



Comprehensive Handbook Covers Employee Benefits

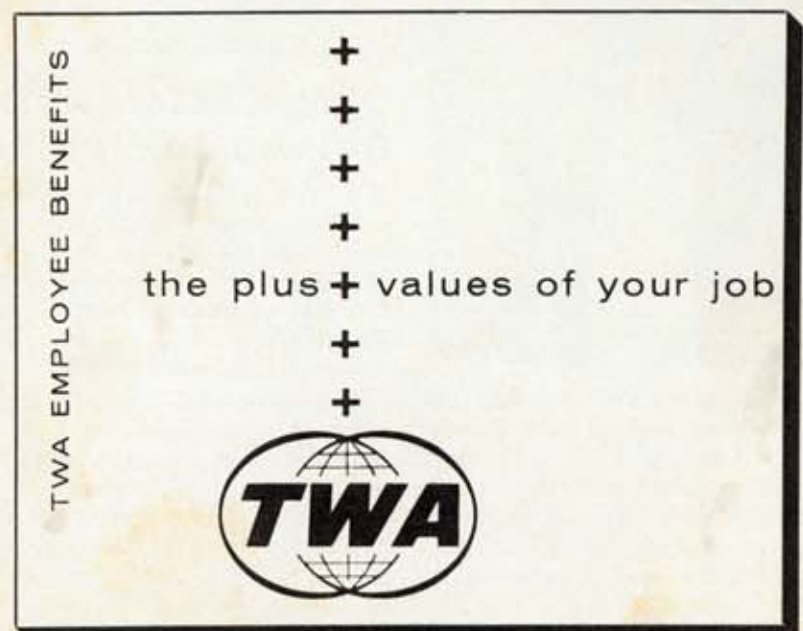
An elaborate new handbook giving details of TWA's comprehensive employee benefit program is now in preparation for distribution to all TWA U.S. national employees after the first of the year. Purpose of the handbook—first of its kind in the company's history—is to bring together in one place a detailed presentation of the many "fringe" benefits available to employees of TWA, according to David J. Crombie, vice president of industrial relations. Recent additions and improvements in the employee benefit program have made such a comprehensive personal handbook highly desirable, he said.

The new handbook will actually be a collection of eight individual booklets, bound together in a loose-leaf binder. Booklets will be self-contained and can be removed from the binder for reference or replacement as up-dated booklets are issued. The booklets will be profusely illustrated and together will total more than 150 pages.

The eight booklets comprising the handbook will cover the following subjects:

- A specially written, illustrated history of TWA, called "The Story of TWA," describing how the company has grown from one of America's pioneer airlines to a great international carrier. "The Story of TWA" will show you how your company serves as a vital link in the world's air transport system.
- A description of TWA's employment policies and regulations. This booklet will explain the many factors that go into your pay check, including rules governing pay increases, overtime, paid vacations and holidays, service awards, sick leave, time off for illness or death in the family, jury duty pay, and so on.
- A discussion of TWA's pass policy, containing a detailed description of the way this benefit—one of the best in the airline industry—works for all employees of TWA.
- An explanation of TWA's Group Insurance Plan, which includes life insurance, accidental death and dismemberment insurance, disability income, health insurance for you and your family, and insurance for the retired employee.
- A description of the TWA Employee Stock Purchase Plan, set up for the first time in September of this year, which enables you to buy TWA stock with the aid of contributions from the company.
- Details on TWA's Suggestion Plan, which enables you to receive cash awards for your ideas accepted by the company. The booklet on the Suggestion Plan tells you how to prepare your suggestion and what you can expect in return.
- A description of TWA's Credit Union, which recently announced a five percent dividend for the fifth consecutive year. With assets of more than \$19.3 million, the TWA Credit Union ranks 13th among 21,518 credit unions in the U.S.
- An explanation of TWA's Retirement Income Plan. Here you will be able to find out how your retirement benefits will be calculated according to your earnings and years of service with the company.

Below is a facsimile of the binder cover, which will be imprinted in gold and red on a white background.



CAPTAIN GORDON GRANGER, director of flight operations research and development, demonstrates to newsmen how TWA's new AUTO-SCAN landing system is another constructive step in the continuous search for ever greater airline dependability. The TWA system will lead eventually to all-weather operations.

November passenger and freight traffic on TWA's domestic and international routes continued to set new records. Details are on Page Seven.

Accident's Cause Probed at Rome

Investigating teams from TWA, the Civil Aeronautics Board and Federal Aviation Agency are making an exhaustive probe into the accident which took the lives of 48 persons, including 31 employees or family members, at Rome's Fiumicino Airport November 23. Seventy-three persons were on board.

Flight 800, while in the process of aborting a take-off at Rome, struck construction equipment (a pavement steamroller) near the runway. The aircraft continued on its course for another 300 feet, spilling fuel from the ruptured right wing. Fire and a series of explosions ensued.

The flight, a Boeing 707-331, was under the command of Capt. Vernon W. Lowell of New York. Other operating cockpit crew, all of New York, were First Officer William A. Slaughter, Second Officer John W. Churchill, and Flight Engineer H. W. (Warren) Lowery.

Rome-based Supervisor of Flight Dispatch Martin Shepard was also in the cockpit maintaining route qualifications as an extra crew member when the accident occurred.

First Officer Slaughter died in the accident. Flight Engineer Lowery died of injuries later.

Cabin crew members, all of Paris, were: Purser Henri Constant and hostesses Marion Korn, Barbel Pohler, Marianne Von Zweyberg, Hildegard Di Francesco, and Mireille Prost.

(Continued on Page Three)

AUTO-SCAN System Points Way To TWA All-Weather Operations

Three dozen of the nation's top aviation press November 23 witnessed a full-scale demonstration of TWA AUTO-SCAN.

AUTO-SCAN (Automatic Speed Control/Approach Navigation) is an electronic system designed to meet Federal Aviation Agency visibility requirements for jet landings which are much lower than minimums now in effect.

Use of the system enhances safety because of the precision approach it affords and the work-load it removes from the flight deck crew. At the same time, AUTO-SCAN will improve schedule reliability.

"The system will permit normal operations in all but the worst weather," says J. E. Frankum, TWA vice president for transportation. "It is expected to reduce by 70 percent present jet cancellations and delays due to terminal weather."

(Continued on Page Three)

President's Message:

On Monday, November 23, 1964, TWA's record of never having lost a jet aircraft came to an end. It came to an end for reasons that even yet are not fully understood. In the accident nearly fifty people lost their lives.

All who are part of TWA have had to carry a burden of sadness because of this occurrence. We have lost valued colleagues and many in TWA have lost close friends. We share the bereavement of all who lost friends or loved ones and the suffering of those survivors who were seriously injured.

Unfortunately, our sympathy, however, deep, can do nothing to turn back the hands of time. We cannot redo the past. But we can do something about the future. And it is this to which we must turn our energies and our attention.

Let us set about establishing a new safety record, better than the old. Let each of us rededicate himself to the tasks of making flying ever safer. Let each of us be restless in seeking new and better means of preventing those failures and breakdowns which are the cause of serious accidents.

