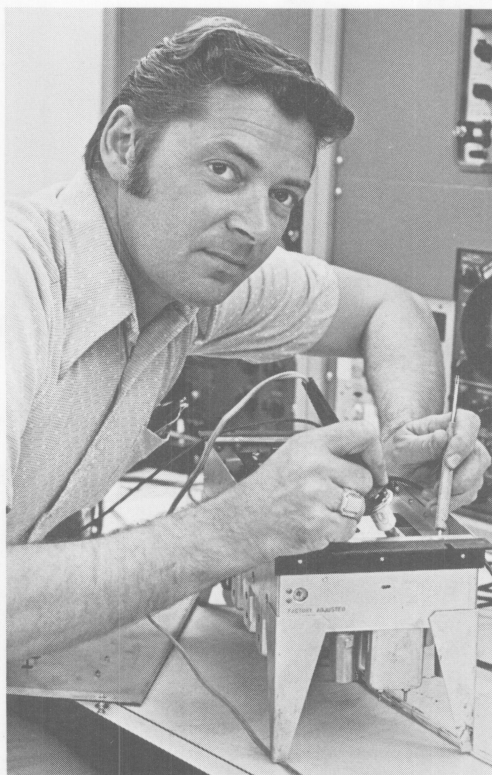
*Load plane—communications center of the station—is also located beneath the rotunda.*



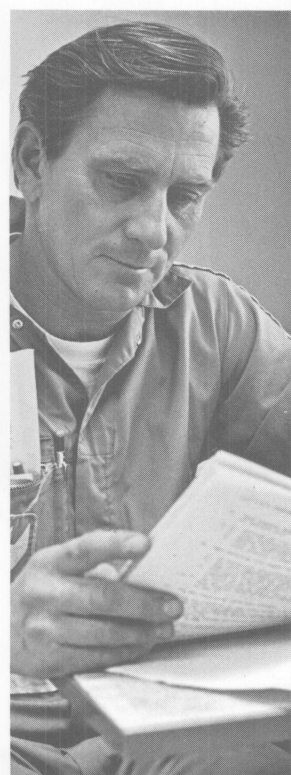
Bob Hosking



**Above, Earl Dieffenbaugh, chief station agent.**  
**Below, Jack Kolk coming out of the walk-in**  
**frig, the only one at the airport.**



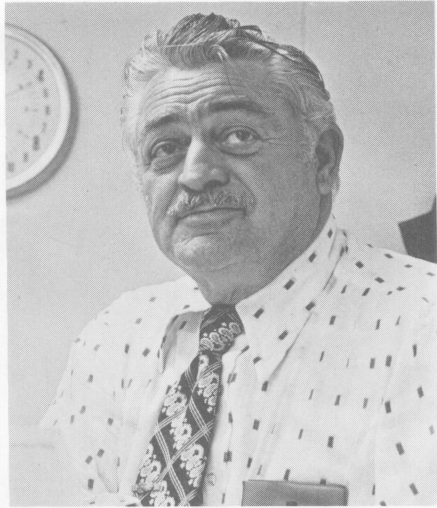
**Bill Fell, avionics ground**  
**communications technician**



**Steve Qualey, lead**  
**maintenance technician**



**Jim Kennedy, avionics technician**



**Lou Manzie,**  
assistant district  
maintenance manager

*Dumire oversees all maintenance in Las Vegas and Reno, involving 60 employees. He started with Bonanza in 1956 as a mechanic, and later was an electrician, inspector and foreman before assuming his present position in 1968. Dumire, 43, attended Davis and Elkins College in Elkins, W. Va., and served in the Air Force during the Korean war.*



**Harold Taylor (left),** assistant district maintenance manager,  
and **Jack Dumire,** senior assistant district maintenance manager



