

# Hughes' flying boat heralded in naming of our third 727-200



Hughes' flying boat on Nov. 2, 1947 in preparation for taxi tests. That day, he flew the aircraft for the first and last time.

Our third 727-200 has been named *Spirit of the Flying Boat* in tribute to the remarkable aircraft built and flown by Howard Hughes.

The 727 was delivered to us Dec. 1. Even though Hughes' wooden flying boat was constructed 30 years ago, it still is one of the largest airplanes ever built and is considered to be a prototype of today's jumbo jets.

Compared with a 747, it has a greater height and wing span and is almost as long.

The flying boat was first and last flown on Nov. 2, 1947, and has since been out of public view in a special hangar in Long Beach, Calif.

(Recent photos have been released to the public for the first time as a result of the U.S. Navy's interest in the aircraft for research. Several of these new photos are published in this issue.)

The eight-engine plant was designed to overcome a critical problem facing the Allies during World War II. Nazi

submarine wolf packs were sinking troop and supply ships in great numbers.

Air transportation was the logical answer to overcome the menace. However, no aircraft existed with such massive troop and supply capabilities.

A proposal was made to build 5,000 flying boat-type aircraft, each capable of carrying 500 equipped troops or the equivalent in armored equipment, with sufficient range to reach any required location on either the Atlantic or Pacific Oceans. The magnitude of the

project and the problems to be encountered had no precedent.

In 1942, the government contracted with Hughes and Henry J. Kaiser for construction of three such flying boats.

Hughes was noted for his design and construction of special purpose aircraft which were ahead of their time in performance. Kaiser was known for his ability in mass production of ships.

A special wooden hangar, considered the largest of its kind, was built in Culver City, Calif.

(Continued inside)



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Hughes Air Corp.

December 1976

## Season's Greetings

Thank you for successfully meeting the challenges of the past year—start-up of 727 service, inauguration of several important routes, and many others too numerous to mention here.

Your loyalty and dedication is evident in our overall growth, all of which inspires confidence that we can meet the heavy demands of 1977.

On behalf of the board of directors and officers, I wish you and your family the merriest of Christmas seasons and a joyous new year.

Russell V. Stephenson  
Russell V. Stephenson  
Acting General Manager

## Thanksgiving traffic breaks previous boarding record twice - 16,000 in one day

Two passenger records were broken during the Thanksgiving holiday, according to audited figures.

The current record was set Sunday, Nov. 28, when we boarded 16,142 passengers—the first time we have boarded more than 15,000 in one day.

On the previous Wednesday (Nov. 24), we boarded 14,758, breaking the record of 14,531 set Jan. 4, 1976.

## Las Vegas-Reno route scrutinized by CAB - two-carrier service?

The Civil Aeronautics Board has begun proceedings to determine whether one of the largest non-competitive air travel markets in the U.S.—Las Vegas-Reno—should be served by more than one airline.

It adopted the Las Vegas-Reno Competitive Nonstop Service Proceeding order Nov. 12, stating, however, that "... it does not appear that (Hughes Airwest's) services have been deficient" in the market.

A prehearing conference, conducted by a CAB administrative law judge, has been set for Jan. 26 in Washington, D.C. At that time, issues, information and evidence to be provided by the parties involved are discussed and hearing dates are set.

Western Airline applied to serve the 345-mile Nevada route nonstop in April. A petition for an expedited hearing was filed in May by Las Vegas interests—the Chamber of Commerce, the city, Convention and Visitors Authority, Clark County and the Nevada Resort Association.

Petitions asking the board to reconsider its decision to begin the proceedings were due Dec. 15. Hughes Airwest planned to file such a petition.

We carry an average of 400 local passengers daily between the two cities on seven southbound and six northbound flights. Western has proposed offering two flights in each direction with 727s.

Our local fares between the two cities are about 35 per cent lower than fares in comparable markets.