Time and analysis will yield the secrets of the unfortunate incident at Rome. When they have, we will know how to lock one more door in the ceaseless effort to eliminate serious incidents. But the greatest source of future safety will be the resolute determination of every one of us to apply himself to the endless task of making TWA even safer tomorrow than it is today.

Charles C. DeLuca

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TWA SKYLINE

Published Bi-Weekly for TWA Employees
By the Public Relations Department
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Editor's Notes



"Diehard fans came out of the woodwork by the scores," said the *Herald Trib.*

"The professional football virus infected Paris today and immediately threatened to reach epidemic proportions," said the *New York Times*.

The dispatches datelined Paris reported what appears to have been one of the greatest coups in the history of public relations: TWA's showing of films of the pro football game-of-the-week to Americans living in the French capital.

Tom Bell, regional director of public relations (himself a one-time sports writer and announcer) thought up the public service idea in cooperation with the National Football League.

The first showing on October 28 featured highlights of the Cleveland Browns-Philadelphia Eagles and Chicago Bears-San Francisco Forty-Niners games. It was "marred only by the scarcity of seats," the *Trib* reported. About 300 grid buffs turned out for the screening, held in the Hotel Continental on Wednesday afternoon.

Mr. Bell, beside himself with pleasure at the enthusiastic turnout, promised to have more chairs and to rig a bigger screen.

"These victims of the pigskin syndrome are friends of TWA for life," he chortled.

Charter members of the Paris Punters Club were mostly American males. But there was a scattering of female fans, and one Japanese fellow in the front row, seeing his first pro football game, had this to say: "Hit-hit-hit-hooray!"

"New York? It's a nice place to visit, but I wouldn't want to live there . . ." That's what most everybody from the hinterlands says.

Now that some 200 staff members who transferred from Kansas City to the new executive offices at 605 Third Avenue have been here a while, we wondered what they'd say.

"Well," volunteered Bill Dixon, director of flying (who had spent most of his 27 years with TWA in Kansas City), "the thing I miss is my old telephone number. It was," he explained, "the same as my payroll number—so if I remembered one I couldn't forget the other."

Bill enjoyed that almost mathematical impossibility for more than 10 years.

The continuing steady progress of Saudi Arabian Airlines as one of the foremost airlines in the Middle East is told in a note from Morton Beyer, general manager-technical affairs at Jeddah.

"We are putting more and more emphasis on the training and development of Saudi nationals, which of course is our main job under the TWA management assistance program," he reported. "The young men here have the ambition and energy to do the job, and the way they are responding is outstanding."

He cited a combination of ambition, technical proficiency and economic strength as contributing to the airline's growth.

The list of hints for taking pictures in flight from the window of a TWA jet by Don Moyer, public relations photo editor, which appeared in the May 11 *SKYLINE*, is featured as a full-page feature article in the Fall 1964 edition of *Snapshot Selling*.

The *SKYLINE* article was spotted by the J. Walter Thompson Company, which considered it good material for the mail piece it produces for its client, the Kodak Company. *Snapshot Selling* is distributed to 12,000 members of the American Society of Travel Agents, the National Association of Travel Organizations and travel editors throughout the U.S.

—DAN KEMNITZ

Week in Greece Costs Only \$49

A week in Greece for only \$49 is being offered TWA employees by Travel Line, Inc., with whom TWA has operated a series of highly successful Mediterranean air/sea adventure tours. Included in the vacation package are accommodations at the Hotel Amalia, Continental breakfast and lunch or dinner, sight-seeing, ground transfer and tips and taxes.

Nine tour departure dates have been scheduled from New York: January 8, 22; February 5, 12, 19, 22; and March 5, 12, 19.

Guided sightseeing during the week in Greece includes Athens by night; a tour of the city, including the Acropolis; an excursion to Cape Sounion and the Temple of Poseidon; and an excursion to Delphi, including a visit to the Ossios Loucas monastery.

Rates are based on two persons to a room; the supplement for a single person is \$10.

You make your own flight arrangements, of course, but must advise Travel Line of your itinerary. For complete information and reservations, write directly to Travel Line, Inc., Canada House, 680 Fifth Avenue, New York, 10019.

The tour was announced by S. J. Roes, manager of international tours for TWA.

Huntington Speaks On Space Program

MADRID—Thomas F. Huntington, vice president of special services, recently addressed the American Club of Madrid on the subject of the U.S. space program. His discussion featured a series of slides and films on the Merritt Island, Florida, moonbase. The special services division is the parent organization for TWA's task force providing base support services for NASA at Merritt Island.



LU (CADWELL) MUZZI, senior secretary, NYC, and husband Tom, recently honeymooned at the Hawaiian Village Hotel, Honolulu. During their eight-day stay, both learned the finer points of surf-boarding on the beaches of Waikiki.

Tribute Paid JFK

During the week of November 23, TWA devoted its regularly scheduled radio program "The World of Adventure in Music" to a performance of the Mozart Requiem as a memorial tribute to the late John F. Kennedy.

The performance was recorded in Holy Cross Cathedral, Boston, by the Boston Symphony Orchestra and soloists under Erich Leinsdorf. The recording was made during a Requiem Mass at which Cardinal Cushing officiated. To fit the music into the hour program, the Liturgy was omitted. TWA also omitted commercial messages.



HIGHLIGHT OF A TRIP to The Philippines and Hong Kong for Bill Liss, Eastern region public relations representative (left) and his wife, Debbie (second from right), was a day spent as the guests of Benigno "Benny" Toda, Jr., chairman of the board and chief executive of Philippine Air Lines (right, top), and his wife Rose (second from left top), at Harmana Mayor, an island off the Philippine mainland in the South China Sea. With them are Domingo Abadilla, vice president of public relations for PAL, and his wife.

Smith Appointed To Planning Staff

NEW YORK—The appointment of Kenneth L. Smith to the newly-created position of director-quality appraisal on the system planning staff has been announced by Henry D. Fellows, senior director-quality appraisal.

At the same time E. Paul Burke, Atlantic region transportation vice president, announced the appointment of Robert C. Hendren, formerly of Kansas City, to succeed Mr. Smith as regional director-transportation management controls at JFK. Mr. Hendren, who joined TWA in August 1955 at Kansas City, served as senior accountant in the controller's department and senior analyst in transportation division-management controls. His most recent assignment was on the staff of the Central region director of transportation management controls.

Mr. Smith joined TWA in 1947 at Midway Airport, Chicago, and held various transportation posts there before becoming supervisor of ticketing procedures at Kansas City in 1956 and assistant director of administration in the passenger service department at New York in 1957. From 1951 to 1953 he was a 2nd lieutenant in the Army Transportation Corps, assigned to Greenland. He was named Atlantic region director-transportation management controls in July 1959.

Douglas Develops Anti-Stall Design

LONG BEACH—Douglas Aircraft reports that it has developed a solution to the "locked-in deep stall" and has designed its twin-jet DC-9 to avoid this problem sometimes associated with aft-engine aircraft having "T" tails.

In order to insure positive control of the airplane under high angles of attack, Douglas engineers have increased the size of the DC-9's horizontal tail plane by approximately 20 percent.

