

First flight Sept. 4

# Charter program doing 'very well' — 2,000 seats sold

Our first charter flight in more than 1½ years will depart from the city of Harlingen in southern Texas at 8:45 a.m. on Sept. 4.

The 95 passengers on the DC-9-30 are advertisers on a local radio station that is hosting them for four days in Las Vegas.

This will be the first of 24 charter flights already booked through November, representing revenues in excess of \$250,000. The flights involve more than 2,000 passengers, 72 hours of flying time and more than 35,000 miles.

In the two months since we resumed booking charters, the program has done "very well," according to **Robert Donahue**, cargo and charter sales director, and prospects for 1976 look "very encouraging."

The charter department has received requests for information from nearly every major city in the U.S. and has prepared close to \$3 million worth of proposals to potential customers for flights through this year.

The longest flight booked so far is from Shreveport, La., to Las Vegas. Football teams and fans traveling to games are our most frequent customers this fall. Business and political groups are among other confirmed charters.

Ski charters and military transportation are expected to produce substantial bookings in months ahead.

Two aircraft have been assigned to full-time charter operation Thursdays through Sundays; one aircraft will operate Mondays through Wednesdays. Eventually, more might be added, depending on demand and availability, Donahue said.

The charter industry got a boost Aug. 8 when the CAB approved rules for two new types of charter flights—one-stop inclusive tours (OTCs) and special event charters. The regulations are scheduled to go into effect Sept. 13.

## OTCs

A travel agent now can charter an entire airplane and sell individual seats substantially below the price of a ticket on a scheduled flight. Passengers need not belong to a common organization to qualify.

Also, flights can be chartered to one destination, instead of visiting two or three, as previously required.

Other rule changes include reducing the number of days passengers have in which to sign up for flights before departure to 15 and reducing the minimum number time required to be spent at the destination to four days (three nights) on North American OTCs.

(Continued on page 8)

## Daily boarding record broken twice this month

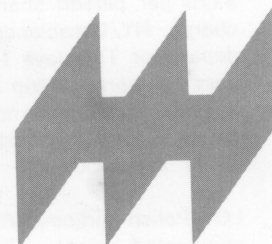
We boarded more than 14,000 passengers in one day for the first time in our history.

It was the second time this month—both Fridays—that we broke the previous daily boarding high.

On Aug. 15, we boarded a record 14,026 passengers. The previous Friday,

(Continued on page 3)

# HUGHES AIRWEST



Vol. 7, No. 8

Hughes Air Corp.

August 1975

## BURBANK See page 4



## CAB rejects Texas route exchange pact

The Civil Aeronautics Board has turned down our route exchange agreement with American Airlines in a nine-page opinion released Aug. 18. The vote was 3 to 1.

The board's Bureau of Operating Rights recommended approval of the route swap plan in May 1974. Six months later, however, a CAB administrative law judge issued an initial decision denying the proposal.

Under the agreement, which was made two years ago, we would have obtained from American its routes linking Phoenix and Tucson with San Antonio, El Paso and Houston. In exchange, American would have acquired our routes between Las Vegas-Salt Lake City, Las Vegas-Palm Springs, Salt Lake City-Los Angeles and Palm Springs-Los Angeles.

## TRAVEL BARGAINS

Swissair has 25 Interline Holidays for 1975-76. All packages include positive air transportation from one or more gateway cities. Departures vary 9/17-5/17. Transportation to gateway available on American Airlines through Swissair for \$10 each way, space available. (Unless otherwise indicated, all packages also include hotel, transfers and meals, Modified American Plan. Prices are per person.) **Cross Country Ski—Leysin:** 8 day/\$230; includes ski school. **Downhill Ski—Switzerland** (Leysin, Les Diablerets, Murren, Lenzerheide or Engelberg): 8 day/from \$260; ski lifts and lessons. **Zurich, Berne or Geneva Weekends:** 4 day/\$165-\$175 (add on Vienna, 4 day/\$58); breakfast and sightseeing. **Car Package:** 7 day/\$110; car with unlimited mileage from Zurich or Geneva; no hotel/meals/transfers. **Hungary:** 8 day/\$235; most meals, sightseeing, wine. **Tunisia:** 7 day/\$199; sightseeing. **Hiking the Swiss Alps:** 8 day/\$220. **Yugoslavia:** 6 day/\$155; all meals, sightseeing. **Arabian Nights:** 7 day/\$180; sightseeing. **Czechoslovakia:** 7 day/\$160; sightseeing. **Sri Lanka (Ceylon):** 10 day/\$265; sightseeing. **Turkey:** 7 day/\$199; breakfast and sightseeing. **Bicycle Tour:** 9 day/\$255; bike rental, local guide. **Wine & Cheese:** 9 day/\$290. Eligibility: employe and accompanying spouse. For brochure, send self-addressed envelope with 30¢ postage to nearest Swissair office; do not telephone.

A new office has been opened by Another Rent-A-Car Co. at **Orange County Airport** (Santa Ana-Anaheim). Special rate: \$10 per day, including 100 free miles (gas not included), for a late model, air conditioned car with automatic, standard or intermediate size. Open seven days a week. call on arrival or make advance reservation and your flight will be met. (714) 549-3898.

