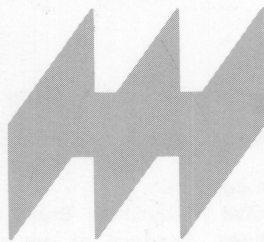


# HUGHES AIRWAYS



Vol. 7, No. 1

Hughes Air Corp.

January 1975

## Year-end traffic report — all-time records set in 1974

—See page 2

## Third successive profit is our largest — \$7.8 million

The company has reported a record net profit of \$7.8 million for 1974, based on preliminary financial results.

It is the largest—up from \$4.6 million in 1973—and third successive annual profit since Hughes Air Corp. purchased the airline's assets less than five years ago.

But current inflation and recession uncertainties will depress similar growth for 1975, according to **Irving T. Tague**, general manager. He said the highest single inflationary increase will be fuel costs.

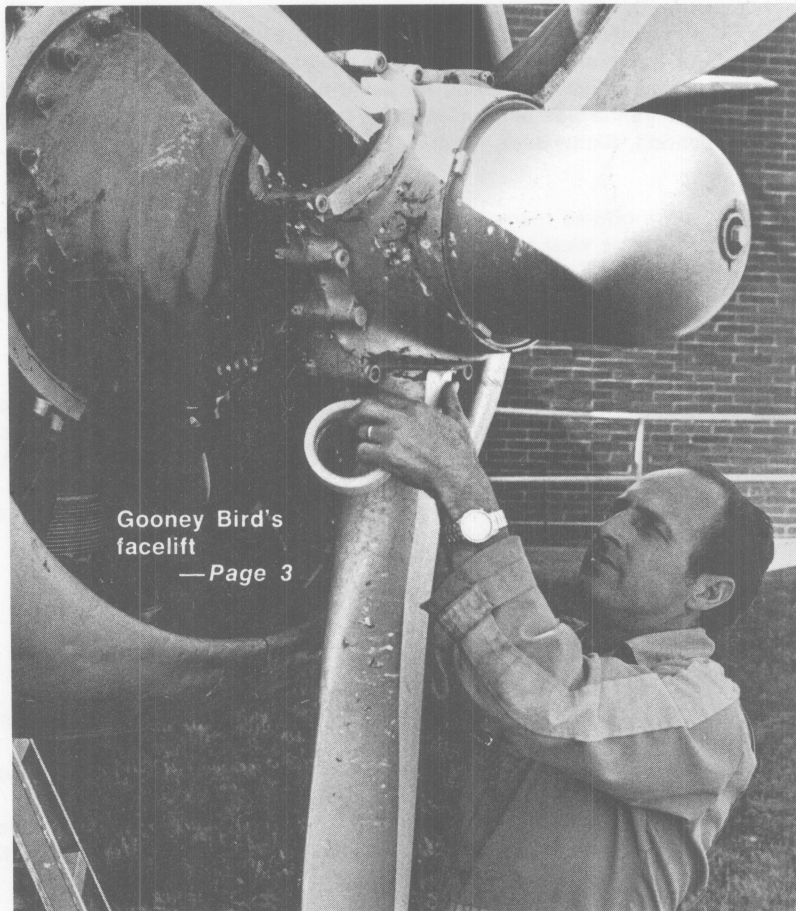
"We have forecast a low growth curve for the first half of this year," he said, "but we'll have to double our efforts to achieve it. We plan to maintain or improve our service while intensifying cost controls."

Tague said he does not anticipate laying off any of the company's 3,800 employees.

"If we decrease our work force it will be through attrition," he said.

Other preliminary figures show revenues for 1974 were \$159.85 million, up from \$130.11 million in 1973. Operating expenses were \$147.52 million, up from \$123.82 million in 1973, and operating profits were \$12.34 million, up from \$6.28 million the previous year.

(See complete financial results on page 4.)



## Variety, expansion, accomplishment

The year 1974 was one of variety, expansion and accomplishment.