Analytical investigations and extensive wind tunnel tests have confirmed that the new tail design produces excellent stall recovery characteristics, even under the most severe conditions, without the use of auxiliary control devices. These tests will be corroborated during flight tests soon to begin on the new short-to-medium range Douglas transport.

The first flight is scheduled for March 1965. Deliveries begin early in 1966 after flight testing and more calves to Venice on Nov. 28.

Cargo Jets Airlift Calves to Venice

TWA became the first scheduled airline to serve Venice, Italy, recently with all-cargo jet flights. On November 21 a CargoJet Express flew 318 calves from New York to Venice. Another plane flew 360 more calves to Venice on Nov. 28.

The two flights were part of an airlift of calves from the U.S. to Italy and other European countries to alleviate a meat shortage. TWA has spearheaded the movement, expected to total more than 100,000 head of cattle, valued at more than \$2 million, during 1964.



AUTO-SCAN...

(Continued from Page One)

AUTO-SCAN was described in a technical briefing in New York by Capt. Frankum and S. Gordon Granger, TWA director of flight operations research and development. Capt. Granger, accompanied by TWA public relations representatives, then flew the press group to Washington's Dulles airport to demonstrate the system in a series of approaches. With Capt. Granger in the flight deck were Dale R. Bebee, assistant to Capt. Granger, and Capt. Charles O. Church, transportation manager—pilots, domestic, at JFK.

AUTO-SCAN embraces airborne navigation and safety devices which permit jet landings when airport visibility is only a quarter of a mile. In technical terminology, it permits landings when the runway visual range (RVR) is not less than 1,200 feet, with a minimum "decision altitude" of 100 feet. This means the pilot may descend to 100 feet altitude prior to seeing the runway lights for visual landing.

TWA, which has been developing and flight testing AUTO-SCAN over three years, in cooperation with Safe Flight and Bendix corporations, applied October 26 for FAA approval to operate under the agency's recently announced Category II landing minima of 1,200 feet RVR and a decision altitude of 100 feet.

The first airline to apply, TWA has instituted an FAA evaluation and test program. Present jet landings are not authorized below one-half mile visibility and 200-foot ceiling.

"The main features of AUTO-SCAN are the precision approach it affords and the workload it removes from the pilot by virtue of automated navigation and speed control," explained Mr. Frankum. "These factors enable the pilot to concentrate on monitoring his approach and on decision-making, which not only facilitate approach to 100 feet but also provide a wide margin of safety. The pilot can over-ride the entire system."

"Besides enhancing safety, the reduction in operational interruptions for weather will better serve the traveling public by improving operational reliability in reaching destinations on schedule."

Three Convair 880's and three Boeing 707-131B's are equipped with AUTO-SCAN, which not only navigates the aircraft automatically as programmed by the pilot, but also controls the approach speed automatically.

Capt. Granger described the four primary components of AUTO-SCAN as follows:

1. An advanced automatic pilot. TWA's improved autopilot—now being installed in its entire jet fleet—has the added feature of all-angle automatic capture of the airport Instrument Landing System (ILS), which permits the pilot to "arm" the system in advance in the terminal area while continuing approach control radar vector to the final ILS course. With no further pilot action, the system automatically aligns itself with the localizer and glide slope of the ILS.

The inflexibility of previous autopilots precluded use of this automatic mode under existing approach control conditions. Once it has captured the ILS signal, the autopilot can control the plane's course, altitude and rate of descent on the



J. E. FRANKUM, vice president of transportation, briefs newsmen on TWA's new AUTO-SCAN landing system at the JFK Trans World Flight Center prior to a flight to Washington, where AUTO-SCAN was demonstrated in a series of approaches and touch-and-go landings at Dulles.

basis of settings made by the pilot himself. He can over-ride the autopilot.

2. Improved dual flight directors have been installed in TWA's four-engine jet fleet. Not only does the improved flight director afford more precise navigation, dual installation—one for the captain, one for the first officer—affords an extra measure of safety. The flight director gives the pilot a computed indication of his position on the ILS glide slope and localizer beams to the runway.

3. A speed control device that gives a continuous indication of the speed that should be maintained throughout the landing approach. The device, called Speed Control-Attitude/Target (SCAT) was developed by Safe Flight, Inc., of White Plains, N. Y., in cooperation with TWA. The unit consists of a sensor, mounted under the wing, which measures angle of attack and detects changes that will result in speed deviation even before the changes register on the pilot's air-speed indicator. The signals from the sensor appear on a "slow—on speed—fast" dial mounted on the instrument panel.

4. Auto-thrust, a device driven by SCAT, that automatically controls the throttles of the jet engines, making the necessary adjustments to keep the aircraft at the optimum speeds for each phase of the approach. Responding instantaneously to the SCAT signal, the auto-thrust adjusts throttle settings automatically as landing gear and flaps are lowered. The pilot can over-ride the auto-thrust with normal manipulation of the throttles.

"This system increases operating safety because it keeps the airplane automatically on target at optimum speeds, regardless of changes in attitude, wind direction and other factors," Mr. Frankum added. "Auto-thrust in combination with the autopilot enables the pilot to become an approach monitor. The system frees him for more effectively monitoring his landing approach and aircraft performance."

On reaching the 100-foot altitude with the high-intensity runway ap-

proach lights in view, the pilot takes over manually to execute his landing.

Another important feature of the system is the new guidance it gives a pilot should he elect to suspend his approach and climb back up. He disengages the auto-thrust by depressing a button on his control wheel, applies engine power and immediately assumes the ideal climb attitude indicated on his flight director as commanded by the SCAT system. Because of the instantaneous reaction of the system the aircraft will lose only five to ten feet of altitude before it begins its ascent.

The system also has new applications for take-off as well. The sensor system indicates to the pilot the ideal attitude to assume during take-off.

Thus, TWA's AUTO-SCAN system acts as a new safety advance for take-off and landing even during clear weather.

Adoption of TWA AUTO-SCAN for low-minimum landings requires an appropriate ground environment embracing adequate airport ILS approach and runway lighting, already installed at some airports in the United States and overseas and in the process of being installed at all major airports.

TWA AUTO-SCAN represents the most recent in the company's long tradition of innovation in the interest of improved flight safety, efficiency and dependability.

Among TWA's early innovations was the pioneering of cabin pressurization. The airline carried on intensive high-altitude experiments back in the 1930's which led to the development of the first over-the-weather transport, the Boeing "Stratoliner," which entered service in 1940.

TWA was the first to develop and use de-icer equipment (1932), first to adopt the automatic pilot (1934), first to use wing flaps (1934) and first to develop and use the automatic direction finder.

In more recent history, TWA pioneered Doppler, an airborne navigation system which takes the place of the human navigator and

Rome Accident...

(Continued from Page One)

Purser Constant and hostesses Di Francesco and Prost died.

The accident interrupted for TWA what is believed to be a world jet passenger safety record in duration, number of passengers flown and revenue passenger miles. In the five years through November 22, 1964, TWA had flown 20,241,000 jet passengers a total of 28 billion passenger miles without a single fatality of passenger or crew.

The excellence of TWA's record has been cited by a number of official agencies, including the National Safety Council and the FAA. President Tillinghast has sent letters to the families of passengers and crew members expressing his deep personal regrets and sympathy.