Two "Wild Adventure" tours—**Africa safari**, 10 days, \$377 per person sharing (single supplement, when available, \$52), plus \$43 air transportation charge; NY/Nairobi/NY, positive economy, via Pan Am; departures Saturdays 9/13-4/3; includes meals (except in Nairobi), transfers, hotels, surface transportation and sightseeing. **Morocco**, 8 days, \$175 per person sharing (single supplement on request), plus \$63 air transportation charge; NY/Casablanca/Marrakech/Tangier/NY, positive economy, via Royal Air Maroc; departures Tuesdays 11/4-6/15 and in 9/76; includes transfers, hotels, breakfasts; dinners and carriage trip to Souks in Marrakech, motor coach excursion to Goulimine from Agadir. Eligibility: employe and accompanying spouse and dependent children. Write for details: Sibyl Wild Inc. Travel Service, 2 Overhill Road, Scarsdale, N.Y. 10583; (914) 725-0350.

LOT Polish Airlines offers employes, spouses, dependent children under 21 and unaccompanied parents a three-day tour of **Warsaw** for \$49 or a four-day tour for \$59. Includes hotels, meals, sightseeing and transfers. Air fare from New York, space available, is \$79.20 roundtrip. Weekly departures through 3/11/76. Write Interline Dept., 500 Fifth Ave., New York, N.Y. 10036; (212) 564-8116.

Lufthansa features four-day tours to **Berlin, Munich and Nuremburg; Munich and the Bavarian Alps; or Frankfurt and Cologne;** from \$165 double, per person. The Red Baron Fly/Drive program starts at \$90.40 for three days or \$95.90 for four days at **Frankfurt or Munich**, including car with unlimited mileage. All tours include roundtrip, positive economy space from the U.S., hotels, meals, sightseeing and transfers. Write Interline Dept., 1640 Hempstead Turnpike, East Meadow, Long Island, N.Y. 11554; (516) 489-2020.

## FINANCIAL RESULTS

	July '75*	July 74*
Operating revenue	\$14,718	\$13,823
Operating expense	14,442	12,736
Operating earnings	276	1,087
Non-operating earnings	410	768
Provision for taxes	—	691
Net earnings	686	664
	Year-to-date*	
Operating revenue	\$94,989	\$92,820
Operating expense	96,496	82,354
Operating earnings (loss)	(1,507)	10,466
Non-operating earnings (loss)	(1,148)	(294)
Provision for taxes	(52)	2,885
Net earnings (loss)	(2,603)	7,287

\*All data in thousands (add 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

## RPMs and boardings show gains in July—on-time high continues

Our revenue passenger miles (RPMs) and systemwide boardings showed gains last month, compared with July 1974.

RPMs rose 2.3 per cent to 126,448,400 from 123,559,400, while boardings increased 1.5 per cent to 320,100 from 315,500.

The on-time average climbed to 91.2 per cent from 74.8.

Available seat miles (ASMs) gained 10.9 per cent to 251,976,700 from 227,212,100.

Average load factor (the percentage of seats filled) dropped to 50.2 per cent from 54.4, while systemwide density (the average number of passengers flying per mile) fell 6.9 per cent to 43.2 passengers from 46.4.

Cargo ton miles dipped 2.9 per cent to 660,600 from 680,600, while the tons of cargo boarded decreased 4.4 percent to 1,660 from 1,736.

### Year-To-Date

During the first seven months of 1975, ASMs advanced 11.4 per cent to 1,639,562,500 from 1,472,015,500 during the same year-ago period.

The on-time average increased to 85.3 per cent from 76.1.

RPMs dipped less than 1 per cent to 850,547,500 from 856,511,300, while passenger boardings dropped 4.2 per cent to 2,088,900 from 2,181,500.

Average load factor decreased to 51.9 per cent from 58.2, while density fell 7.8 per cent to 45 passengers from 48.8.

Cargo ton miles edged upward less than 1 per cent to 4,784,900 from 4,751,900, but the tons of cargo boarded dropped 4.5 per cent to 11,730 from 12,281.

## TRAFFIC SCOREBOARD

	July '75	July '74	% Change
PAX	320,115	315,468	+1.5
RPM	126.4 mil.	123.6 mil.	+2.3
ASM	251.0 mil.	227.2 mil.	+10.9
Load factor	50.2%	54.4%	
PAX density	43.2	46.4	-6.9
Cargo ton miles	660,638	680,560	-2.9
Cargo tons brd.	1,660	1,736	-4.4
On-time	91.2%	74.8%	
	Year-to-date		
PAX	2.09 mil	2.18 mil.	-4.2
RPM	850.5 mil	856.5 mil.	-0.7
ASM	1.640 bil.	1.472 bil.	+11.4
Load factor	51.9%	58.2%	
PAX density	45.0	48.8	-7.8
Cargo ton miles	4.78 mil.	4.75 mil.	+0.7
Cargo tons brd.	11,730	12,281	-4.5
On-time	85.3%	76.1%	

## Experiences varied in Nepal

(Editor's note: In June, **Robert R. Ragan** was named maintenance vice president of our overseas assistance program for Air Liberia. He had been maintenance manager of our program at Royal Nepal Airlines since its inception in September 1972. Enroute from Nepal to Liberia, he visited our international headquarters and made some observations about life in Nepal. Ragan, 44, joined the company in 1968; before his assignment to Nepal, he was a hangar maintenance foreman in Phoenix.)