We achieved record setting traffic and revenues (see stories on page 2 and above), introduced new services, unveiled new facilities and equipment, and inaugurated or participated in many other milestone activities during the year. Here are some of the highlights of 1974:

We boarded our 3.5 millionth passenger of the year in December. (We passed the 3 million mark in one-year boardings for the first time in November 1973.)

In the first six months, revenue passenger miles jumped 23.2 per cent compared to the same 1973 period. Our net profit jumped from sixth to second place among regional airlines comparing those two periods in 1973 and 1974.

In August, we flew more passengers more miles than in any other month in our history.

Contributing to traffic records was Expo '74 in Spokane. We were the World's Fair's official airline. Our traffic in and out of that city during the exposition increased by almost 60,000 pas-

sengers, compared with the same 1973 period; this generated additional revenue of almost \$2.1 million.

And in cargo, in May we set an all-time single-month record for ton miles.

\* \* \*

New service also helped boost traffic last year.

- We inaugurated jet service at our new destination, Edmonton, to establish the fastest single-plane link with the U.S.
  - Jet service was started at Chico, Redding, Klamath Falls and Redmond.

• Schedule changes added new dimensions to our service: in May we put four more DC-9s into service and restored 140 weekly departures eliminated in January during the fuel shortage; in October we increased our available seat miles by almost a quarter-million a week; and in December we added four million available seat miles and 60 departures, plus a new jet corridor linking Seattle and Salt Lake City with our five destinations in Mexico.

(Continued on page 2)

# 1974

# LOOKING BACK AT 1974

(Continued from page 1)

Meanwhile we continued to participate in Civil Aeronautics Board hearings on our route exchange agreement with American Airlines. Approval of the pact was recommended by the CAB Bureau of Operating rights in May. A CAB administrative law judge recommended against it in November. It will be reviewed by the full CAB (see story on page 5).

We also urged the CAB to expedite our year-old application to fly nonstop between Las Vegas and our two Canadian destinations.

The number of cities we serve was reduced during 1974. Following CAB approval, Lake Tahoe was deleted and service was suspended at (in order) Hoquiam, Wenatchee, Ephrata, Santa Rosa, Astoria, Walla Walla and Pullman/Moscow.

\* \* \*

We offered many new packages and tours in 1974, including:

- Wide West tours featuring Expo with Delta Air Lines.
- "Ten Trails West" packages with American Airlines.
- 1974-75 packages for winter vacationers. A record 212 employees—four times as many as in 1973—signed up to be volunteer Ski Ambassadors.

\* \* \*

There was news of new facilities and renovations, fleet expansion and new equipment.

• Our largest, busiest and most modern terminal was dedicated in Las Vegas, and designated as our only "AA" station. Stations, ticket and reservation offices in other cities also received facelifts.

• An agreement was completed with the Bank of America for a \$26 million loan to finance the purchase of 11 DC-9 jets from Continental Airlines; we purchased four DC-9 jets from Hawaiian Airlines, to be delivered next fall.

• We announced purchase of Novoview (see story on page 6).

\* \* \*

There were celebrations in 1974, in addition to Expo, with its pomp and pageantry upon opening, closing and in between:

• San Jose station celebrated 25 years of air service and the city honored us as the first commercial carrier to serve it.

• Idaho saluted us at a civic birthday party in Boise with a "Hughes Airwest Day" in recognition of our 30 years of service.

• And we participated in and sponsored trophies, prizes and a Howard Hughes aviation exhibit at the Calgary Exhibition and Stampede, where they also declared a "Hughes Airwest Day."

\* \* \*

There were other highlights to our 1974:

• We signed our fifth overseas contract, this one with the West African nation of Mauritania, for technical and marketing assistance.

• We joined the Societe Internationale de Telecommunications Aeronautics (SITA), allowing us to communicate via teletype with almost any major airline office, including our own, almost anywhere in the world.

• We painted 15 of our DC-9s last year. In the second half of the year, one a month was scheduled to receive the facelift; 10 were painted after rescheduling of other work in Phoenix.