The following is a complete list of TWA employees or family members who died:

Working Crew:

- William A. Slaughter, first officer, New York
- H. W. Lowery, flight engineer, New York
- Henri Constant, purser, Paris
- Hildegard Di Francesco, hostess, Paris
- Mireille Prost, hostess, Paris

Crew Members En Route to Flight

Assignment:

- Eduardo Lesniak, purser, Paris
- Mariebeth Altonaga, hostess, Paris

affords precision navigation without the assistance of electronic aids on the ground or at sea. TWA has been using Doppler for the past two and one-half years and is the only airline authorized to fly over-ocean without navigators.

Doppler gives the pilot continuous readings of ground speed and drift and indicates miles to go along a selected course and any deviation from that course. Without Doppler, the human navigator must use a sextant to determine the aircraft's position, a procedure which takes about 15 minutes during which a 600 m. p. h. jet may advance 150 miles. Other airlines are beginning to install Doppler.

Meanwhile, TWA has had under development for two years an airborne maintenance monitoring system which records in flight the performance of the aircraft, engines and other components. The system, which supplements present methods of measuring aircraft performance, is designed to indicate performance trends of each component.

- Laurette Bashong, hostess, Paris
- Simone Bazin, hostess, Paris
- Georgette Granstein, hostess, Paris
- Gitta Ulbricht, hostess, Paris

Other Employees:

- Stanley Chalupski, reservations supervisor-records, New York
- James Da Silva, senior instructor-sales training, New York
- Eleanor W. Flegal, senior instructor-reservations, San Francisco
- Doris M. Graf, chief telephone operator, Los Angeles
- Beryl N. Groff, reservations sales agent, San Francisco
- Francis Heurtevant, director-overseas audit, Paris
- Simonetta Sagaramoro, ground hostess, Rome
- Waltraud Schmidt, flight hostess, Paris
- Keith B. Trotter, district transportation manager, Tucson

Family Members:

- Constance Churchill, Ridgefield, Conn. (wife of the second officer)
- Dorothy Flegal, San Francisco, mother of Eleanor Flegal
- Mr. and Mrs. Alfredo Sagaramoro, Rome, parents of hostess Sagaramoro
- Ellen C. Schanke, wife of W. A. Schanke, regional director-communications, Los Angeles (Mr. Schanke was not on board)
- Schanke children: Elaine, Paul and Phillip
- Trotter children: Bonnie Lou, Janet Ann and Keith, Jr.

Following is a list of employee and/or family survivors:

Working Crew Members:

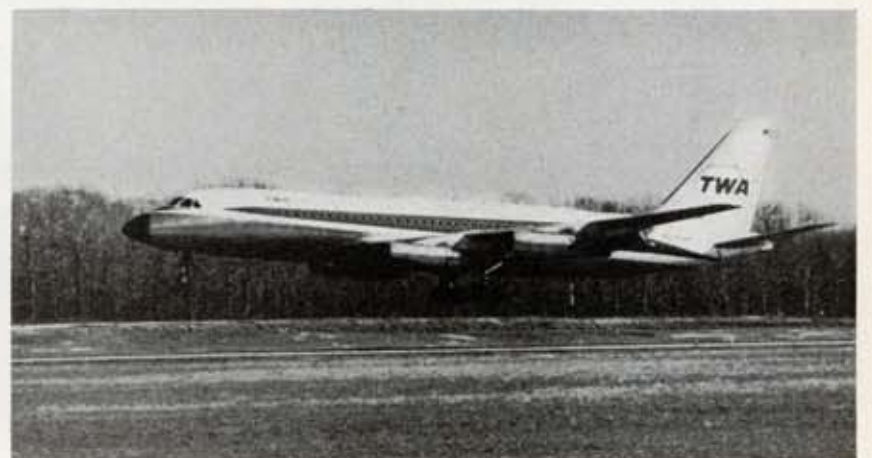
- Vernon W. Lowell, first officer, New York
- John W. Churchill, second officer, New York
- Martin Shepard, ACM dispatch, Rome
- Marion Korn, hostess, Paris
- Barbel Pohler, hostess, Paris
- Marianne Von Zweyberg, hostess, Rome

Other Employees:

- Loretta E. Gartley, lead teletype operator, Los Angeles

Family Members:

- Mr. and Mrs. O. R. Shultz, Lawrence, Kan., parents of Mrs. Martha Shaw, Phoenix reservations agent (Mrs. Shaw was not on board.)
- Patricia Trotter, Tucson, wife of Keith B. Trotter



CONVAIR 880, one of six TWA jets now equipped with AUTO-SCAN, lands at Washington's Dulles International Airport during a demonstration of the new landing aids. Thirty-five newsmen aboard the jet visited the flight deck in small groups to see AUTO-SCAN at work.

TWA PHOTO PARADE



SERVICE TO TWA totaling 195 years earned recognition for eight JFK-based international captains recently. Captain Chuck Swartzell (center), transportation manager-pilots, international, presided. At left (his right) are Cliff Sparrow (20), Norm Hortman (25), Arlie Nixon (25) and Dick Heideman (30). At right are Ernie Pretsch (25), Ed Laakso (25), Steve Hawes (25) and Dick Marquardt (20).



A TOTAL OF 105 YEARS service to TWA was recognized at a recent luncheon when five Los Angeles-based captains received their service pins. Attending the luncheon were (left to right) Lee Danielson, LAX transportation manager-pilots; Casey Roddy (20), Ted Neja (20), Bob Babson (25), Bob Manning (20), Idus Inglis (20), and Fred Austin, LAX DTM-F.



CAIRO TRANSPORTATION DIVISION employees rallied around to bid a farewell to Mike Mikhail, supervisor of dining and commissary. Mike, who has been with TWA since 1946, recently joined United Arab Airlines as production manager for food service. Attending the well-wishes were (left to right) Mr. Sabet, Loutfi Messiha, maintenance foreman Zarif Bestawros, lead agent Mike Kanawati, Mr. Mikhail, DTM Jim Small, air freight supervisor Ali Mimr Sawiris, first cook Ali Soliman and cook Hanafi Kheir.



ATLANTIC REGION general foremen, at their November meeting, gave the "Ruptured Duct" award to Mark Houser, Philadelphia general foreman. The presentation was made for outstanding performance by the station's maintenance team in "Operation Check List," a program designed to improve on-time performance. John Morelli (left), supervisor of powerplant service engineering, is shown presenting the trophy.



THE ANNUAL REUNION of the Conquistadores—TWA old timers—turned out to be a real swinging affair. Dinner at the White Stallion Ranch was interrupted when the Tucson Vigilantes broke in with Colt 45's blazing and ordered everybody to keep their seats. They'd heard, as field editor Parky Parkinson tells it, that a couple of "hoss thieves" were in the room—namely Cliff Mutchler, retired, and Bob Cain, 35-year TWAer from Miami. Then the posse took the pair outside for a mock hanging. The Vigilantes are a group from the Tucson Junior Chamber of Commerce who add a touch of the Old West, such as the necktie party, to conventions. Half a hundred retired TWAers and veterans turned out for the third annual reunion on November 6.