Ragan

Once a year Bob Ragan had to wash goat's blood off a Boeing 727.

As part of the Hindu religion, the people of Nepal perform ceremonies to the gods to keep the airplane safe. Two live goats are sacrificed and the blood is spilled on the aircraft.

Any mishap to the airplane is blamed on the person officiating at the ceremony—often a priest—since the people then assume that he did not carry out the rite properly.

This is the kind of Nepalese custom Ragan and his family had to adjust to.

We are the only American company in Nepal operating independent of U.S. or United Nations financial aid. Hughes Airwest is highly regarded by the Nepalese people, Ragan said. "They are very supportive of our operations."

Ragan's colleagues at the Nepal program, based in the capital city of Katmandu, were Hughes Airwest maintenance employes **Steve Jones** and **Johan Krekelberg**, who remain there. (**Charles Sturmer** is now maintenance manager, replacing Ragan.) They maintain Royal Nepal's Boeing 727 and train Nepalese mechanics.

According to Ragan, one of the them flew frequently as a mechanical engineer, analyzing maintenance needs and providing turnaround maintenance at destinations without mechanics. Maintenance checks are done three nights a week in Katmandu.

They also give support to Union of Burma Airlines (with which we also have an assistance program), when its 727 requires maintenance on flights to Katmandu.

The Nepalese airplane is flown seven days a week to Bangkok, Calcutta and New Delhi. Ragan and his crew are proud of their record; they had only one cancellation and three delays in three years, and the aircraft "has never been down," Ragan said.

Whenever the King of Nepal wishes to travel, the airplane is diverted for his use, also carrying his staff and family and one of our maintenance employes.

Ragan was "intrigued" with Nepal and its people. "They are a happy people," he said, mainly "because they have enough to eat."

Food available to the Ragan family included Indian and Tibetan products—chicken, mutton, buffalo meat and occasionally imported beef.

Their social life centered around official government functions, wedding rites and dinners with Nepalese and American friends.

Ragan, his wife and four children, ranging in age from 12 to 17, have "mixed emotions" about eventually returning to the U.S. They enjoy foreign places and became attached to Nepal.

### Our July S.F.-L.A. on-time record best

Hughes Airwest last month posted the best on-time performance among all airlines in the Los Angeles-San Francisco market, according to a report issued by the Civil Aeronautics Board.

Our flights were on time 94.8 per cent of the time.

This also was seventh best among carriers operating scheduled flights in the country's 100 top traffic markets exceeding 200 miles.

As a general rule, we report our on-time average for our entire system. Therefore, it is difficult to compare with the performance of other airlines, which report their on-time average only for selected city pairs designated by the CAB.

### BOARDING RECORD . . .

(Continued from page 1)  
we boarded 13,742.

Until this month, the all-time high was 13,728, set on May 24, 1974—also a Friday, usually the heaviest traveled day of the week.

The Aug. 15 record is about 8.6 per cent more than the 12,918 passengers boarded on the comparable third Friday in August a year ago.

## Hughes Airwest endorsed for Canada/Las Vegas nonstops —we have a 'greater historic stake in the markets'

The CAB's Bureau of Operating Rights has urged that we receive authority to fly nonstop between Las Vegas and our two Canadian destinations—Calgary and Edmonton. Western Air Lines has also applied for the nonstop authority.

The BOR said that although either airline could provide acceptable nonstop service in the markets, it favored Hughes Airwest because: we can earn a profit while Western cannot; diversion of traffic from one airline to the other would be less; our subsidy need would be reduced; and Hughes Airwest has "a greater historic stake in the markets."

The CAB's final decision is awaiting an administrative law judge's recommendation. He held a hearing in May.

A CAB decision is expected before the end of the year, according to **Terry Marshall**, regulatory affairs director.

The nonstop route is authorized by the U.S.-Canadian bilateral agreement of May 1974.