• A national computerized network was plugged into that directly transmits our tickets to travel agents and commercial accounts.

• We completed conversion in Phoenix of the last of four U.S. Air Force DC-9-30 jets into C9-A configurations for aeromedical evacuation of military personnel.

• A class of flight attendant trainees became the first in the airline industry to be certified physically fit under a national program sponsored by the YMCA.

• Mechanics and technicians in Phoenix rebuilt a jet engine in record time.

• One of our jets was flown by four employees on an intercontinental flight for the first time, from Tokyo to Phoenix.

• The company assumed sponsorship of an Explorer Scout Flight (Post) in the San Francisco Bay Area, with employees as advisors.

• A model airplane program was established. Employees continue teaching aviation basics to youngsters as a result.

• The company inaugurated an \$8,000 scholarship program for children of employees.

# New records set by 1974 traffic

We set all-time records in all categories of performance in 1974.

Revenue passenger miles jumped 14.6 per cent to 1,443,427,700 from 1,259,907,700 in 1973.

Passenger boardings gained 8.8 per cent to 3,662,200 from 3,365,900.

Passenger density (the number of passengers flying per mile) rose 14.3 per cent to 47.1 from 41.2.

The average load factor (percentage of seats filled) ended the year at 55.5 per cent, compared with the 1973 level of 51.3 per cent.

Cargo ton miles (one ton of cargo traveling one mile) gained 7 per cent to 8,350,500 from 7,805,200, while the tons of cargo boarded advanced 4 per cent to 21,500 from 20,600.

## December Results

Miles flown by fare-paying passengers last month totaled 126,362,400, or 7.8 per cent more than the 117,251,000 in December, 1973.

Boardings rose 3 per cent to 293,500 from 284,900.

Passenger density jumped 6.6 per cent to 46.6 from 43.7, while average load factor dipped slightly to 53.2 from 54.2.

Cargo ton miles totaled 781,000, up 4.2 per cent from 749,900, but tons of cargo boarded slipped 3.2 per cent to 1,883 from 1,945.

# TRAFFIC SCOREBOARD

	Dec., '74	Dec., '73	% Change
PAX	293,453	284,912	+ 3.0
RPM	126.4 mil.	117.3 mil.	+ 7.8
ASM	237.6 mil.	216.3 mil.	+ 9.9
Load factor	53.2%	54.2%	
PAX density	46.6	43.7	+ 6.6
Cargo ton miles	781,083	749,930	+ 4.2
Cargo tons brd.	1,883	1,945	- 3.2
On-time	71.6%	71.5%	
		<b>Year-End</b>	
PAX	3.7 mil.	3.4 mil.	+ 8.8
RPM	1.4 bil.	1.3 bil.	+14.6
ASM	2.6 bil.	2.5 bil.	+ 5.8
Load factor	55.5%	51.3%	
PAX density	47.1	41.2	+14.3
Cargo ton miles	8.4 mil.	7.8 mil.	+ 7.0
Cargo tons brd.	21,454	20,628	+ 4.0
On-time	77.1%	83.7%	



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## TRANSITION

WELCOME ABOARD—**Russell Blumenthal**, pricing analysis supervisor. **George Bosselman**, programmer, Phoenix. **Jim Haupt**, employe development manager, San Francisco. **Stephen Smith**, labor relations representative, Phoenix. **Dorreene Proctor**, reservation agent, San Francisco. **Linda Stephens**, secretary, production control, Phoenix. **Carlos Colon**, mail clerk, San Francisco. **Linda Powell**, clerk typist, purchasing, San Francisco. **George Campbell**, ticket agent, Sun Valley. **William Baggelaar**, maintenance technician, Los Angeles. **William Mills**, hanger maintenance technician, Phoenix. **James Martin**, maintenance cleaner, Phoenix.

PROMOTIONS—**Kenneth Woodward** to line maintenance foreman 1, Phoenix. **Fred Ludwig** to lead maintenance cleaner, Phoenix. **Lois Borgardt** to secretary, ground communications, San Francisco. **Gabel Vigil** to chief ticket agent, Sun Valley.