FRED ROLLAND, ramp serviceman at ORD, receives a Suggestion Plan award from Ed Jandacek (far right), manager of ramp services, for his idea of placing warning mirrors over the exits of the baggage rooms at O'Hare. Looking on are Milt Chandler (left), senior DTM, and Bob Hartnett, lead transportation agent.



LOS ANGELES MECHANIC L. B. OVERBECK (second from left) demonstrates the threading tool he devised to assist in installing cabin seat covers, while general foreman Vince Rossie, in turn, presents a Suggestion Plan award. At left is H. Curfman, general foreman-specialty, and at right is R. G. Thompson, foreman-fleet service.



JOAN AZZAR, JFK ground hostess, received this 'shiner' in a recent automobile accident. Luckily, this was the extent of her injuries. But recent nationwide advertisements for Tareyton cigarettes have called attention to her predicament. Joan says she is constantly asked if it may not have been better to switch than fight.
—Bob Hall



ROME DTM Bill Chambers reportedly is seriously considering transfer to the position of Manager of Hostess Uniform Inspection. He's shown being briefed on the basic principles by Rome-based Annie Reich, regional supervisor of hostesses, with flight hostess Erika Haman serving as the model.
—Guido Nimmo



MARIO SOTTILI, lead commissary clerk at Rome, receives a sendoff on his departure for New York to accept the transportation division's Man-of-the-Year award for October (Skyliner, November 23). "Well done!" says DTM Bill Chambers (left), while Mario's wife Giovanna and daughter Rita radiate pride.



"CAR 54 WHERE ARE YOU?" is the characterization of JFK passenger relations agent Ann Hennessy, as she demonstrates a new two-way radio recently installed in the PRR office.



HOSTESS INGE HEYN, who twice received the monthly Paris domicile Flight Service Honors Award this summer, was honored in her home town of Offenbach, Germany, recently by Lord Mayor Georg Dietrich. Frankfurt DSM Jim Bell (left) accompanied her to the mayor's office, where she was presented an album of photos and history of Offenbach. The town council also added its congratulations.



H. W. "Hi" CROWTHER (left), foreman-in-charge of plant and equipment maintenance, LAX, was honored by TWA and fellow employees recently for 35 years' service. Shown presenting his pin at a special award luncheon is L. L. Heimer, area director of maintenance.



YEAH, YEAH—we get letters (and money, too). Bob McArthur (left) transportation supervisor at MKC, reads a letter from Barry Goldwater which expresses appreciation for Bob's assistance when he arrived in Kansas City during the Presidential campaign. Bob and Barry have one point in common—they're both ham radio operators. Bob says he receives the Goldwater station, but is unable to reply because his own set lacks the range. At right, fellow Kansas Citian Phil Williams, transportation agent, holds a dollar bill received by mail from actress Ruth Warrick. "Thanks so much for your kindness in loaning me the dollar," she wrote. "It did its work well. I had my 'audience' with the Beatles and they will write a theme song for my new TV show, Countdown." It could only happen in the world of TWA, commented field editor Bill Hisle.
—Photo by Ben Williams



A GROUP of prominent businessmen, government officials and press representatives visited Tripoli recently in connection with the inauguration of Prince Abdullah Abed Senussi, economic advisor to King Mohammed Idris, following a reception and tea held by the prince. Shown (left to right) are Stanley Ferguson, editor of the New York Journal of Commerce; Sen. Jennings Randolph (D., W. Va.); and Gordon Gilmore, vice president of public relations for TWA.

December 17 has been proclaimed Wright Brothers Day by President Lyndon B. Johnson, to commemorate the first successful powered flight by Orville and Wilbur Wright in 1903.



EATING HIGH IS EASY these days for TWAers at 605 Third Avenue, NYC, since the November 19 opening of the employee cafeteria on the 43rd floor of the 44-story building. Enjoying the view of the East River (note Queensboro Bridge in background) along with their lunch are (left to right); Paul Friswold, performance analysis analyst, and Helen Tiger and Monica Werner, planning and research secretaries.



YOU HAVE TO PAY, but the prices are reasonable and the food is excellent at the employee cafeteria at 605 Third Avenue, NYC. Donna Brown of the marketing transcription center headed up the line as the photographer snapped this picture. The catering firm of Blaikie, Miller and Hines operates the cafeteria under the supervision of the industrial relations department. As you can see, patronage of the cafeteria is good.

Lynn Richardson Receives Award

KANSAS CITY—Lynn M. Richardson, a member of TWA's plant maintenance department at Los Angeles, has been named fourth quarter winner of the technical services division "Award of Merit."

His selection was announced here by A. E. Jordan, vice president of technical services, who described Mr. Richardson as "an all-around top grade mechanic" whose workmanship shows up as "an island of excellence."

A check for \$200 and a plaque were presented Mr. Richardson. Holder of aircraft and powerplant licenses, he joined TWA at Los Angeles in 1947. When assigned to the airline's jet shop there in 1961, "he showed outstanding initiative, training and self pride in quality of work as a mechanic and welder," Mr. Jordan said.

"Not only did he contribute much to the improvement of equipment in the jet shop, he helped considerably in a cost reduction program there, saving thousands of dollars not only for TWA but in contracts for services to Delta and Japan Air Lines.

"His selection as fourth quarter winner was based on an unusual and outstanding job of welding a crack in a CJ805 front frame which prevented removal of the engine. The aircraft would have been out of service several days," Mr. Jordan added.

Correction

The period of duration of the new TWA pilot contract was misstated in the last Skyliner.

The contract, effective this Dec. 1, continues to Dec. 1, 1966. The first step in a gradual reduction in hours of flying will commence next April, with full reduction to 75 hours reached by December 1, 1966.



AWARD OF MERIT winner Lynn M. Richardson of Los Angeles receives a plaque and \$200 check from A. E. Jordan, vice president of technical services. Those shown (left to right), are Mr. Jordan; Mr. Richardson; L. L. Heimer, director of area maintenance at LAX; and Jim Davis, director of system maintenance.

New one-day boarding marks were set by New York (JFK) and Chicago on Sunday, November 29. JFK boarded 4,537 local domestic revenue passengers, while ORD boarded 4,407 to cap the Thanksgiving travel period.

Arizona Nonstop Starts January 3

TWA will inaugurate daily non-stop jet service between New York and Phoenix on January 3, reducing travel time between the popular Southwest resort areas and Eastern seaboard cities.

TWA's new flights will also serve Tucson, another growing winter vacation center in Arizona.

The new schedule will be in addition to the three jet flights presently scheduled between New York and Phoenix via Chicago.

Westbound, new flight 99, a 131-B StarStream, will leave New York at 6:30 p.m. and arrive at Phoenix at 9:38 p.m.; it will arrive at Tucson at 10:40 p.m.

The return flight, 98, is a four-hour trip from Phoenix. This is scheduled to leave Tucson at 9:35 a.m., Phoenix at 10:45 a.m., arriving at New York at 4:49 p.m.



OKC DTM Bill Waddell shows off the trophy he won in the Sun Country Golf Tourney sponsored by the Phoenix employees club. Bill was low net winner, while PHX lead Skycap Bill Bennett was low gross winner in the tournament, which attracted 25 TWA golfers.