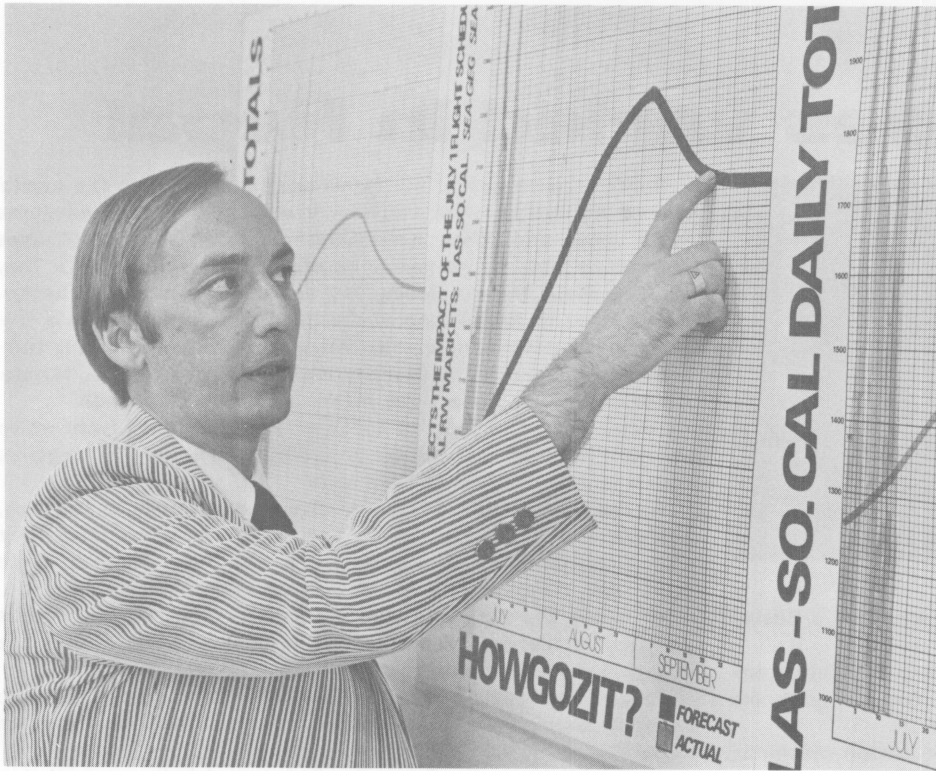
## Only 40 U.S. transportation companies are bigger

Hughes Airwest is the 41st largest transportation company in the United States.

This ranking is based on our 1974 revenues of \$159.9 million, which would earn us that spot on Fortune magazine's prestigious list of the country's 50 largest firms engaged in any form of transportation, including air, sea, rail or truck.

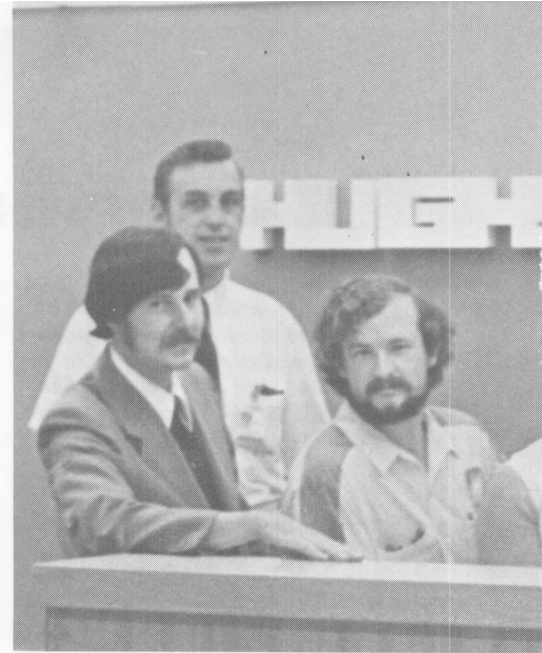
The Fortune listing, however, includes only publicly held companies. It appeared in the magazine's July issue.

In another recent tabulation—this one by the Greater San Francisco Chamber of Commerce Business magazine—Hughes Airwest was listed as the 43rd largest corporation headquartered in the San Francisco Bay Area in terms of 1974 sales and 30th largest in terms of net worth.



Burbank's station manager, Dale A. Hogan, 34 (above), joined the airline (West Coast) in 1968 as a station agent at Pullman, Wash, transferring later to Boise. In 1973, he became assistant station manager in Salt Lake City and in 1974 he was promoted to economic control manager in San Mateo. He studied engineering at the University of Missouri and received a B.A. degree in business from Boise State University.

Front page photo (from left): Sharon Wheeler, Pat Merten and Annette Horwitz.



At the new, extended ticket counter (from left): Ray Terry Middleton, chief station agent; Annette Horwitz

# BURBANK

Expansion and renovation of our Burbank completed—the most extensive work done the last year.

Our space at Hollywood-Burbank Airport from 1,035 square feet to about 2,000. (a four-month project, was more than \$65

In addition, we have installed a security airport has renovated our boarding area as soon will be ready for our use as a customer

Renovations at the extended ticket counter ticketing; a baggage conveyer belt the full additional storage space; and new signs, finishing.

Other improvements at Burbank include

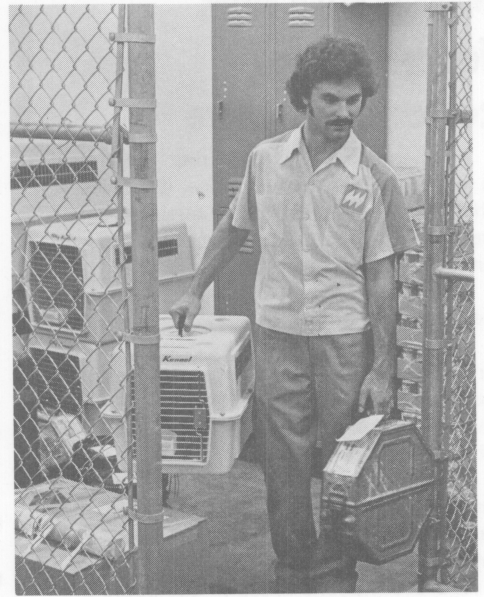


Burbank's ticket counter has a single server requiring extensive service helped in the order they arrive.