RETIREMENTS—**Curt Kolditz**, supply lead statistical clerk, San Francisco, 27 years with the company. **Wayne Voights**, captain, San Francisco, 23 years. **Marian Baker**, mail clerk, San Francisco, 12 years.



**FAMILY AFFAIRS**—The son, sister and wife of current employes were among new flight attendants graduating Dec. 19. Shown from left kneeling are: **Andrea Picca**, Tucson (PHX); **Bob Nissley**, Las Vegas (PHX); **Don McClure**, Seattle (SEA), son of Jules Rossi, statistics supervisor, San Mateo; and **Mike Freeland**, San Diego (PHX). Second row: **Denise Guillaume**, Tucson (PHX); **Erica Pierce** (valedictorian), Mill Valley, Calif. (PHX); **Michelle Daniel**, Saratoga, Calif. (PHX); **Cynthia Yonke**, San Leandro, Calif. (SEA); **Gina Gonzales**, San Jose (SEA); **Penny Rodd**, San Mateo (PHX); **Patty Garey**, San Mateo (PHX); and **Leticia Santana**, Phoenix (PHX), wife of Ricardo, Phoenix flight attendant. Back row: **Chris Hall**, Las Vegas (PHX); **Pam Perryman**, Fresno (PHX); **Roxie Seals**, Apple Valley, Calif. (SEA); **Colleen Brems**, Phoenix (PHX), a junior clerk with the company in Phoenix since 1966; **Carrie Visser**, Ceres, Calif. (PHX); **Jamie Cuadra**, San Diego (PHX), joining her sister, **Lou**; **Sharon Yates**, Upland, Calif. (PHX); **Laurie Crawford**, Long Beach, Calif. (PHX); **Cathy Pavlos**, San Francisco (SEA); and **Marta Chavalas**, San Jose (SEA).

## SERVICE ANNIVERSARIES

These employes celebrate service anniversaries during January:

### TWENTY-FIVE YEARS

SAN FRANCISCO—**Ralph Keele**, dispatcher. LAS VEGAS—**Owen Banks**, captain.

### TWENTY YEARS

LOS ANGELES—**Irwin Rathburn**, chief reservation agent. SAN FRANCISCO—**Harvey Kyllonen**, printing and office services manager. PHOENIX—**Leslie Womack**, engine technician. **Robert Hearne**, accessory overhaul technician. YAKIMA—**Ronald Gentry**, chief station agent.

### FIFTEEN YEARS

SAN FRANCISCO—**Jean Brown**, sales audit manager. **Johan Krekelberg**, maintenance supervisor. SACRAMENTO—**Carl Renfro**, ticket agent. PALMDALE—**Clarence Fields**, station manager. TUCSON—**Charles Campbell**, station agent. SEATTLE—**William Layson**, captain. LAS VEGAS—**Theodore Smith**, station agent.

### TEN YEARS

SAN FRANCISCO—**Burt Pedersen**, consumer affairs manager. **Bob Butler**, training specialist. **George Melia**, station agent. **John Cooper**, maintenance representative, Mauritania. REDDING—**Ronald Anderson**, station agent. PHOENIX—**John Kozma**, district sales manager. SEATTLE—**Raymond Primm** and **Richard Smith**, reservation agents.

### FIVE YEARS

PHOENIX—**Darrel Waite**, data base administration manager. **Jerald Hanselman**, business systems design programmer. SAN FRANCISCO—**John Donahue**, assistant treasurer.

## IN MEMORIAM

Roma O'Donnell, mother of **Norm O'Donnell**, data processing operations director, Phoenix, December 12.

Arlin W. Hargreaves, father of **Donald Hargreaves**, station agent, Eureka, December 13.

Lauren D. Mooney, father of **John Mooney**, rotatable control analyst, Phoenix, January 1.

Jeanne Dittrich, mother of **Chuck Dittrich**, ticket agent, San Jose, January 6.