Debenture Holders Paid \$3.2 Million

NEW YORK—Trans World Airlines paid \$3,250,000 on December 1, 1964 to holders of its 6% percent subordinated income debentures.

The payment brought the total interest payments on the issue for the year to \$19,500,000. On June 1, TWA paid \$16,250,000 when its previous year's earnings permitted it to clear up \$13,000,000 of interest arrearage and to make the regular semi-annual interest payment of \$3,250,000.

James J. Kerley, vice president of finance, pointed out that TWA has also made additional interest payments, totalling \$2,213,000 in April and October, covering interest on the company's 5% percent convertible subordinated debentures.

Selig Is Appointed

JEDDA—The appointment of William H. Selig, formerly station supervisor at Hartford, as deputy transportation manager with Saudi Arabian Airlines at Jedda has been announced. Mr. Selig helped open the station at Hartford in 1957 and also served at Albany and Atlanta. He is being replaced at Bradley Field by Al Horstmeyer.



CLAY CHRISTODOULAKIS, (right), lead transportation agent at Athens, receives his 15-year pin from DTM H. J. Hulton. Clay was welcomed to the station's "15-year club" by fellow veterans Nick Zoumboulakis, John Zahos, Frixos Servetopoulos and Christine Louizou—total, 104 years of service.

—Costos Conostas



JFK MAINTENANCE FOREMAN M. T. Skerky and LGA lead mechanic Charles Guardino were guests of honor at a pin presentation in New York November 13. Pictured at the reception are (left to right) Jim Davis, director of system maintenance; B. K. Siemsen, general foreman; Mr. Skerky (25 years); H. E. Rogan, general foreman, LGA; Mr. Guardino (20); Chet Brown, manager of maintenance, JFK; and Nick Zinevich, area director of maintenance. Lead mechanic J. H. Templeton, who received his 25-year pin, was trapped in New York traffic and missed being in the picture.

—John Howe

Tresise Serves Group

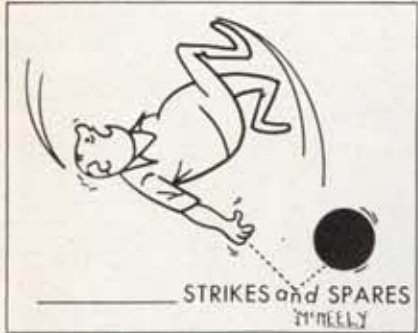
BOSTON—Richard C. Tresise, district sales manager for TWA in Boston, has been named a member of the aviation committee of the Greater Boston Chamber of Commerce. The committee maintains liaison between the business community and the Port Authority which operates Logan International Airport.

TWA employees vacationing in Germany receive a 50 percent discount at the Hotel Frankfurter Hof in Frankfurt, according to DTM A. O. Falls. There is no charge for children up to 14 years of age staying in the same room as their parents, and no charge for an additional bed.

MILESTONES

- BORN:**
CARLSON: To Mr. and Mrs. Joel S. Carlson, junior analyst, planning and research, NYC, a 7 lb. 7 oz. daughter, Jennifer Elizabeth, October 28.
CASTORENO: To Mr. and Mrs. Charles Castoreno, ramp service, SFO, an 8 lb. 2 oz. son, Mark Charles, November 18.
FARONE: To Mr. and Mrs. Al Farone, mechanic, LGA, a 4 lb. 8 oz. daughter, Diane Marie, November 26.
FERTAL: To Mr. and Mrs. Richard Fertal, first officer, JFK, a 5 lb. 5 oz. daughter, Kelley Anne, November 7.
GREEN: To Mr. and Mrs. Kenneth Green, account executive, WAS, a 7 lb. daughter, Ann Thomas, September 16.
PALMER: To Mr. and Mrs. Ray Palmer, MCI, a 5 lb. 2 oz. daughter, Laurie Jo, November 18.
SCHUTH: To Mr. and Mrs. Orville Schuth, mechanic, ORD, a son, March 16.
- MARRIED:**
COOK: Sam Cook, ticket sales agent, BNA, and Ann Jarrell, September 12.
NASH: Beverly Nash, flight hostess, JFK, and Philip O'Shea, November 20.

Even though you may have an existing loan balance with the Credit Union you can add to this loan and obtain additional funds. There is no penalty for early pay-off, nor are there closing costs which make refinancing prohibitive.



Official tourney play in the 1964-65 TWA system bowling league got under way on November 8, with the Los Angeles StarStreams taking the lead over 53 other teams. The StarStreams led the men's league with a 920 average in the opening round. A Kansas City team, the Crazy Katz, led the mixed league with a 761 average.

The tournament will run 15 weeks through February 20, according to league president R. J. Mitchell of Kansas City. He announced that shoulder patches will be awarded for individual high scores and that plans are being made for an award dinner following the post-season playoff.

Among reported individual high scoring in the first week were E. Sapp, MKC, 268; J. Williams, CMH, 266; W. Riddle, MKC, 253; C. Moudy, MKC, 259; A. Stone, LAX, 229; S. Halsted, MKC, 233; D. Ubert, ICT, 225; G. Ferreira, SFO, 221; Bob Haas, LAX, 220; J. Denman, MCI, 216; and C. Burditt, OKC, 212.

Individual high scorers in the mixed league were D. Beadleston, MKC, 235; A. Kucker, MKC, 233; V. Ryan, MKC, 179; L. Wagner, MKC, 179; M. Thompson, MKC, 174; and J. Rayner, MKC, 170.

Standings

Men's

Division No. 1		
Starstreams	LAX	920
Conoco Oil	MCI	889
Great Plains	MCI	884
Machine Supply	MCI	878
Ed's Trophies	MCI	874
Local 1650	MCI	874
Ernie's Gun Shop	MCI	866
4 Rights & a Left	LAX	840

Division No. 2		
Drat Sab Five	DAY	838
Odd Balls	MCI	834
SuperJets	OKC	831
Kickapoo Chiefs	MCI	818
Community Caravan	MCI	816
MKC Linemen	MKC	811
Lone 5	MCI	810
State Farm	CMH	809

Division No. 3		
TWA Jets	ICT	831
SuperJets	MCI	796
CSD's	MCI	793
Engine Overhaul	MCI	793
Fun Bums	CVG	788
Convairs	MCI	783
Dyna Fans	MCI	778
Training Center	MKC	775
Purchasing	MCI	775

Division No. 4		
Airport Line	MKC	761
Sky Chiefs	MKC	756
727s I	MCI	743
Jets	MCI	740
Credit Union	MKC	738
727s II	MKC	727
Engineers	MCI	682
Late Swingers	SFO	680
727s III	PHX	665

Mixed

Division No. 1		
Crazy Kats	MKC	761
331Bs	MCI	742
JetStreams	MCI	734
Jedda Jets	MCI	733
Executive Service	STL	730
Supersonics	MKC	718
DC-9s	MCI	711
Astronauts	MKC	698
727s	MCI	697
SST's	MKC	694

Division No. 2		
880s	MCI	690
Lady Bugs	MKC	685
The Duds	MCI	670
Mis Fits	MKC	632
SuperJets	MKC	624
Jetsons	MKC	603
Top 5	MKC	601
DC-9s	MKC	600
Handicaps	MKC	589



A TWA CARGOJET carried more than 30,000 pounds of Spanish works of art from New York to Madrid on November 28. The priceless collection was flown back to Spain to hibernate after being exhibited at the New York World's Fair. Officials feared that extreme fluctuations of temperature and humidity during the winter might damage the treasures. On hand at JFK to inspect the shipment were (left to right) Paul Ganci, assistant to the vice president of cargo sales; and Charles Manley and Fred Riviera, officials of the Penson Forwarding Corp.