Andy Coe; Bob Winebrenner, *chief station agent*; Norm Schmitz; Sharon Wheeler; Pat Merten; Dale Hogan, *station manager*; and Clyde Cruse.



Pete Cristiano

nk facilities have been  
e at a "B" station in

has almost doubled—  
Cost of the renovation,  
,000.

X-ray machine and the  
and a nearby room that  
omer service facility.

enter include: computer  
length of the counter;  
fixtures, decor and car-

e: an expanded and re-

modeled baggage make-up room; new station manager and chief  
station agent offices; an operations room; and an employe lounge.

Another unusual feature at Burbank is its baggage claim. It's  
just a few steps from a parking lot designated for meeting Hughes  
Airwest flights.

\* \* \*

This summer, Burbank is handling 94 arrivals and departures  
a week. The station boarded and deplaned more than 18,400  
passengers in July (a 25 per cent increase over July 1974).  
More than 174,200 passengers boarded and deplaned in the  
12-month period since July 1974 (an 8 per cent increase over  
the previous 12-month period).

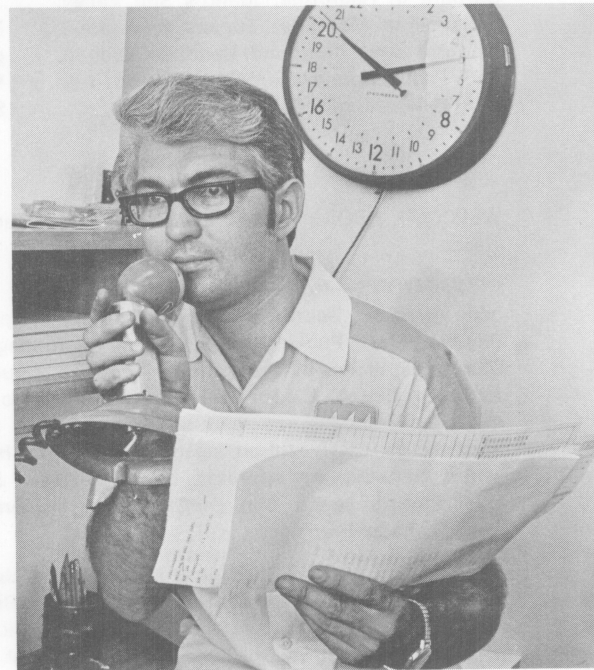
(Continued on page 8)

ngle check-in line feeding to all positions. Thus, a pas-  
senger does not hold up an entire line and all customers are

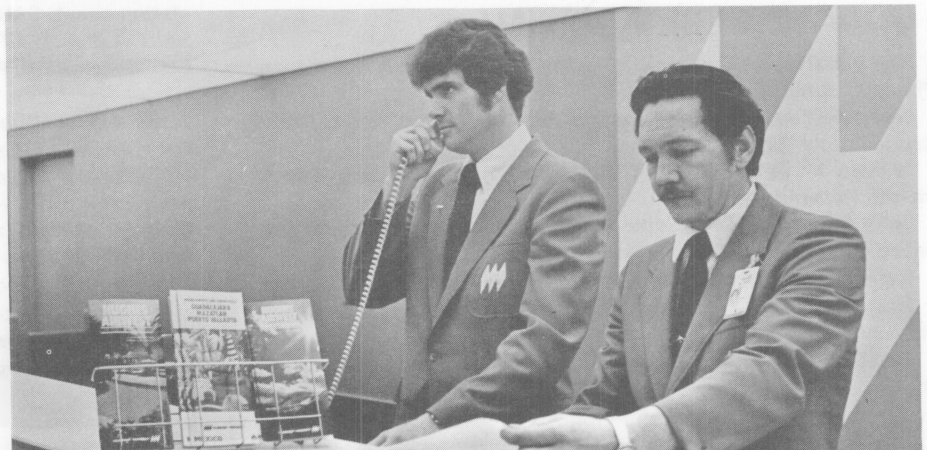
Ralph Oronoz



Rich Bounds



Don Jones and Phil Bauer, *chief station agent*



## Medium-sized cities featured in new convention brochure

Hughes Airwest is featuring more than a dozen medium-sized cities it serves in the Western U.S. as "ideal" business meeting sites in a new 32-page, color conference guide.

More than 45,000 of the booklets are being distributed.

"Meeting facilities at these destinations are plentiful and ideal for small executive gatherings or large conferences," said marketing vice president **Russell V. Stephenson**.

Hotels and motels catering to groups are listed in the brochure along with the number of meeting rooms in each area and the local contact.

The destinations listed in the guide are: Grand Canyon and Yuma in Arizona; Eureka/Arcata, Monterey, Redding and Santa Barbara in California; Idaho's Sun Valley; Kalispell in Montana; Eugene/Springfield, Medford and Redmond/Bend in Oregon; and Pasco/Kennewick/Richland and Yakima in Washington.

## 13 ski tours offered in five states, Canada—ski jets, phone return; special fares, charters

Hughes Airwest is expanding its ski program in 1975-76 with a wide assortment of packages offering something for every skier—beginner to advanced.