**Bill Schultz,**  
maintenance technician



**Sharon Monsey**  
maintenance  
clerk-typist



**Paul McClure, maintenance cleaner**

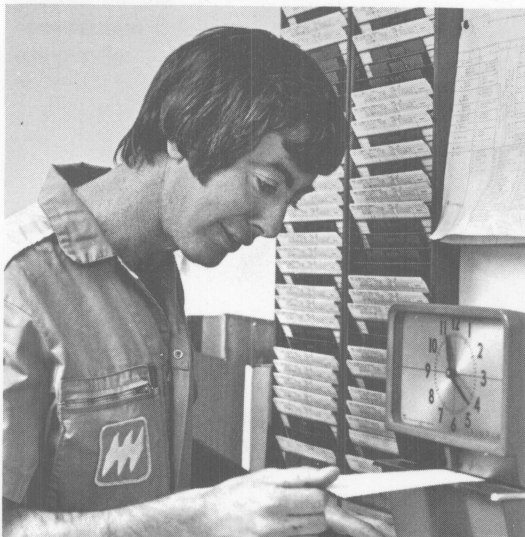


**Frank Pegram (left), ground serviceman, and Ted Ortiz, maintenance technician**

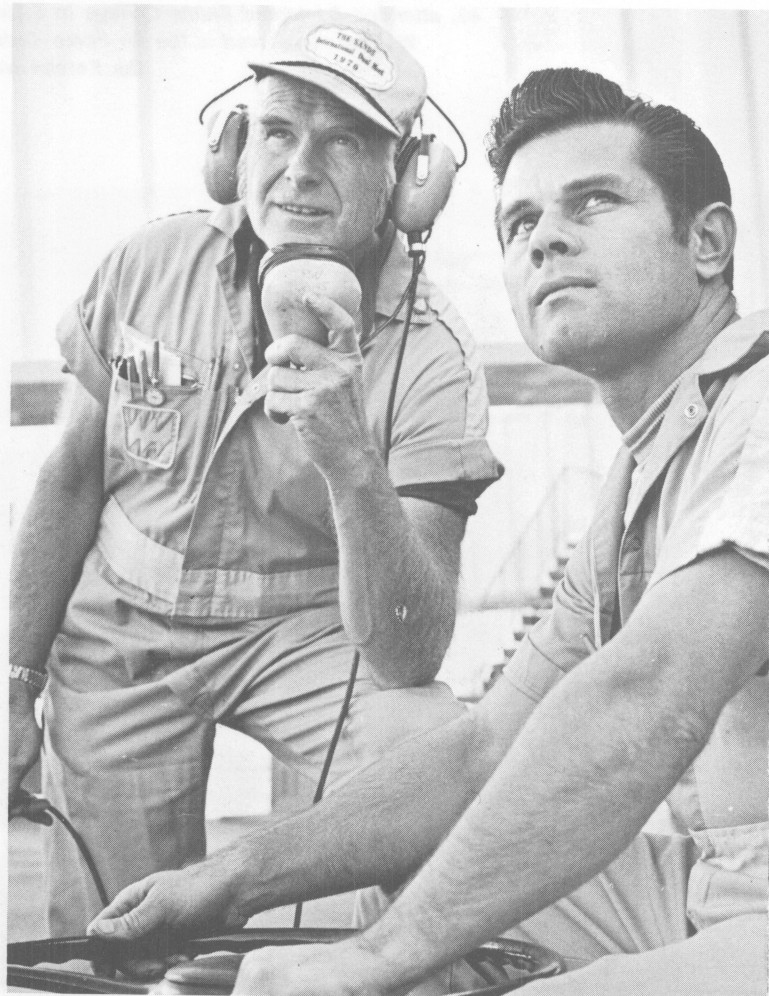
**Gordon Herpst, maintenance technician**