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## Nevada's Canada Day commemorates inauguration of our Alberta nonstops

Albertans and Nevadans celebrated "Canada Day" in Las Vegas Nov. 21.

Nevada Governor Mike O'Callaghan proclaimed the statewide observance to commemorate our start-up of nonstop Alberta-Las Vegas flights earlier in the month. They are the first scheduled international nonstops for Nevada.

More than 200 Alberta and Nevada municipal, provincial and state government dignitaries, business leaders and news media representatives attended a civic reception celebrating the international link.

The 120-member Canadian delegation had arrived from Calgary and Edmonton aboard our 727-200 trijet, *Spirit of The Racer*—designated flight #1976 in honor of the U.S. bicentennial birthday. Edwin N. Altman, operations vice president, served as host on the flight.

At the reception, Gov. O'Callaghan presented a copy of his proclamation to Russell V. Stephenson, acting general manager. In it the governor cited the "warm relationship" that has developed between the peoples of Nevada and Canada.

"It is appropriate that recognition be made of the historic beginning of continued scheduled air transportation between Las Vegas and Canada," it said.

Stephenson announced that 727s would be used on the Alberta-Las Vegas nonstop routes—which extend to Los Angeles—starting Jan. 15. It will be the first scheduled use of our new flagships.

Stephenson said, "Inauguration of the nonstops and introduction of the



Nevada Gov. Mike O'Callaghan (left) presented state seals to Leo L. LeClerc, Alberta assistant deputy minister for urban transportation, and Russell V. Stephenson, acting general manager, as part of Nevada's Canada Day observance.

727s into scheduled service is a reflection of the tremendous growth experienced by Alberta, Las Vegas and Hughes Airwest."

Altman, master-of-ceremonies at the reception, presided over the exchange of gifts between the representatives of the two countries.

The Edmonton-Las Vegas nonstop is the longest (1,198 miles) currently operated by Hughes Airwest. Calgary-Las Vegas is the second longest (1,039 miles).

Official representatives from Canada attending the Las Vegas event included: Leo L. LeClerc, Alberta assistant deputy minister for urban transportation; Mrs. Vernetta Anderson, Calgary aide; Robert Matheson, Ed-

monton alderman; and Mayors Ted Grimm of Medicine Hat, Roy N. McGregor of Red Deer and Chuck Knight of Ft. McMurray.

Official representative of the city of Las Vegas was Acting Mayor Ron Lurie, a city commissioner.

Also attending the reception from Nevada were Attorney General Robert List 20 assemblyman and senators, Clark County Commission Vice Chairperson Thalia Dandero and other city, county, state, business and Chamber of Commerce representatives.

Representing the company at the reception and on flight #1976, in addition to Stephenson and Altman, were: Arthur M. Taylor, vice president-legal;

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## Retirees honored

Recent retirees and their spouses were honored Dec. 2 at an international headquarters luncheon. Shown seated, from left, are: **Fran Gray**, personnel records manager; **Leonard Hall**, lead technician; and **Billie Peterson**, intermediate accounting clerk. Standing are **Captains Dave Bath (left) and Lee Payne**, Dispatcher **Clyde Parker**, who retired this month, was unable to attend (see Transition column).

## SERVICE ANNIVERSARIES

### THIRTY YEARS

PHOENIX—**Jack Gladney** and **Fred Merba**, captains. **Charles Hyer**, lead component overhaul technician. SAN FRANCISCO—**Clifton Mitchell**, lead maintenance techni-

## TRANSITION

### WELCOME ABOARD

**Daniel Cannella**, crew scheduler, Las Vegas. **Anne Fuchlow**, executive secretary, Iltanice, San Francisco. **Thomas Newcombe**, maintenance technician, Los Angeles. **Paul Kim**, maintenance technician, Las Vegas. **Clark Tillis**, hanger maintenance technician, Phoenix. **Lewis Walker**, maintenance technician, Salt Lake City. **Michael Hayes**, second officer, Las Vegas. **Stewart Nelson**, **Timothy Freund** and **William Kowalewski**, first officers, Las Vegas. Phoenix Federal Credit Union: **Deborah Johnson**, Las Vegas branch representative.

