



A Newsletter For and About Cascade Airways Employees
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Cascade Celebrates 5th Anniversary

WHERE IT ALL BEGAN

On the occasion of our fifth anniversary, it seems appropriate to answer the question, "Why is there a Cascade Airways, where did it start?"

Although the Cascade we know today did start its service on May 21, 1970, there was some history established at that time. The actual idea for the airline developed over a sandwich and a cup of coffee at the airport restaurant in Helena, Montana in the late summer of 1968. Two present employees were then working for a now defunct commuter, and their duties that day gave them a couple of hours to reason that there could be better markets and equipment available to a commuter airline, and that a better system could be developed than the linear type stretching from Helena on the east to Everett on the west with 9 or 10 stations in between. Putting together the company, getting equipment, capital, personnel, etc. took the better part of a year, and finally, on June 9, 1969, Cascade Airways started service with 2 Beech 99 airliners out of the Tri-Cities to Seattle and Spokane.

Needless to say, the company floundered for awhile and a decision was made to cease scheduled passenger service August 31st of that year. Between September 1969 and May of 1970, the company engaged in charter flights, scheduled freight, and also leased its planes from time to time to another commuter airline.

In the spring, the decision was made to start scheduled passenger service between Seattle's Boeing Field and Spokane International. The fare then was \$13.95 plus 5% tax. Eight flights (4 round trips) were run the first day and Cascade carried 4 revenue passengers. The load factor was 3%. On our fifth anniversary we had 30 flights and carried 416 revenue passengers with a load factor of 54%. Going back, we had a total of 8 employees, 4 pilots, 1 mechanic, 2 agents, and 1 accountant when we started. Today there are 147 full and part time employees. During the winter of '70-'71, service started — and stopped — to Portland and Missoula. It wasn't until the summer of 1971 that permanent expansion took place with the addition of Yakima. In November of '71, Pullman-Moscow and Walla Walla were added along with one more aircraft. During 1972, the company did not add any stations. In the summer of 1973, service began to Portland, Pasco, and Lewiston. However, traffic grew very slow and these stations were closed after 3 months.

1974 saw the addition of several stations, Wenatchee, Pasco, Portland, Ephrata, and Boise. Operations were also moved from Boeing Field to Sea-Tac in May and the maintenance base was moved from Boeing Field to Walla Walla in November. 1974 also saw the departure of Hughes Airwest from EPH, EAT, ALW, and PUW, leaving CZ as the exclusive carrier in these cities.

In 1975, reservations were computerized with the installation of the Maverick, and the company started a program of refurbishing and repainting its 7 aircraft, obtaining uniforms for all public contact personnel, and generally improving the image of the airline, which should rank as one of the 10 largest commuter airlines in the United States during 1975.



Four pioneers still on the payroll started with the Company 5 years ago. Mark Chesnut, Phil Guidice, Bob DeBoer and Lee Leslie.

Future Cascade Skies will feature more five year veterans as their time in service comes up.

Davidson Receives FAA Award



Howard G. Davidson of Seattle, Director of Maintenance and Chief Inspector for Cascade Airways, has been named the Northwest Region winner in the Federal Aviation Administration's annual aviation mechanic safety award program, general aviation category.

Davidson oversees all our maintenance at Walla Walla, Seattle and Spokane.

As the winner for the Northwest Region, (States of Washington, Oregon and Idaho) Davidson now becomes eligible for national honors in the safety-oriented Federal program.

The honor conferred on Davidson is part of an annual nationwide FAA program established in 1963 to provide greater recognition for aviation safety.

Davidson's aircraft maintenance career dates back to 1946 when he received his airframe and Power plant license at Ft. Worth, Texas

Aviation firms he worked for included Lindeman's Flying Service, Enderlin, North Dakota; Bristow Aircraft, Bristow, Iowa; and Bellanca Aircraft, Alexandria, Minnesota. From 1963 to 1966, he owned and operated his own aircraft repair service in Alexandria, Minnesota

Later he worked for Boeing at Seattle and Everett as a final assembly and flight line inspector.