**Brad Bishop, maintenance technician**



**Ira Hartzell (left) and Fred Austin, maintenance technicians**





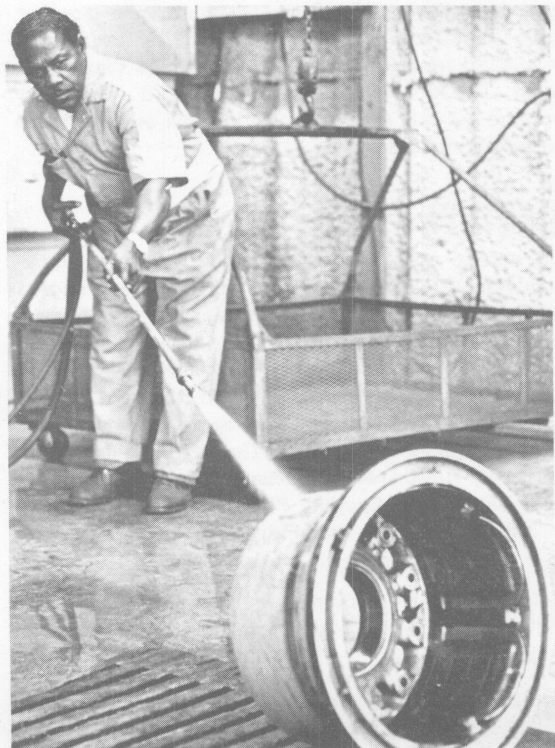
**Eddy Campiglia, stock clerk**



**Emelio Ordonez (left), quality control technician, and Gopi Anthur, ground equipment shop lead technician**

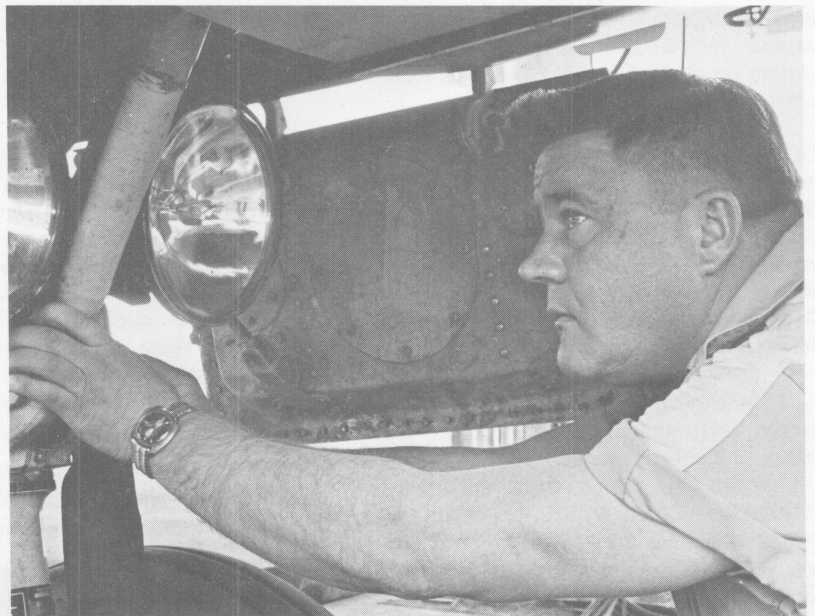


**Jack Markey, maintenance technician**



**Earl Thomas, ground equipment shop cleaner**

**Jack Schneider, maintenance technician**





## SERVICE ANNIVERSARIES

These employes celebrate service anniversaries during December.

### FIFTEEN YEARS

SAN FRANCISCO—**Walter Wellinger**, check captain. LEWISTON—**James Jenkins**, chief station agent. LOS ANGELES—**Lewis Petre**, chief station agent.

### TEN YEARS

LAS VEGAS—**Curtis Barber** and **John Turner**, captains. PHOENIX—**Frederick Valentine**, captain. SEATTLE—**Sharon Grimstad**, flight attendant. SAN FRANCISCO—**Sherree Nylund**, reservations agent. **Arthur Woods**, chief ticket agent. BOISE—**Dale Dalrymple**, station agent. PAGE—**Michael Jewitt**, station manager.

### FIVE YEARS

SAN FRANCISCO—**Joan Bailey** and **Leslie Grimm**, flight attendants. **FiFi Alvarez**, secretary, U.S./Mexico sales. SEATTLE—**Starr Urane** and **Lois Wilson**, flight attendants. PORTLAND—**Steve Merkle**, cleaner. LAS VEGAS—**Jennifer Crownover**, flight attendant. PHOENIX—**Annette Williams**, flight attendant.

**TEAM WORK**—Three station employes at Palm Springs teamed up to instruct a class of fourth graders in the construction and flight of our model airplanes. They are **Bruce McClelland** and **Dick Stevens** (second and third from left), station agents, and **Clay Cryer** (center, behind box), chief station agent. The official rubber-band-powered models of the Academy of Model Aeronautics are being built by youngsters in various organizations throughout our system as an employe involvement program.