### PROMOTIONS

**Paul Good** to flight engineer training supervisor, Phoenix. **Larry Foster**, **Robert Rhodes**, **James Jackson**, **Robert Brunson** and **Jerrold Dunwoody** to pilots, Saudi Arabia. **Nelda Williams** to flight attendant acting manager, and **Barbara Cowger** to flight attendant acting assistant manager, Seattle. **Richard Corbell** to reserve dispatcher, San Francisco. **Norf Reagan** to dispatcher, San Francisco. **John Hassler** to assistant dispatcher, San Francisco. **William Eichler** and **James Reisman** to captains, Phoenix. **James Oates** to captain, Las Vegas. **Christine Regino** to intermediate revenue accounting clerk, San Francisco. **Lawrence Swanson** to chief station agent, Salt Lake City. **Sunny Steinmetz** to intermediate clerk, purchasing, San Francisco. **John Fenyes** to chief telephone sales agent, San Francisco. **James Howey** to regional flight manager, Saudi Arabia. **Ira Harvey** to maintenance inspector, Saudi Arabia. **Jim Frantz** to pilot, Saudi Arabia.

### RETIREMENTS

**Clyde Parker**, dispatcher, San Francisco, after 30½ years with the company. He joined one of our earliest predecessors, Empire, in Boise in 1948 and worked in Seattle after it merged with West Coast in 1952. He received his dispatcher's certificate in 1943 and worked for Northwest before joining us.

## HEIR FARE

To **Robert and Colleen Erickson**, telephone sales agent, Phoenix: a girl, Erin Keating, 7 lbs. 13 oz.; Nov. 15.

To **Anita and Joe Sizemore**, station agent, Salt Lake City: a boy, Jerod, 8 lbs. 6 oz.; Nov. 13.

To **Pat and Wayne Spencer**, station agent, Salt Lake City: a boy, Roby, 6 lbs. 8 oz.; Sept. 15.

## FINANCIAL RESULTS

	Oct. 78*	Oct. 75*
Operating revenue—scheduled	17,364	14,446
—charter	432	138
Operating expense—scheduled	16,793	13,985
—charter	357	113
Operating earnings	636	466
Non-operating earnings (loss)	(318)	(211)
Provision for taxes	163	—
Net earnings	155	205
	Year-to-date*	
Operating revenue—scheduled	163,343	136,966
—charter	2,531	252
Operating expense—scheduled	159,036	136,450
—charter	2,027	226
Operating earnings	4,811	542
Non-operating earnings (loss)	(831)	(1,948)
Provision for taxes	2,039	(52)
Net earnings (loss)	1,941	(1,354)

\* All data in thousands (acid 000)

## TRAVEL BARGAINS

Japan Air Lines is again offering the Arigato ("Thank You") Fare through 3/31. Roundtrip to Tokyo is \$99 from Los Angeles, San Francisco, New York, Mexico City or Vancouver, B.C.; \$79 from Honolulu or Anchorage. Positive space Mon-Thurs.; space avail. Fri-Sun. Optional land package: 4 days/3 nights, with sightseeing, \$59, with extensions available. For flyer, write: Interline Sales, JAL, 655-5th Ave., New York, N.Y. 10022.

Aloha Airlines has Interline Tour two-day ground packages on the islands of Kauai, Maui or Hawaii and a four-day tour of all three. Available only with purchase of 50% positive space reduced rate travel on Aloha. Confirmed accommodations, taxes, sightseeing and transfers included. One-island packages per person: \$61 single; \$41 double; \$37 triple; children under 12, \$35 in double, \$31 in triple. Three-island: \$180 single; \$120 double; \$180 triple; under 12, \$100 in double, \$86 in triple. Employees, spouses, dependent children only. Brochure: Aloha Airlines, Interline Sales, 1077 Bishop St., #222, Honolulu 96813.