We will have 13 separate tours to major ski areas in Idaho, Montana, Nevada, Oregon, Utah and western Canada.

Popular Saturday-only ski jets will operate from Los Angeles and San Francisco to Twin Falls, Idaho—gateway to the slopes of Sun Valley—between Dec. 13 and April 3.

The Saturday flights will supplement regular daily service to Twin Falls from such other major cities as Las Vegas, Phoenix, Santa Ana, San Francisco, Seattle and Portland.

Groups will be able to charter a DC-9 jet to major ski destinations.

Special fares will apply on packages from selected cities to the ski areas.

"Ski ambassadors" will be aboard selected flights to answer passengers' questions about ski destinations and flight itineraries.

The volunteers also will assure that all travel arrangements have been completed.

The airline will plug in its "Snow Phone," a computerized telephone network, to provide a complete report on snow conditions at the West's major ski areas.

Skiers may call any Hughes Airwest reservations office Tuesdays through Saturdays from Dec. 3 to April 13. Information on snow depth, snow type, number of lifts operating and the general conditions of the slopes will be instantly available to the caller.

We have ski packages, including accommodations and lifts, at the following ski areas:

Lake Louise, Mt. Norquay and Sunshine in Banff near Calgary; Jasper's Marmot Basin near Edmonton; Sun Valley; Bogus Basin, 25 minutes from Boise, Idaho; Kalispell's Big Mountain in Montana; Heavenly Valley near Reno; Oregon's Mt. Bachelor in Redmond/Bend; and Salt Lake City, gateway to Alta, Brighton, Park City, Park West, Snowbird and Solitude ski resorts.

## TRANSITION

WELCOME ABOARD—**Howard Grant**, crew scheduler, San Francisco.

PROMOTIONS—**Nelda Williams**, to assistant inflight services base manager, Seattle. **Jerald Hanselman**, to senior programmer, Phoenix. **Dean Puckett**, to regional flight manager, Saudi Arabia. **Charles Faulkner**, to maintenance foreman, Saudi Arabia. **Donald Andrews**, **Ronald Bloom** and **Robert DeFord**, to captain, Las Vegas. **Cecil Rhodes**, to lead stock clerk, Los Angeles. **Richard Randall**, to chief station agent, Pocatello. **Charlotte Oden**, to senior transcription operator, San Francisco. **John Crowley**, to chief station agent, San Diego. **Nancy Williams**, to secretary, treasury, San Francisco.

RETIREMENTS—**Will Reed**, lead maintenance cleaner, Las Vegas, after 25 years with the company. He joined Bonanza Air Lines as a cleaner and later served as a stock clerk. He was named lead cleaner in 1968. He had been on medical leave since Dec. 1973.

## IN MEMORIAM

Tracy Bates, daughter of **William Bates**, avionics technician, Phoenix, June 12.

Mary Ketring, mother of **Ramon Ketring**, station agent, Grand Canyon, July 22.

William M. Hite, father of **Eugene Hite**, quality control technician, Phoenix, August 8.

John Butler, father of **Eddie Ruth Lundeen**, clerk typist, maintenance specifications, Phoenix, Aug. 12.

Nellie Kingen, mother of **Charles Kingen**, captain, Las Vegas.

Mary E. Hodges, mother of **Diann Mann**, reservation agent, Phoenix.

Dorothy Johnson, mother of **Carol Hess**, flight attendant, Phoenix.

## SERVICE ANNIVERSARIES

### TWENTY YEARS

SEATTLE—**Charles Peterson** and **Mario Guerra**, maintenance technicians. LAS VEGAS—**Donald Luce**, ground equipment technician. MAURITANIA—**Keith Nelson**, overseas maintenance representative.

### FIFTEEN YEARS

SANTA ANA—**Raymond Quirion**, ticket agent. EL CENTRO—**Bruce Lehnhoff**, station agent. SAN DIEGO—**Howard Greenberg**, station agent. PHOENIX—**William Miles**, ground flight instructor. **Harry Habighorst**, first officer. SAN FRANCISCO—**May Ames**, clerk typist, flight control. **Barbara Taylor**, reservation agent.

### TEN YEARS

PHOENIX—**Lloyd Bleak**, instruments and avionics services technician. **Dennis Dobrenz**, accessory overhaul technician. **Olive Bennett** and **Elva Wing**, reservation agents. **George Andre**, senior warranty analyst. **Carl Olberg**, engineer. GREAT FALLS—**Richard Dahlke**, maintenance technician. SEATTLE—**Wayne Parker**, base inflight services manager. LAS VEGAS—**Benjamin Lewis** and **James Johnson**, station agents. SANTA MARIA—**Ronald Oakes**, station agent. SANTA BARBARA—**Kenneth Hedrick**, station agent. SALT LAKE CITY—**Joe Sizemore**, station agent. SAN FRANCISCO—**Howard Polansky**, station agent.