## TRANSITION

**WELCOME ABOARD**—**Timothy McGowan**, station agent, Arcata. **Consuelo Azucena**, junior accounting clerk, San Francisco. **Patricia Nesbitt**, clerk typist, Calgary. **William Cooper**, station agent, Yuma. **Catherine Thompson**, **Janet Sudjian**, **Cecilia Lak**, **Mary Cooks**, **Haruko Watanabe**, **Thomas Clarke** and **Pamela Moore**, reservation agents, San Francisco. **Larry Robinson**, station agent, Grand Canyon. **Joyce South**, credit union representative, Phoenix. **Charles Downs**, technical support software programmer, Phoenix. **Ingrid Marr**, secretary, industrial relations services, San Francisco. **Valerie Lorimer**, ticket agent, Los Angeles. **Richard Acosta**, station agent, El Centro. **Paul Woolley** and **Nelson Dewees**, avionics technicians, Las Vegas. **David Arganbright**, cleaner, Tucson. **Arnot Sutton**, cleaner, Santa Ana. **Franklin Rogers**, maintenance technician, Santa Ana. **Douglas Piper**, maintenance technician, Phoenix. **Gene McGraw**, senior internal auditor, San Francisco. **John Pascone**, internal auditor, San Francisco.

**PROMOTIONS**—**Dan Wristen** to assistant district maintenance manager, Los Angeles. **John Walter** to assistant district maintenance manager, Phoenix. **Gary Timm** to stock clerk, Phoenix. **Patrick Francis** to stock clerk, San Francisco.

**RETIREMENTS**—**Bob Johnston**, chief ticket agent, Las Vegas, after 19 years with the company.

## HEIR FARE

To the **Kruegers**, **Judith**, flight attendant, Las Vegas, and **Steve**, chief station agent, Los Angeles; a boy, **Christopher Wayne**, 7 lbs.; Nov. 14.

To **Terry** and **Debbie Whittaker**, junior accounting clerk, San Mateo; a boy, **Erin Delaney**, 7 lbs.; Oct. 30.

## Q and A Corner

(Continued from page 2)

**Q. Why are crew flight reports always late? Who is responsible? Can it be fixed? When?**

A. I assume this relates to the end-of-month crew activity report. This is produced at and distributed from Phoenix. Due to handling, we can expect some delay in receipt at domiciles. (From **Shelby Tuttle**, flight operations staff vice president.)

**Q. Why can a B-737 carry more payload out of Reno than a DC-9? Don't both have similar single-engine or second-segment climb limitations?**

A. Second segment climb is not necessarily the factor. Turn radius of the DC-9 is greater than the 737 due to lower stall speeds of the 737. Also, Western's 737s have DC-9 engines. (From **Shelby Tuttle**.)

**Q. The reduction schedules sent by crew scheduling are very difficult to read, especially after facsimile transmission. Isn't it possible to send unreduced copies or to double the size of the print?**

A. I assume this relates to schedules distributed to individual crew members prior to the schedule being posted for bid. These schedules can be sent on either standard or legal size paper. Scheduling is now testing new facsimile equipment and after a short period there has been some improvement in quality. (From **Ed Altman**.)

**Q. The DC-9 cockpit seats are in very poor condition. The pilots spend many hours glued to these seats. It would appear that a more frequent replacement program for seat and back cushions would not be a major expense item. Why doesn't the company institute such a replacement program, not on a one-shot basis, but as a routine?**

A. The purchase of air cushions for cockpit seats is now in progress. (From **Bob Jorgensen**, maintenance and engineering staff vice president.)

## TRAVEL BARGAINS

A 50 per cent discount on rooms and villas is being offered by La Posada de San Carlos in **Guaymas, Mexico**. For details, write: Hugo Delgado, Combinado Turistico de San Carlos, Apartado Postal 57, Guaymas, Son., Mexico.

Pan Am and **Guatemala Travel Advisors (GTA)** have three land packages, including airport/hotel transfer, accommodations, sightseeing. They are (1) **Mayan Weekender**—Guatemala City, Chichicastenango, Lake Atitlan; 3 days, 2 nights (Sat.-Mon.); \$21 per person/triple, \$23/twin, \$27/single. (2) **Maya Quiche**—Same as #1, plus Antigua; 4 days, 3 nights (Fri.-Mon.); \$32/triple, \$35/twin, \$41/single. (3) **Mayan Worlds**—Same as #2, plus "four extra free days in Guatemala City"; 8 days, 7 nights (Sat.-Sat.); \$52/triple, \$59/twin, \$73/single. Hotels: Ritz Continental, Camino Real, Conquistador-Sheraton. Reservations at least 30 days in advance. For brochure, write nearest Pan Am district sales office, or GTA, 6a. Avenida 9-47, Zona 1, Guatemala City, C.A.; phone 86661, cable CODEVIA.