Pan Am has Interline Tour departures from New York, with United Airlines \$10 each-way passes available in conjunction. Following are for 4 days/3 nights unless otherwise indicated; land tour rates are per person for single, double and (if offered) triple occupancy: Berlin (1/19, 2/16, 3/5, 4/20; \$225/190/180); Frankfurt (2/11, 3/18, 10/30/85); Budapest (2/8, 3/8, 3/22, 4/5; \$125/100/96); Prague (9 days/8 nights; 1/16, 1/30, 2/13, 2/27, 3/6, 3/20; \$215/190); Rome (1/12, 1/26, 2/9, 2/23, 3/9, 3/16, 3/23; \$90/70/70); Rio de Janeiro (1/20, 2/3, 3/10, 3/17, 3/24, 3/31, 4/7, 4/14; \$120/90/90); Copenhagen/Stockholm (5 days/4 nights; 1/26, 2/16, 3/16; \$170/140); Bucharest (2/15, 3/15, 3/29, 4/12; \$80/80); London (2/5, 2/19, 3/12, 3/26; \$90/70). Sightseeing and special features in most cities. Pan Am round trip air fare \$43, except Rio de Janeiro, \$53. For details, write: Pan Am Employee Travel Desk, 200 Park Ave., 4th Floor, New York, N.Y. 10017. (Continued on next page)

## Tele-Flash to bring employees frequent, timely information

"Tele-Flash" is coming!

By the end of January, large blue and yellow heavy-duty clipboards will be conspicuously displayed systemwide for mounting corporate messages to all employees.

The boards will be strategically placed at several locations in our international headquarters and at all stations and major offices, including our Phoenix maintenance base and operations offices at larger airports.

The new employee communications system is designed to supplement the monthly corporate newspaper with frequent—and timely—messages, identified as "Tele-Flash."

The program is being coordinated through the Public Relations Department.

## Metherell joins us—flight services director

Denis L. Metherell, 44, has joined the company as director of technical flight services in the operations department at international headquarters.



Metherell

His responsibilities include application of operational engineering procedures and Federal Air Regulations and development of aircraft performance standards, flight routings and equipment evaluations.

Previously Metherell was with the Boeing Commercial Airplane Co. in Renton, Wash., for nine years, most recently as route analysis chief in the sales and marketing department.

Before that, he was in charge of theoretical aerodynamics at Canadair Ltd. in Montreal.

Metherell received a bachelor of aeronautical engineering degree at the University of Detroit in 1959.

He was a pilot in the Royal Canadian Air Force in 1952-54.

## IN MEMORIAM

**Tom Flickinger**, retired San Francisco captain, and the father of **Tom Flickinger**, first officer, Las Vegas; Dec. 5. He joined Pacific in 1948 and retired last June. He is also survived by his wife, Virginia, and a daughter, Patricia.

**Seima Buchanan**, mother of **Tommy Thompson**, station agent, Burbank; Nov. 15.

## RPMs on Nov. 28 second highest in history

## November traffic sparked by daily records—boardings up 10.5%

Two record-breaking days during the Thanksgiving holidays contributed to a 10.5 per cent increase in the number of passengers we flew last month. (See related story on front page.)

Boardings in November totaled 331,263, compared with 299,746 in the same month a year ago.

Revenue passenger miles (RPMs) climbed 15.2 percent during the month

to 136,302,400 from 118,310,800 in November 1975.

(This increase was sparked by 5,718,300 RPMs logged on Nov. 28—the second highest day in the airline's history.)

However, density (the average number of passengers flying per mile) dipped 1.7 per cent to 45.1 passengers from 45.8, while the average load fac-

tor (the percentage of seats filled) dipped to 50.3 from 51.4 per cent.

Available seat miles (ASMs) were increased 17.9 per cent to 271,247,900 from 230,051,400.

The length of an average passenger journey climbed 4.2 per cent to 411.4 miles from 394.7.