### FIVE YEARS

POCATELLO—**Ruben Robello**, station agent. LOS ANGELES—**Gary Adam**, station agent. **Linda Niswander**, reservation agent. MAZATLAN—**Jorge Guzman**, senior passenger service agent. SALT LAKE CITY—**Dennis Toigo**, station agent. TUCSON—**Michael Chaney**, station agent. LAS VEGAS—**Christine Mello**, station agent. PHOENIX—**John Trumble**, ticket agent. **Donald Kahlstorf**, maintenance service analyst. SAN FRANCISCO—**Robert Donahue**, cargo sales director. **Marion Szekely**, assistant inflight services manager. **Owen Hayhurst**, security investigator. **John Leonhardt**, senior buyer. **Moya Goddard**, clerk typist, printing and office services.

## Litchfield promoted to corporate PR manager

Larry Litchfield has been promoted to corporate public relations manager.

He has been public relations representative for the last five years at the international headquarters. He was associated with the public relations firm of Carl Byoir & Associates since 1965.

Before that, Litchfield worked for six years with the Copley news organization in various editorial positions with The San Diego Union, Glendale (Calif.) News-Press and Copley New Service in Los Angeles.

Litchfield, 40, is an accredited member of the Public Relations Society of America.

He received a bachelor's degree in journalism from California Polytechnic State University in 1958.

## Mexico changes excursion fare stay requirements

The Mexican government has dropped its minimum stay requirement for Hughes Airwest passengers on an excursion fare during the peak travel period and increased the maximum allowable stay from 21 to 30 days, according to Hal Pederson, tariffs manager.

Previously, there was a three-day minimum November through April. The maximum continues to apply year-round.

## INDUSTRY NOTES

The nation's airlines have urged the U.S. Postal Service to begin "without further delay" a previously announced program to consolidate the handling of first class and air mail letters.

Speaking to the National League of Postmasters on behalf of the Cargo Committee of the Air Transport Association's Air Traffic Conference, Bruce Gebhardt, United Airlines cargo vice president, said processing the two classes of mail together would get more first class letters delivered more quickly. The new program, originally set to begin Aug. 1, has been delayed by the Postal Service and no new start up date has been announced by postal officials.

Under consolidated processing, Gebhardt said, "the only remaining advantages of more expensive air mail postage would be for the users of air parcel post and international mail services. In domestic delivery, the 10-cent stamp would buy the same service as the 13-cent stamp.

"In the case of many first class letters, this has been true for a number of years," Gebhardt said. "But I fear the public has been confused about which stamp to use. The nation's airlines—for more than a year—have been urging the Postal Service to end any confusion.

"In anything as essential in our daily lives as mail service, confusion about the rate the public should pay has no place. "This," Gebhardt said, "is why the airlines now urge the Postal Service to get the consolidation program into effect without further delay."

\* \* \*

There has been continued improvement this year in the on-time performance of domestic airlines and all types of service complaints are declining, the Civil Aeronautics Board has reported.

(Continued on page 8)

## Resigns as staff vice president

## Tuttle returns to the cockpit



Tuttle

Shelby G. Tuttle has resigned as flight operations staff vice president after 18 years in management positions. He will return to flight duty Sept. 1, based in Seattle.

Tuttle, 55, joined company (West Coast) 28 years ago as a first officer. Later he served our predecessor airline as a captain, check pilot, division chief pilot, flight operations manager, operations director and operations vice president.

When Air West was formed he was named assistant operations vice president. He was selected flight operations director when the Hughes management took over the airline. He was named staff vice president in 1970.

Capt. George S. Locke, a line pilot and operations technical coordinator, has been named acting flight operations staff vice president.

## Data processing director

## O'Donnell promoted

Terence T. ("Terry") O'Donnell has been promoted to data processing director, based in Phoenix. He was data initialization and control manager.

In his new position, he replaces Norman A. O'Donnell, who has been named data base administration director.

Terry O'Donnell, 41, joined the company (Bonanza) in 1965 as a junior accountant. He later served as disbursements supervisor and disbursements and payroll manager.

He is a native of Ireland and attended Blackrock and Trinity Colleges in Dublin and the College of San Mateo.

## Redmond repairs progressing

Runway repairs at Redmond/Bend Oregon, are expected to be completed by late September or early October.

We were forced to halt service there on March 4 because of deteriorating runways.

We will resume service once the construction—which is progressing on schedule—is finished, according to Juan Sparhawk, Northwest public affairs special assistant.

## California fly-drive package

Hughes Airwest has sliced California into three parts in a new fly-drive package enabling vacationers to visit scores of popular tourist attractions on their own and at their own pace.

The package includes a minimum of four nights at any participating Holiday Inn and five days unlimited mileage in a Hertz economy car. Air transportation and admissions are not included.

Each region—northern, central and southern California—can be visited separately or pieced together to form a broader itinerary.

Rates begin at \$45.45 a person for four nights, based on a group of four. The package will be available through April 30.

**BURBANK . . .**

(Continued from page 5)

In July, Burbank was third highest among our 56 stations in terms of the average number of passengers boarded per departure. (Reno was first and Santa Ana second.)

A fourth daily nonstop round-trip jet between Burbank and Las Vegas, added July 1, helped boost traffic by 36 per cent in that market last month compared with July 1974. Boardings and deplanements numbered almost 13,200—71 per cent of Burbank's total.