Here's something different for your winter holiday—the St. Paul, Minnesota, Winter Carnival, the weekends of January 22-24 and January 29-31. Airline employees are being offered a special \$12 package either weekend by the St. Paul Winter Carnival Association and St. Paul Chamber of Commerce. Price includes two nights at the Hotel St. Paul (double occupancy), hospitality suite, choice tickets for Carnival events and special Hertz Rent-A-Car rates. For information and reservations, write: Airline Employees Winter Carnival Holiday, Hotel St. Paul, St. Paul, Minnesota.

November Traffic Sets New Records

November passenger and freight traffic on TWA's domestic and international routes continued to set new records for the month. Increases over 1963 ranged up to 42 percent in domestic freight and 23 percent in international passenger miles.

International freight ton miles at 5,637,000 set an all-time monthly record, three percent over the previous high of 5,609,000 in October 1964, and 28 percent over the November 1963 figure of 4,401,000 ton miles.

Domestic freight ton miles totaled 9,827,000, more than 42 percent over the 1963 figure of 6,912,000. Domestic mail ton miles were up more than 10 percent; domestic express ton miles up nearly five percent.

International revenue passenger mileage of 126,922,000 increased the 1963 total of 103,293,000 by 23 percent. Domestic revenue passenger miles totaled 502,413,000, or 19 percent over the 1963 monthly total of 421,884,000.

Revenue passenger miles flown on the TWA system totaled 629,335,000, nearly 20 percent above the 1963 total of 525,177,000.

Passenger boarding records were set at 20 domestic and eight international stations. November was the 23rd consecutive month in which TWA's improvement in domestic passenger miles exceeded American and United. TWA's gain of 19.1 percent compared with 10.6 percent reported by AAL and 8.9 percent by UAL.

Compliments received by TWA in October again outnumbered complaints, according to the customer reaction report for the month. Some 57 percent of 5,755 comments were complimentary. Favorable acceptance was especially noted in commendations for personnel, the quality of food service and captains' announcements over the P.A.

In-Flight Movies

Domestic

- December 9-22:
 - Send Me No Flowers—Doris Day, Rock Hudson
 - The Finest Hours—narration by Orson Welles
- December 23-January 5:
 - Rio Conchos—Richard Boone, Anthony Franciosa
 - That Man from Rio—Jean Paul Belmondo
- January 6-19:
 - Invitation to a Gunfighter—Yul Brynner
 - Topkapi—Peter Ustinov, Melina Mercouri

International

- Current:
 - Behold a Pale Horse—Gregory Peck, Anthony Quinn
 - Fail Safe—Henry Fonda, Dan O'Herlihy
- December 16-29:
 - Topkapi—Peter Ustinov, Melina Mercouri
 - Woman of Straw—Sean Connery, Gina Lollobrigida
- December 30-January 12:
 - The Outrage—Paul Newman, Laurence Harvey
 - Send Me No Flowers—Doris Day, Rock Hudson
- January 12-26:
 - The Finest Hours—narration by Orson Welles
 - Rio Conchos—Richard Boone, Anthony Franciosa



LUGGAGE PROVIDES a unique receptacle for suggestions under the Campaign 28 program to improve baggage service. Phil Boydston (left), transportation agent, and Richard Christopher, ramp serviceman, inspect display at Kansas City.

Campaign Aims for Ideas To Improve Baggage Service

"Campaign 28," a program to develop new or improved baggage services, has been announced by William J. Noonan, director of terminal service. A joint project by the terminal service and Suggestion Plan departments, Campaign 28 is designed to enlist the abilities and ideas of ground transportation division employees in improving TWA's service.

Divided into two parts, Phase I of the campaign features a contest to stir employee interest in baggage services and routings.

Displays featuring the "28" theme, with a promotional tie-in with Forecast brand luggage, are being placed at stations throughout each region. Each ground transportation employee will have a chance at forecasting the mileage the display will travel within his region.

Prizes for the most accurate estimates will consist of new pieces of Forecast luggage. First prize is a two-suitcase and companion case; second prize, a two-suitcase; and third prize, a companion case.

Phase II will be an intra-station Suggestion Plan program with cash awards for ideas leading to improvements in local or system baggage services. When judged worth at least \$100 in annual savings to the company—or 28 cents a day—adopted suggestions will result in cash awards up to a maximum of \$3,000 under the Suggestion Plan. The "Campaign 28" title is derived from the 28-cent daily factor.

The program will continue to April 1, 1965.



BOSTON reservations agent Dorothy McCormack so impressed Henry Cabot Lodge with her handling of his travel plans that he visited the Boston office to meet her—and pick up his tickets for a flight to San Francisco. They're shown as he greeted other TWAers.

—Joe Schopp



JOSEPH BRISEBOIS (right), TWA sheet metal mechanic at JFK, receives the Federal Aviation Agency's regional maintenance safety award in a formal presentation at Kansas City. Edward C. Marsh, director of the FAA's central region, congratulates Mr. Brisebois, while Mrs. Brisebois looks on.



IV, III, II, I Countdown Preps MILA for Blast-In

MERRITT ISLAND—TWA personnel at the John F. Kennedy Space Center at Merritt Island are involved with the numbers game . . . and it's not only legal, it's necessary. The numbers are Roman and run only from I through IV. They represent the proximity of a hurricane to the U.S. moonbase and reflect the gradual stages of preparedness necessary for hurricane damage control.

Condition IV is a warning that winds of 60 miles per hour or greater may strike this area in approximately 72 hours. As the storm moves closer, the conditions change to III (48 hours), II (24 hours) and finally, I (12 hours). The activity increases dramatically from the initial warning until Condition I is announced. At that time, every facility is "buttoned-up," almost daring Mother Nature to unleash her fury.

As prime contractor to the National Aeronautics and Space Administration (NASA) for base support operations at the Kennedy Space Center, TWA, thru its Special Services Division, is responsible for the development and implementation of a hurricane plan for the center. The plan is designed to safeguard personnel and facilities at the moonbase, vulnerable as it is to hurricane and tropical storm assault because of its geographic location. Without proper and adequate preparation, damage resulting from a few hours exposure to hurricanes such as Cleo and Dora might well nullify many years of effort in support of the U.S. goal to place a man on the moon within this decade.

The hurricane plan to date has been highly successful. R. A. Jamieson, TWA's hurricane officer at MILA, stated that complete preparations for this year's hurricane season (mid-June through November) minimized the damage to facilities for which TWA is responsible. "We made careful preparations and they paid off," he said. "Some leaking of water was experienced, but that's about all." Mr. Jamieson pointed to a twisted, tattered red and black hurricane warning flag flown during Cleo as mute testimony to the potency of her winds. Implication of the necessity for preparation was obvious.