## FINANCIAL RESULTS

### PRELIMINARY

	Dec., '74*	Dec., '73*
Operating revenue	\$ 14,228	\$ 12,080
Operating expense	13,802	12,430
Operating earnings (loss)	426	(350)
Non-operating earnings (loss)	(318)	676
Provision for taxes	—	105
Net earnings	108	221

### Year-End

	1974	1973
Operating revenue	\$159,853	\$130,107
Operating expense	147,517	123,823
Operating earnings	12,336	6,284
Non-operating earnings (loss)	(1,505)	(1,437)
Provision for taxes	3,028	180
Net earnings	7,803	4,667

\*All data in thousands (add 000).

## HEIR FARE

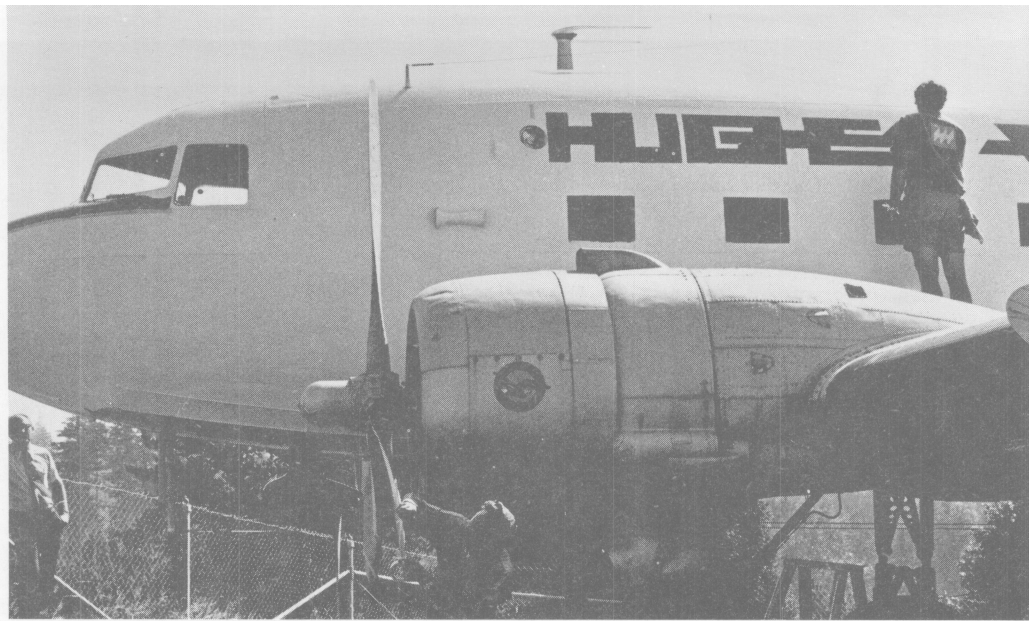
To **Karen Ann** and **Robert Morando**, ticket agent, Phoenix; a girl, **Katrina Lydia**, 7 lbs. 6 oz.; Dec. 31 (11:30 p.m.).

To **Rick** and **Dixie Karber**, reservation agent, Phoenix; a boy, **Cameron Wilford**, 6 lbs. 1 oz.; Dec. 22.

To **Joanne** and **Rob Eisenhour**, station agent, Oakland; a boy, **Brian Scott**, 7 lbs. 7 oz.; Dec. 12.

To **Ronnie** and **Ron Serio**, maintenance technician, Phoenix; a boy, **Phillip A.**, 7 lbs. 3 oz.; Nov. 29.

To **Bob** and **Colleen Erickson**, reservation agent, Phoenix; a girl, **Shannon**, 5 lbs. 15 oz.; Sept. 30.



Above left, Waldo Dobson, maintenance technician. Right, Don Pingree (by fence), assistant district maintenance manager; Clint Jarrett (also pictured on page one), avionics technician; and Steve Merkle (on wing), maintenance cleaner. Below, Fred Herbst, maintenance technician.