Greater use of 103-passenger DC-9-30s contributed to a 20 per cent increase in traffic between Burbank and Phoenix in the 12 months since July 1974, compared with the previous 12 months. There were more than 3,200 Phoenix enplanements and deplanements in Burbank last month—17 per cent of the total. Phoenix traffic constituted 22 per cent of Burbank's total in the past 12 months.

Some San Fernando Valley residents find travel to the East Coast faster and more convenient by flying Hughes Airwest to Las Vegas and making interline connections than by driving to Los Angeles International Airport for a direct flight east.

Aircargo handled by Burbank is varied. It consists of mostly of film, pharmaceuticals, electronic equipment, messenger service paperwork, flowers, aircraft parts, artwork, publications, and small animals (dogs, cats and tropical fish).

Next January will mark the 20th anniversary of service at Burbank for Hughes Airwest.

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The on-time report covering the top 100 markets in the country for the month of May, excluding those of less than 200 miles, showed 68,885 domestic flights with 58,237 of them, or 84.5 per cent, qualifying as on-time.

To be classified in this category, a flight must arrive within 15 minutes of its scheduled time.

In May 1974, on-time flights were 79.3 per cent of those scheduled. In April of this year, the percentage was 82.8.

Overall complaints against airline service continued to decline in June 1975, according to a monthly report of the CAB's consumer advocate's office, with 644 complaints registered versus 812 in June 1974. During the first six months of 1975 there were 4,632 complaints compared to 7,083 for the same period the previous year.

Airlines carried approximately 100 million passengers during the first six months of 1975, for a ratio of about one complaint for every 21,500 passengers.

The monthly report points out that "these statistics reflect alleged problems . . . No determination as to the validity of the complaint has been made."

Spiraling jet fuel prices cost the airline industry an additional \$1.4 million a day during the first six months of 1975, over the same period last year, the Air Transport Association has reported.

During the first half of 1975, the increase in jet fuel prices over the same period a year ago amounted to \$255 million in additional expense to the airline industry.

The average cost for a gallon of jet fuel in June 1975 rose to an all-time high of 28.92 cents per gallon, up from 24.93 cents a year earlier and 12.47 cents in June of 1973, the ATA said.

Each one cent per gallon increase in jet fuel costs the airline industry an additional \$100 million per year.

During 1974, airline fuel costs rose more than \$1 billion, despite the use of a billion gallons less fuel, the ATA said.

**CHARTERS . . .**

(Continued from page 1)

OTC ground packages must include hotel, transfers and baggage handling.

**Special Event Tours**

Aircraft chartered under the new special event rules may be for gatherings of a sports, social, religious, educational, cultural or political nature. Each event must be approved by the CAB to qualify as "special" for charter purposes. Generally, events known publicly more than 60 days in advance—such as annual conferences—would not qualify. However, such events as bowl games or sports playoffs would qualify.

Special event charters can be for up to three days for gatherings not exceeding 10 days.

The tour operator must provide tickets to the event, ground transportation, and baggage handling. If an overnight stay is involved, hotel must also be included.

One of our earliest predecessors, Southwest Airways (later Pacific Air Lines), began scheduled service there in 1956. It was one of five intermediate points on a San Francisco/Los Angeles route.

We inaugurated jet service at Burbank in 1967.

Hollywood-Burbank Airport is a subsidiary of Lockheed Aircraft Corp. It is the largest and busiest privately-owned airport in the U.S. in terms of commercial air carrier operations.

**INDUSTRY NOTES**

As a per cent of total airline operating costs, fuel has now risen from 12 per cent in 1973 to about 19 per cent in 1975.

Domestic and international scheduled airline traffic increased by 3 per cent in July 1975, compared with July 1974.

In domestic service, revenue passenger miles increased 5.4 per cent from July of last year. Passenger load factor for the month was 57.8 per cent, compared with 57.1 per cent last year. Available seat miles flown increased 4.1 per cent.

In international service, revenue passenger miles were down 5.7 per cent from 1974. Passenger load factor was 55.8 per cent, compared with 58.2 per cent last year. Available seat miles decreased 1.7 per cent from July 1974.

For the first seven months of 1975, domestic and international schedule airline traffic decreased 3.9 per cent from the same period last year.

For July, available seat miles flown were up 2.9 per cent. Passenger load factor for 23 U.S. airlines was 57.4 per cent, compared with 57.3 per cent in July last year.

U.S. scheduled airlines recorded a 9.8 per cent decrease in air freight in domestic and international service in the first half of 1975 compared with the same period in 1974.

Domestic air freight was down 9.6 per cent from the first half of 1974. International air freight declined 10.1 per cent.

Total air cargo, in both domestic and international service, for the 22 U.S. scheduled airlines, including domestic trunk, international, local service and all-cargo carriers, declined 9.6 per cent from the first half of 1974.

Total domestic air cargo showed a decrease of 9.5 per cent in the first six months. Mail decreased 2 per cent from the first half of 1974, while express declined 60.8 per cent.

In June, the scheduled airlines recorded an 8.5 per cent decrease in revenue ton miles of freight. Total domestic air cargo showed a decrease of 7.3 per cent. International revenue ton miles of cargo decreased 11 per cent from June 1974.