Cargo ton miles advanced 18.5 per cent to 763,721 from 635,763, while the tons of cargo boarded gained 14.6 per cent to 1,763 from 1,539.

### Year-to-date

Revenue passenger miles jumped 11.2 per cent and boardings increased 9.7 per cent during the first 11 months of 1978, compared with the same period a year ago.

RPMs totaled 1,407,415,200 versus 1,347,048,100, while boardings climbed to 3,685,028 from 3,360,353.

Density rose 4 per cent to 47 passengers from 45.2, while the average load factor advanced to 53.2 per cent from 52.

Available seat miles were boosted 9.7 per cent to 2,016,072,200 from 2,050,659,100.

The length of an average passenger trip increased 1.4 per cent to 406.4 miles from 400.9.

Cargo ton miles gained 6.4 per cent to 7,698,400 from 7,230,200, while the tons of cargo boarded rose 3.2 per cent to 19,066 from 18,466.

## TRAFFIC SCOREBOARD

	Nov. 78	Nov. 75	% Change
Passengers	331,263	299,746	+ 10.5
Revenue pass. miles	136,302,400	118,310,800	+ 15.2
Available seat miles	271,247,900	230,051,400	+ 17.9
Load factor	30.3%	51.4%	- 1.7
Passenger density	45.1	45.9	- 1.7
Average trip miles	411.4	394.7	+ 4.2
Charter passengers	13,269	3,875	+261.1
Charter miles flown	70,582	24,314	+190.3
Cargo ton miles	763,721	635,763	+ 18.5
Cargo tons boarded	1,763	1,539	+ 14.6
On-time performance	79.3%	84.7%	- 6.4
	Year-to-date		
Passengers	3,685,028	3,360,353	+ 9.7
Revenue pass. miles	1,407,415,200	1,347,048,100	+ 11.2
Available seat miles	2,016,072,200	2,050,659,100	+ 8.7
Load factor	53.2%	52.0%	+ 2.3
Passenger density	47.0	45.2	+ 4.0
Average trip miles	406.4	400.9	+ 1.4
Charter passengers	80,013	N/A	
Charter miles flown	503,554	N/A	
Cargo ton miles	7,698,400	7,230,200	+ 6.4
Cargo tons boarded	19,066	18,466	+ 3.2
On-time performance	85.7%	86.4%	- 0.7

giant flying boat because of a metal shortage. Aluminum and other types of metal were scarce because they were being used for conventional military aircraft. The hull frame was covered with three-ply birch.

In 1944, however, the war turned in favor of the Allies. Kaiser left the project when he saw no opportunity for mass production of the flying boat.

But Hughes continued the work. When the \$18 million available under the government contract was expended, he used his own financial resources to finish the project.

In 1947, the flying boat's sections were finished. Each section was moved 28 miles to Terminal Island at Long Beach Harbor where they were assembled. The massive move along highways, city streets and across bridges necessitated cutting power and telephone lines and trimming trees enroute. School classes were dismissed to watch the "parade."

On Nov. 2, the completed flying boat was moved into the harbor for extensive taxi tests while reporters were on board.

After they left to file their stories, Hughes decided to personally fly the aircraft for the first time. He successfully flew it about a mile at an altitude of 85 feet, proving that an aircraft of that size was airworthy.

Following the flight, the aircraft (also called the "Hercules") was returned to a special dock and a building was erected over it.

Last year, a model of Hughes' flying boat was put on display in the Smithsonian Institution's Air and Space Museum in Washington, D.C., the same building that also displays his H-1 Racer.

The flying boat model dwarfs a DC-3 model next to it for size comparison.

Some dimensions of Hughes' flying boat include:

- Wing span, 320 feet. (The 747's wing span is less than 196 feet.)
- Height, 79 1/4 feet. (The 747 is 63 1/2 feet high.)
- Length, 218 1/2 feet. (The 747 is only 13 1/2 feet longer.)
- Wings reach a thickness of 12 feet.
- Hull, 25 feet wide, 30 feet high.
- Tail span, 113 feet.
- Weight, 300,000 pounds; maximum load, 130,000 pounds.