Permanent buildings at Merritt Island have been constructed to withstand wind velocity of 110 miles per hour. At the present time, however, there are numerous temporary facilities in use pending

completion of permanent structures and they require detailed precautions to keep damage to minimum.

Protection from high winds, however, is not enough. Experience has shown that the greatest hurricane damage is caused by water. Consequently, measures are also directed toward protection against damage from water and flying debris. All personnel at Merritt Island have been thoroughly informed to permit this area to successfully "weather" a hurricane or tropical storm.

Close coordination between TWA and NASA personnel is vital to the success of all MILA operations. This hurricane season has proven the superb teamwork existing between TWA and the space agency. "It's a hand-in-hand operation," said Mr. Jamieson in describing the working relationship. "It has to be that way. The people responsible for this program recognize its importance to the space effort. We're trying to conserve both time and money here and this advance planning is one way to do it."

MILA personnel involved in the implementation of the hurricane plan have their work cut out for them when the weather dictates action. Mr. Jamieson directs all phases of the plan from the Hurricane Command Center which has been set up at Merritt Island, coordinating closely with R. L. Wilson, NASA's Kennedy Space Center disaster control officer. The center is equipped with a complete communications system, used by Jamieson to assign subordinate personnel to assist him as defined by the plan. From this point, he provides the necessary direction and maintains close contact with all persons who must be notified, keeping them informed of changing hurricane conditions.



JOHN A. TSCHIRHART, superintendent-shops and field services at MILA; Judie Head, production engineering secretary, and R. A. Jamieson; TWA's MILA hurricane officer, display the warning flags flown during Cleo and Dora. The tattered flags give mute testimony to the potency of the hurricanes' winds.

TWA has established a new employee reduced rate transportation agreement with Pan American which, effective immediately, provides for a 75 percent discount on international routes. Travel is subject-to-space and may be used only on PAA's economy or thrift class service. The reduction will apply to any published economy or thrift class fare.

In addition, you may continue to purchase a 50 percent discount on PAA routes on a positive space basis applicable to any published fare and on any class of service.

These reductions are also available over the routes of subsidiaries of PAA as listed in the MP&P, Section 13.18. Persons eligible to receive the discounts are employee, spouse, dependent children and dependent parents.

You may purchase the PAA tickets at any TWA ticket office with use of Form G-20 issued by individual pass issuing offices. Procedures are described in MP&P, 13.18.02.

Richard W. Wilson, staff vice president and MILA project manager, receives an early report on the status of activity and stays abreast of developments as the situation progresses.

TWA personnel have been assigned key support functions during a hurricane situation. John A. Tschirhart, superintendent - shops and field services, handles manpower requirements; Wilbur A. Macey, manager-base utilities, is responsible for shutdown and restoration of all utilities; D. R. Butterfield, assistant superintendent-area maintenance and area services, insures that all buildings are properly "buttoned-up" for a hurricane; W. J. Wilson of production engineering and O. C. Goforth, shops foreman, produce the materials used to protect facilities during a storm.

NASA personnel closely involved in the hurricane planning are Sigfrid E. Carlson, manager, Kennedy Space Center base operations division; R. C. Daley, chief of the division's maintenance and operations branch; G. H. Smith and D. W. Hardin, maintenance representatives; R. L. Wilson and his assistant, L. L. Clark.

Also contributing vital support are the personnel of TWA's KSC occupational health center, the MILA security patrol under Chief C. L. Beaver, and the fire protection section headed by Chief W. F. Eldredge. The Wackenhut Corporation is TWA's subcontractor for security and fire protection services.

When capricious women such as Cleo and Dora arrive in the Merritt Island area, members of the TWA-NASA team are not prepared to be sociable. They are prepared for the worst. The proof, in this case, is in the planning. The record shows they plan well. —JOE RILEY

Many guest ranches in the Tucson area provide special rates for TWA Employees and their families. Write to Stan Phillips, district sales manager, 201 N. Stone Avenue, Tucson, Arizona, for information. Give your department, number of persons and approximate dates desired. Descriptive folders will be supplied. Special rates at hotels and motels in town are also available.



ONTARIO INTERNATIONAL AIRPORT takes on a strategic importance from now through March, as an alternate to Los Angeles. Shown inspecting TWA's facilities are (left to right) Howard Anderson, ticket agent; Tom Calk, transportation manager-ramp services; Robert Hamilton, Ontario airport manager; Woodruff Desilva, Ontario aviation director; and Don Heep, senior DTM-SO for Los Angeles.

Ontario Provides a Haven When Fog Folds Los Angeles

LOS ANGELES—While Eastern and Midwestern stations are preparing for their annual operational battles with the icy cold and blankets of snow, Los Angeles is gearing up to battle its winter blanket-of-fog, according to Don Heep, senior DTM-SO.

The swallows returning to Capistrano are only slightly more reliable than the arrival of the first winter fog over L. A. International Airport on Thanksgiving Eve. From then until late spring there is a better than even chance that Los Angeles could be marginal from early evening until mid-morning the next day.

During the days of piston operation, a handy alternate at Burbank was readily available. Jets pose a different problem. While Burbank is usually operational, it cannot handle jets.

Los Angeles-bound passengers who must be diverted are still fortunate to have Ontario International Airport, which provides flying weather almost all the time, as an alternate. It is located 55 freeway-miles to the east of Los Angeles, or a mat-

ter of some hour and 20 minutes driving.

Utilizing the experience of the last several years of jet diversion, Mr. Heep, with the cooperation and assistance of Los Angeles flight dispatch, technical services, and district flying staffs, have created well coordinated operational plans calculated to hold passenger inconvenience to a minimum. The new operation might well be called a *planned diversion*.

When diversion appears in the offing a designated "alternate operation" team swings into action with pre-packaged equipment. Immediately on arriving at Ontario, the flight information coordinator becomes an extension of LAX-FIC. He also is in two-way communication with the TWA people on the ramp at Ontario.

Before the first diverted aircraft arrives, TWA-Ontario is in business. With the new operational plan TWA-Ontario will anticipate handling as high as 12 terminations, six through flights, and five originations, each day.

To give you some idea of the size of all airlines operations at Ontario, on the night of November 21 and morning of November 22, 1962, 90 aircraft arrived with 6,375 passengers. Forty-five flights originated there, boarding 3,200 passengers. Airporttransit, the ground transportation operator, supplied 125 buses to handle the passengers. In addition to their own fleet they obtained buses from San Bernardino, Riverside, Santa Monica, San Fernando Valley, and Los Angeles.

Diversions from schedules are seldom enjoyable, but a well handled diversion will send passengers away assured that TWA can back up its claims of service and reliability. —BOB MCKAY



PAT TILL, chosen Miss London Airport 1964, is welcomed on a goodwill tour to New York by JFK senior DTM George Levering. A former ballet dancer at the Royal Opera House, Covent Garden, Pat had to abandon this career because of an injury. The ballet's loss was TWA's gain, as she graces the ticket counter at London airport.