"Those Were The Days," the **Sun Valley, Idaho** sixth annual interline ski party, will be Jan. 12-18. Included will be special ski races, a wine and cheese party, wild west hoe-down, snowman sculpting contest with hot wine and hot dogs and prizes, Boiler Room blast, and live entertainment. Package can include ground arrangements only, or positive space air transportation and transfers from key cities. For more information, write or call Interline International, 730-3rd Ave., #2500, New York 10017; (212) 986-1360. (Those writing Interline International in response to the listing in this publication in October for "World of Tours" packages, please note the above corrected address.)

**Sun Buggies** are available in **Arizona** at a 10 per cent discount on rates of \$15 a day and 12¢ a mile. Special tours also available. Write: Sun Buggy Rentals, 4208 N. Scottsdale Road, Scottsdale, Ariz. 85251; (602) 994-9319.

Olympic Airways has two **Odyssey Tours of Greece** through March 26 (except 12/10-1/10). Departures are from New York, Chicago and Montreal. Tour #1 (5 nights, \$149) visits Athens, Aegina, Poros, Hydra and Sounion; #2 (6 nights, \$169) goes to the same locations plus Delphi and Ossios Loucas. Includes tours and some meals. Contact nearest Olympic office.

**More Greece . . . or Yugoslavia or Egypt.** Skyline Tours has nine ground tours: #1, Athens and the Greek Islands, 4 days, \$59 per person double occupancy; #2, Athens and Delphi, 5 days, \$69; #3, Athens, the Islands and Sounion, 6 days, \$79; #4, Athens, the Islands and Delphi, 7 days, \$99; #5, Athens and Classical Greece, 7 days, \$129. Also #6, Dubrovnik, Yugoslavia, 4 days, \$35; #7, Dubrovnik, Kotor and St. Stefan, 6 days, \$59. And #8, Cairo, Egypt, and the Treasures of Tut-Ankh-Amon, 4 days, \$42; #9, Cairo, Luxor and Aswan, 6 days, \$75. End early March. Single supplement available. Includes some meals, sightseeing and extras. Write 574 - 5th Ave., New York 10036.

**Montafon Ski Tours** has one-week packages to Gaschurn and Schruns, **Austria**, and Chateau-D'Oex, **Switzerland**, for \$240. Include positive Swissair transportation from New York, ground transportation, hotel, breakfast, dinner, ski lessons, skiing, and more. Depart Sundays, Jan. 19-March 23; return Mondays, Jan. 27-March 31. Second week tours and single supplement available. Write Montafon at P.O. Box 45, Arlington, Virginia 22210; (703) 525-0927.

Visit **Madrid** or **Paris** for \$99, from Miami or Mexico City, by Aeromexico. One stopover allowed. Effective through March 31. Employees with one year seniority, spouse, children under 21, dependent parents. Details: Dist. Sales Mgr., Aeromexico, 457 Powell St., San Francisco 94102; (415) 781-3411.

**Air India** has an **Indian Ocean cruise**, positive space, 8 nights/9 days for \$300. Open to all employees, families and parents. Ports of call include Bombay, Goa, Colombo and the Laccadives. Transportation to and from Bombay will be positive economy on Air India with unlimited stopover. Sailing dates are Jan. 6, 14, 22 and 30 and Feb. 7. Contact Tour Desk, Air India, 345 Park Ave., New York 10022, (212) 935-5090, or the nearest sales office.

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## U.S. survey shows Grand Canyon No. 1

Two of the "Seven Natural Wonders of the USA" are within our route system. Arizona's Grand Canyon easily led the list of top natural attractions in a recent U.S. commerce department nationwide survey.

In fifth place were California's sequoia and redwood trees.

Also on the list were: Yellowstone National Park, Wyo. (2nd); Niagara Falls, N.Y. (3rd); Mt. McKinley, Alaska (4th); Hawaii's volcanos (6th); and the Everglades in Florida (7th).

Also running, but not making the list, were Ole Man River, the Great Lakes and Mammoth Cave.

In an earlier poll—"Manmade Wonders of the USA"—San Francisco's Golden Gate Bridge was rated No. 1. Second was Mt. Rushmore; third was the Astrodome in Houston.