- Range, 3,500 miles.
- The eight engines, 28-cylinder Pratt & Whitney R-4360s, each with 3,000 horsepower.
- Propeller diameter, more than 17 feet.

All surfaces are finished with a coat of wood filler, a coat of sealer which acts as a cement for a layer of thin rice paper, two coats of spar varnish and a coat of aluminum-pigmented varnish.

Our first 727-200 was named *Spirit of Gamma* in honor of the single-engine plane in which Hughes set three world speed records in 1936. The second 727 was named *Spirit of The Racer* honoring the H-1 he built and flew, shattering his own transcontinental speed record in 1937.

**Right photo:** Howard Hughes (standing, center) inspects radio installations on the flight deck of his flying boat. This upper, forward section, housing controls and test flight observer seats, is bigger than the full interior of many planes. At right is the hatch leading to the main cargo hold.

**Below:** In a view toward the tail, a man is dwarfed in the giant interior.

**Below, right:** At their thickest points, the wings are 12 feet, easily permitting workers to service the area. The flying boat has been maintained in mint condition for over 25 years.



### 'Canario' evokes 'grateful memories'

## Employees thanked for La Paz disaster aid

The company has received a letter of thanks for its efforts following the devastation by Hurricane Liza on Baja California in late September.

The letter from Dr. W. Michael Mathes of La Paz, representing the Commission of the California's Baja California Sur delegation, reads:

"In the name of the people of Baja California Sur and of Dr. Aurelio Martinez Balboa, secretary general of the Commission of the Californias, I wish to express our sincerest thanks.

"The generosity of . . . the personnel of Hughes Airwest throughout the western United States and in La Paz in aiding the victims of Hurricane Liza provided the much needed lifeline to enable thousands of people to have proper health care, nutrition, clothing, and housing . . . and provided the wherewithal to begin life anew.

"The sight of the 'Canario', as your yellow aircraft are known here, will always evoke the deepest grateful memories of your kindness in this time of need.

"Your contribution is magnificent evidence of the bond between . . . all peoples. . ."

The commission is an international organization of government and private sector representatives from California, Baja California and Baja California Sur.

Employees throughout the system contributed money and more than 4,000 pounds in clothing and food to aid victims of the disaster in La Paz.

The company sent water and medicine to La Paz and flew cots, blankets, tires and milk collected by the commission.

La Paz employees assisted with distribution of the supplies.

## 727's APR certified

The Automatic Performance Reserve System (APR) on our Advanced 727-200s has been certified by the Federal Aviation Administration.

Our trijets are the first to have the new system, developed by Boeing.

If an engine fails during take-off, APR can automatically increase the thrust of the other two engines.

APR also allows us to carry more payload from high altitude, hot airports.

## TRAVEL BARGAINS

(Continued from previous page)  
**Breckenridge, Colo., Apartment Rentals** is again offering airline employee discounts in their Rocky Mountain Condominiums during the ski season—Thanksgiving to Easter except 12/15-1/10. One-bedroom apartment (sleeps four) \$180 plus tax per week. (Five nights, Sun-Thurs., \$150.) Ski rentals discounted 20%-25% when reserved at same time as lodging. Write Breckenridge Apartment Rentals, P. O. Box 1859, Breckenridge, Colo. 80424.

Irish Airlines (Aer Lingus) is offering "Interline Escapes" ground packages in Ireland through 3/31. Four days (\$65 per person) to seven days (\$90), including lodging and car. Employees & dependents. For brochure, write O'Connor's Fairways Travel Corp., 565 West 207th St., New York, N.Y. 10034. Shamrock air fare available through Irish Airlines.