## Facelift for our Portland Gooney Bird

One of our early birds has caught a facelift.

A DC-3—donated in 1966 to Oregon Museum of Science and Industry in Portland, Oregon, by one of our predecessors, West Coast Airlines—has been completely refurbished inside and out by our maintenance crews.

Work included changing the old “Air West” lettering and logo on the fuselage and tail to the current Hughes Airwest logo and insignia.

The project—costing more than \$3,000 in labor and materials contributed by the company— was spearheaded by **Rusty Rostad**, district sales manager, and supervised by **Paul Peyron**, district maintenance manager.

About two-and-a-half million people have visited the DC-3 exhibit since it was established in Portland.

Visitors are permitted to enter the aircraft, sit in the seats and listen to a brief tape recording. The tape has been updated and rerecorded by actor Joe Campanella, who narrates our radio and television commercials. Because of the non-profit nature of the DC-3 exhibit, he made the recording without fee.

The tape includes background sound effects of war, cannons and explosions when reference is made to the DC-3's World War II activities. Following is the script:

“Welcome aboard. They call me a DC-3. I've also been known as The Dizzy Three, The Placid Plodder, Old Methuselah, The Dowager Dutchess, The Grand Old Lady of the Sky and . . .

“And, The Gooney Bird. I like the last name best.

“I got my wings back in March of 1944—something like four and one-half or five million miles ago. That's a lot of flying time when you consider the life span of the average aircraft. Some people say we Gooney Birds are a living legend. I don't know. I'm sort of out of things now.

“But, I've been places, yes, sir, you can bet a port engine I've been places. I've flown in weather so hot you could fry an egg on my back. And I've gone through storms so thick the snow on my wings out-weighted cargo and passengers combined. During World War II I was in the Airborne assaults on Normandy and Southern France. I carried men and supplies over Holland, dodged flack over Germany. And when those mauled and battered troops in Bastogne looked up through the mist, I was dropping food, ammunition and medical supplies.

“I was wounded once. Slightly. Under the fuselage, near the trailing edge of the wing. They gave me a Distinguished Unit Citation.

“When the war ended, the government brought me back and I cooled my landing gear in a hangar down in Arkansas. Finally, a bus company (of all things!) bought me and off I flew to Texas. I put in six months with those people and then West Coast Airlines came along, and for the next 20 blissful years I carried people like you all over the Northern West. You know, you've got some beautiful country up here. Kind of reminds me of some parts of the Ardennes and Alsace.

“Well, after a time, I guess the strain of over 32,000 hours in the air began to show. It looked like I was going to end up as a pile of spare parts for younger Gooney Birds.

(Continued on back page)



## Management elects

Three employees were elected last month to fill vacancies on the 10-member board of directors of the Management Club.

They are: **Marti Henderson**, inflight services manager, and **John Kozma**, district sales manager, both of Phoenix; and **Terry Hunter**, Portland station manager.

Elected as officers by the board this month were: **Bob Donahue**, cargo and charter sales director, San Mateo, as president; **Bill Gerrard**, regional marketing manager, San Francisco, as vice president and secretary; and **Jean Brown**, sales audit manager, San Mateo, as vice president and treasurer.

## F.I.C.A. maximum raised

Employees making more than \$13,200 last year will note resumption of the F.I.C.A. (Social Security) deduction from their checks.

Deduction stopped last year after the maximum \$772.20 had been deducted from pay checks (5.85 per cent of \$13,200). This year, although the 5.85 per cent rate remains unchanged, the maximum deductible has been increased to \$824.85—5.85 per cent of \$14,100.

Deduction for State Disability Insurance remains at 1 per cent of income up to \$9,000, according to **Tracy Hornbuckle**, payroll supervisor.

## Pilot seeks panty-hose shells to cheer children

San Francisco pilot **Carl Mauck** is a Leggs man.

He would like to collect 3,000 "egg shell" containers from women's Leggs panty-hose.