## Credit Union annual meet

The Hughes Airwest Employees Federal Credit Union will hold its annual dinner meeting on Saturday, Feb. 1, at the Sheraton Inn near San Francisco International Airport.

## IN MEMORIAM

Geneva Bottemiller, mother of **Glenn Bottemiller**, district sales manager, San Jose, Nov. 26.

**Gary Bradburn**, first officer, San Francisco, Dec. 3.

## LAS VEGAS . . .

(Continued from page 3)

number of through passengers, and special services required, including need for a wheelchair or an unaccompanied child boarding. Channel four carries the maintenance status and needs of the aircraft, including amount of fuel needed.

Four-channel monitors are located throughout the station, including in station offices and employe lounges. The system is operated from the load plan area.

Beneath the new rotunda lies a maze of offices, employe lounges and storerooms. More than 30 rooms for station and maintenance staff and Las Vegas-based crew operations are located on the ground level.

Included down there are: offices for station, maintenance and regional flight and inflight managers and their staffs; load planning; catering; ramp chief's office and storage rooms; a locker room and employe and crew lounges; ready rooms and a stores area.

Training rooms feature a video cassette system.

In addition to the ground level offices, the assistant station manager for passenger service has his office upstairs convenient to the passenger service counter in the rotunda, and the chief ticket agent is located in the main terminal across from the ticket counter, with a picture-window view. Both offices also serve as VIP lounges.

Maintenance and freight operations are located about a half-mile from our concourse in facilities built early this year.

Next year will mark the 30th anniversary of service at Las Vegas for Hughes Airwest and predecessor companies.

Bonanza Air Lines started there in 1945 as a flight school and charter service. Scheduled service—three round trips weekly between there and Reno—was started a year later.

By 1962, more than 10,000 passengers were being boarded each month. In 1966, Bonanza started its first jet service at Las Vegas. It has been an all-jet city since April of this year.

In one recent month, Las Vegas boarded 43,000 passengers, 1,200,000 pounds of baggage and 240,000 pounds of freight and mail.

In this issue are photos of "super station" and its employes. Our photographers spent a day and a half there trying to catch all employes with the lens. Some, however, were off work those days, on vacation . . . or camera shy.

## Agent heads Phoenix club

**Jack Landers**, Phoenix station agent, has been elected president of the Phoenix Interline Club.

The organization is an employe's club for 11 airlines serving Phoenix. It has about 500 members.

Also elected was **Ray Melcher**, chief ticket agent, as treasurer. **Larry Nettles**, station agent, represents us on the group's board of directors.

## TRAVEL BARGAINS

(Continued from page 19)

Japan Air Lines offers an Arigato (Thank You) Fare to **Tokyo** and return for \$89. Departures Jan. 10-Feb. 28. Positive Mon.-Thu.; space available Fri.-Sun. Employes, spouses, dependents. Contact JAL office. A Tokyo land package—4 days, 3 nights for \$55—is available through the Japan Travel Bureau Int.; phone (213) 687-9881 in Los Angeles, or (415) 434-4770 in San Francisco.

Olympic Airways and Traveline, Inc., has **Mediterranean** cruise and classical **Greece** tours ranging from \$145 to \$369. For brochure, write Traveline, 680 - 5th Ave., New York 10019.

**Holy Land, Southern Spain and Morocco, Madrid** and vicinity, and **Greece** packages are available through World-Wide Interline Tours, P.O. Box 28034, Atlanta, Georgia 30328; (404) 255-5669. Employes, spouse, children under 21, parents, retirees.

## 'WE LIKE VISITORS'

(Continued from page 1)

and offered comfort.

For her efforts, she was honored at a gathering at a downtown San Francisco restaurant Dec. 10 attended by about 50 members of the tourist industry and press.

She was suggested for the award by **William E. McDonnell**, San Francisco restaurant owner and president of the Airports Commission.

He praised her for "taking the initiative in responding quickly, thereby channeling confusion and shock into coordinated corrective action."

He expressed "gratitude for her unselfish and courageous actions. . . . She possesses the admirable quality of leadership" . . . and is "a valuable asset to Hughes Airwest and the airline industry."

A relative of the boy wrote to the company to thank **Tatham** for "her fine services and comfort she shared with us during this tragic ordeal. Her presence with the family was both comforting and a blessing."