**Bogus Basin** ski area near Boise is offering a 70% discount on Pioneer Inn packages to employees and their accompanying immediate family members during the ski season. 15% discount during Jan. Contact Bogus Basin Recreational Assn., 731 N. 15th, Boise 83702; (208) 343-1891.

## Las Vegas hotel entertainment on Orange County hot line

A new Las Vegas entertainment hot line has been switched on in Orange County.

It offers a complete around the clock recap of personalities currently appearing at all major hotels.

The number to call is (714) 591-3131.

The recorded service, co-sponsored by Hughes Airwest and the Hughes hotels in Las Vegas, will be updated as changes in major shows and other entertainment attractions occur.

MALEV Hungarian Airlines has **Budapest "Jet Set Interline Parties"** departing from Europe gateways every weekend through 3/25. Three nights, positive-space transportation, transfers, hotel, most meals, sightseeing and excursions. \$98 per person, double occupancy (single supplement, \$19.50). Write 630 - 5th Ave., #2602 Interline Dept., New York, N.Y. 10011.



Idaho Gov. Cecil D. Andrus is assisted in the reception line by Sandy Hill, Boise ticket agent.

## Baltimore, Nashville added to Louisville bid

The company has amended its Los Angeles-Louisville, Kentucky nonstop application to include beyond points of Nashville, Tenn., and Baltimore-Washington International Airport in Maryland.

The CAB instituted proceedings in the Louisville Route Realignment Investigation in October.

From markets included by the board in this proceeding, we selected Baltimore and Nashville as feasible beyond points for the Los Angeles-Louisville nonstop authority we applied for in August.

The Los Angeles-Louisville route is currently served one-stop by American Airlines and TWA.

## Review asked on award of Los Angeles-Boise nonstop

We have filed a petition asking the Civil Aeronautics Board to review a recent recommendation that Los Angeles-Boise nonstop authority be awarded to United Airlines.

On Nov. 3, Administrative Law Judge (ALJ) Janet Saxon recommended that we receive Los Angeles-Spokane nonstop authority and that United receive Los Angeles-Boise.

The ALJ's decision would have become final Dec. 3 if none of the parties had petitioned for full-board review.

Currently, both routes are served by both airlines with at least one stop.

## Lockheed gives cities seven-month 'reprieve'

Lockheed Aircraft Corporation has extended its Hollywood-Burbank Airport "sell-or-close" deadline from June 1 to Dec. 31, 1977.

The cities of Burbank, Glendale, Pasadena and San Fernando have formed a Joint Authority in an effort to purchase the Lockheed-owned facility through the sale of revenue bonds and the use of federal funds.

Last month, Burbank voters gave almost a four-to-one endorsement to that city's participation in such a plan.

Mayor Lerand C. Ayers of Burbank said Lockheed's deadline extension will give the cities "sufficient time to make a professional decision and not take actions in haste. . . ."

An environmental impact report must be prepared before the cities can take over the airport. The U.S. Department of Transportation has said that federal funds would be made available for purchase of the facility upon completion of the report.

The air shipping business in Boise got a shot in the arm Nov. 16 when we opened our new airport cargo facility—the largest at Boise Municipal Airport.

The ribbon was cut by Idaho Governor Cecil D. Andrus and Russell V. Stephenson, acting general manager.

The 7,700-square-foot facility, adjacent to the airport access road, was completed at a cost of \$240,000.

In addition to air cargo, it houses maintenance facilities (consolidated from other locations), catering, lunch and locker rooms and storage. It includes loading docks and a security lock-up room.

Others participating in the ceremony included: Charles Coe, Boise station manager; Robert Donahue, cargo and charter director; Nickie Nick, regional stations manager; Juan Sparhawk, Northwest regional public affairs director; and Dan Donnelly, Northwest regional air cargo manager.

## Hollywood brings Africa to Stockton for film

Hollywood realism invaded Stockton last month and our four employees there did a double-take to make sure they weren't in Africa by mistake.