Mauck and the company-sponsored San Francisco Explorer Scout Post will stuff the shells with candy for distribution to hospitalized blind, handicapped and retarded children at Easter.

The containers are safer for use in egg hunts than real eggs for these children, according to Mauck. Employees have saved their shells for him in past years.

The containers can be left in the designated receptacle at the San Mateo reception desk or sent by co-mail from other stations to **Jean Wade**, marketing department, San Mateo.

## CAB sets hearing on Texas route swap

The full Civil Aeronautics Board will review our route exchange agreement with American Airlines. It will hear oral arguments on Feb. 5 in Washington, D.C.

A CAB administrative law judge issued an initial decision against the swap in November. The board's Bureau of Operating Rights has recommended approval.

A final CAB decision is not expected before mid-April.

Under the agreement, we would obtain the following routes from American: Phoenix-Houston, Phoenix-San Antonio, Houston-San Antonio, Tucson-Houston, Tucson-El Paso and El Paso-Houston.

In exchange, American would acquire the following routes from us: Las Vegas-Salt Lake City, Las Vegas-Palm Springs, Salt Lake City-Los Angeles and Palm Springs-Los Angeles.

## First system-wide tennis meet next month in Tempe; application deadline Jan. 31

Employees and spouses from throughout the system will gather in Tempe, Ariz., Saturday and Sunday, Feb. 8-9 for the company's first championship tennis tournament.

Play will be in two divisions—championship and social—and both divisions include men's and women's singles and doubles and mixed doubles. (Fees are \$6 for singles, \$5 each for doubles.)

Competition will be at the Tempe Racquet and Swim Club. Awards will include silver trophies and trip passes. Winners will be eligible for the national interline tournament.

Tennis clinics and exhibitions will also be held at the Tempe meet.

Participants will stay at the Holiday Inn (\$17 single, \$20 double).

Other events include a Holiday Inn-hosted cocktail party, a dinner and dance and a "good-bye smash."

For a brochure and entry form, write first officer **Richard Jeppesen**, P.O. Box 2966, Phoenix 85036. Entry deadline is Jan. 31.

## Portland, San Francisco, Phoenix

# Santa gets around by tug and jet

A push-back tug for a sleigh?

That's what Santa used in Portland the night before Christmas.

**George Streaker**, maintenance technician, shed his usual work outfit that day and donned a Santa costume for his shift.

Streaker greeted crew and passengers, gave candy to the kids, and pushed airplanes out with the tug, all in complete Saint Nick attire.

Reports have it that he was unable to get his "sleigh" off the ground, however.

### MEANWHILE

San Francisco pilots **Carl Mauck** and **Earl Spencer** visited 17 seriously ill children in Burlingame's Peninsula Hospital over the Christmas holidays.

They presented each child with a Hughes Airwest build-it-yourself plastic model airplane kit.

### AND, IN PHOENIX

The Employees Club entertained more than 100 children of Phoenix employees with a "Santa Fly-In From the North Pole."

Santa was on a DC-9 which taxied to the ramp where the youngsters were waiting. He handed out ice cream and toys.

## Chamber elects Tague

General manager **Irving T. Tague** has been elected to the board of directors of the Greater San Francisco Chamber of Commerce. His term is for three years.

## Smith new Chico manager

**Jim Smith** has been named Chico station manager.

Smith, 42, joined the company in 1954 in his native city of Yakima. Since then, he has held managerial positions at airports throughout the Pacific Northwest, most recently as station manager at Walla Walla.

We recently upgraded Chico from a "D" to a "C" station as a result of an average of more than 1,000 boardings per month in 1974.

## College students also eligible for scholarship award

Financially dependent children of employees may apply for one of the company's scholarship awards even if they are already attending a college or university.

The program was restricted to current high school seniors when announced in October.

Final deadline—by when all application materials must have been submitted—is March 1.

Winners will be announced April 1 for award next fall.

Those interested should contact the employee development manager, San Mateo, for an application.