Larry Shephard, station manager, reported that film crews and actors were at the airport shooting a TV movie, entitled "Entebbe", about the real-life Israeli rescue of skyjack victims from the Uganda airport.

"The specially-constructed sets were amazingly realistic," Shephard said. "They even had the words 'Entebbe' on a control tower and a large sign across a terminal facade reading 'Uganda Welcomes You.'"

Stars Charles Bronson and John Saxon were among the many actors involved in the Stockton filming, Shephard said.

Fortunately, the signs were covered when cameras were not rolling so only a few gawking onlookers were momentarily confused.

## 120 Albertans at Nevada's Canada Day



The 120-member Alberta delegation and company representatives with Spirit of the Race in Las Vegas for Canada Day.

(Continued from front page) Lee Pitt, public relations staff vice president; Bill Maloney, field sales director; Bob Hayes and Juan Sparhawk, regional public affairs directors; Bill Brooks, Canada operations regional manager; Dave Ferguson, Canada

sales manager; Herbweeney, Las Vegas station manager; Jesse James, regional marketing manager based in Las Vegas; Jerry Griffith, Southern California regional marketing manager; Larry Litchfield, public relations manager; and Carol Burgess, Las Vegas

sales account executive.

Crew members on the north and southbound flights were: Captains William Nelson and John Hall of Las Vegas; Capt. Les Ferguson and Al Klein, flight training director, both of Phoenix; and Gordon Gibson, second officer, Las Vegas.

Flight attendants were Alberta Bodkin, Patricia Dau, Sharon Paterson, Sandra Schneider and Joan Smith, all of Las Vegas.

## Ski Club schedules gathering; Orange County wants to bowl

The Employee Ski Club will hold its second annual Ski Week March 21-25 at Bogus Basin near Boise.

Those interested should contact Rick Steele, ticket agent, Seattle, for a brochure.

Last year, 63 employees from throughout the system participated.

### Bowling, too

Santa Ana is challenging other stations to a bowling match. Contact Gary McCarty, chief ticket agent.

## CONDITIONS TO GO. CONTINUED FOR WINTER ESCAPE

We are operating a 1,500-mile "international shuttle" during the holidays carrying nearly 5,000 Canadians to Southern California for their winter vacations.

It's one of the largest group airlifts in our history—involving 50 jet flights, most of them with 727s. The shuttle spans 14 days.

The nonstop flights from Edmonton and Calgary to Southern California operate from Dec. 18 through Dec. 27. Return flights to Alberta's two largest cities operate from Dec. 27 through Jan. 3.

We have flown the special holiday jets from Canada since 1972.

As in past years, the most popular attractions for the Canadians are Disneyland and Knott's Berry Farm in Orange County and the Rose Bowl parade and game on New Year's Day in Pasadena.

The tours are packaged and marketed to travel agencies by Canadian tour operators, including Chinook Tours,

Happiness Tours, Great Escape Vacations, Garshman Tours and the Alberta Motor Association.

## Saudia aviation assistance contract extended 7 months — 40 employees in Jeddah

The company has signed a seven-month extension on its aviation assistance contract with Saudi Arabian Airlines ("Saudia").

The current agreement, due to expire in March, will be continued through October 1977. There is an option to extend it for five more months beyond that date.

We have 40 employees assigned to the program, based in Jeddah.

Under the program, started in March 1975, we are leasing Saudia three F-27s. Hughes Airwest personnel maintain the aircraft and fly them between 14 cities in Saudi Arabia and to Jordan and Lebanon.

## LAS VEGAS-RENO . . .

(Continued from front page)

One of our predecessors, Bonariza, began serving Las Vegas-Reno in August 1946 with an intrastate schedule of three roundtrips a week.

In September 1947 it started daily service. The route was certified by the CAB in 1949.

Another of our exclusive Las Vegas markets is threatened by an application by Delta Airlines. It has applied to serve Phoenix-Las Vegas. The board has not taken any action on the application.

**HUGHES AIRWEST**  
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