## Crescent City suspension sought; Palmdale closes

The company filed an application this month with the Civil Aeronautics Board for a three-year suspension of service at Crescent City, Calif.

Service was suspended at Palmdale, Calif., for seven years effective Jan. 7 following approval of our application by the CAB.

## Sparhawk assumes public affairs duties

Juan Alvarado Sparhawk, 30, has been promoted to special assistant for public affairs activities in the Pacific Northwest.

He is based in Seattle where he will provide liaison between the company and local and state government agencies throughout Washington, Oregon, Idaho and Montana.

Sparhawk joined the company in 1967 and served as a station agent and crew scheduler in San Francisco and as a station agent in Reno.

For the last three years he has been U.S. sales manager for Mexico with offices in San Mateo.

Sparhawk was born in Colima, Mexico. He attended schools in California and studied at the University of Guadalajara in Mexico.

## Anaheim added to Orange County certificate

The Civil Aeronautics Board has approved the company's application to change our certificate to read Orange County-Santa Ana-Anaheim from Orange County-Santa Ana-Laguna Beach.

CAB sanction was required before we could list Anaheim, the county's largest city, in the travel industry's Official Airline Guide and other directories.

## Novoview certified by FAA, ready for use; Phoenix instructors first to receive training

Two Phoenix employees were the first to receive training on our new Novoview—the industry's most sophisticated 3-D training device that precisely duplicates any airport in the world as it appears from the air at night.

The two—the first in North America—are **Dave Stoddard**, F-27 flight training supervisor, and **Jerry Belford**, F-27 flight instructor.

The training was by **Dick Bennett**, DC-9 flight instructor, Phoenix. It followed certification by the Federal Aviation Administration on Jan. 8 that Novoview meets training requirements.

The system, producing computer-generated image, is at our cockpit simulator in Los Angeles.

The simulator now can be used for completion of the entire DC-9 proficiency test by our pilots and will also be used in training of new pilots, according to **Al Klein**, manager of flight training and procedures, Phoenix.

**Ed Altman**, operations vice president, said more than 250 flights annually, required by the FAA for recurrent training, will now be removed from the congested airways.

"This will save nearly 500,000 gallons of fuel a year, ease the increasing volume of jet traffic and permit our pilots to perform maneuvers not possible at many airports," he said.

The new device employs a unique night-only visual display system that enables a pilot to see a moving, accurate reproduction of a specific existing airport environment. (Programs for Seattle and Spokane are currently being used; others will be added in the near future.)

Novoview has the capability of producing a wide variety of airport conditions related to weather, city lights, airport lights, horizon and runway markings and tower and directional beacons during taxiing, takeoff, approach and landing.

The airport image constantly changes in relation to the moving pitch, roll and yaw of the simulator.

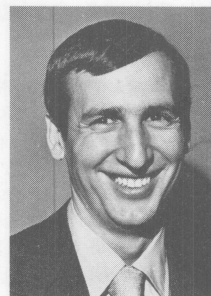
## Hayes represents industry; Kozma heads tourism group

**Bob Hayes**, regional public affairs director, Phoenix, will coordinate Air Transport Association activities in Nevada.

He will act as the airline industry public affairs spokesman before that state's legislature.

**John Kozma**, district sales manager, Phoenix, has been elected 1975 chairman of the Arizona Visitors Promotion Council.

The 25-member council is appointed by the governor to promote tourism throughout the state.



Sparhawk

## GOONEY BIRD . . .

(Continued from page 3)

But, it never happened. Someone (bless 'em!) decided they would put me back in shape, just one more time. And put me where I could have regular visitors: here at the Oregon Museum of Science and Industry.

"And when I need a few repairs, Hughes Airwest takes care of me. I like it this way because they fly some of my great grandchildren . . . the DC-9 jets . . . that are doing the same thing I used to do all over the West.

"It's a great life here.

"Still, there are times, when the sky is clear and bright, and I hear the high-pitched whine of a Sundance jet, I wish . . .

"Well, that's all past. Welcome aboard. Take a seat and let's make believe."