OUR NEW LOOK



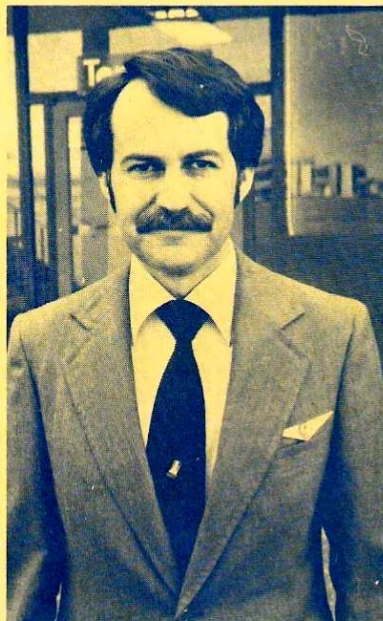
1969 Logo



1975 Logo

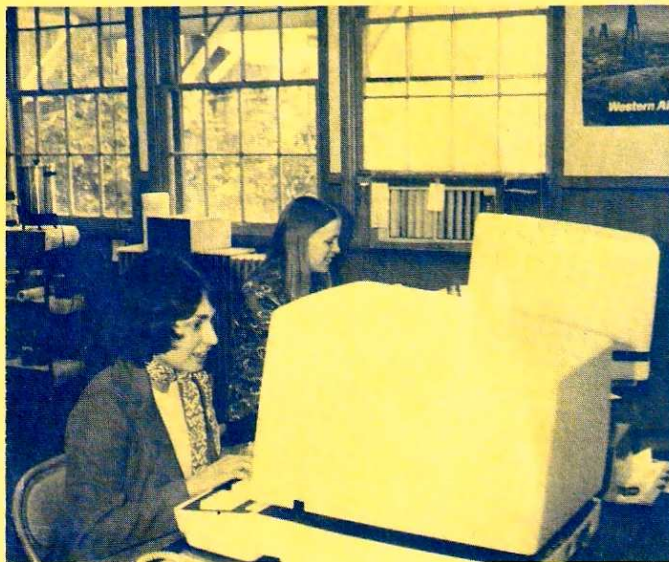
There's a new look all around the Cascade system. From our airplanes right on through to the ramp agents. New colors of lime green and royal blue spark the uniform of all our female ticket agents. Our male agents are wearing dark blue slacks, light blue shirts, and blue ties. Pilots are wearing grey suits, blue shirts. The airplanes are wearing a basic white background with colorful blue and green stripes across the entire body and up the tail.

All in all the new look is bright, colorful, and most of all, uniform, giving Cascade a much better image of professionalism than ever before.



CASCADE

SPOTLIGHT



AROUND THE SYSTEM

From PUW we hear that Debbie Pace has left the wheat fields for the bright lights of Spokane. She will be handling reservations primarily. Chuck Soule from EAT has filled her vacancy there and will be spending much of his time involved in courses at Wazoo. Best of luck to both.

EAT is getting a new parking lot that should about double the space available. That will be necessary for handling all the passengers the CZ crew there has been checking-in lately.

Word from BOI has it that CZ will be getting quite a bit more exposure to the public once work starts on the

baggage carousels there. Incoming passengers will have to pick up their baggage very near the commuter counter.

Central Res in GEG is now handling reservations for Spokane, Seattle, Pullman and Moscow. Another CRJ has been added to help handle the load. Res supervisor Joy Mensinger invites all CZ employees to stop by and see exactly how things are done there. You'll appreciate the res agents' jobs alot more if you do.

And finally, rumor has it that a certain CZ vice-president fell off his daughter's bike and broke his leg recently. He is back at work now and getting around fairly well. Phil's training wheels should be arriving in the mail any day now.

FLIGHT 528'S ACTION

"highest order of cooperation and airmanship"

DEPT. OF TRANSPORTATION—FAA

June 12, 1975

Mr. Tom Cufley, Chief Pilot
Cascade Airways
Box 19207
Spokane International Airport
Spokane, Washington 99219

Dear Mr. Cufley:

On the twenty-sixth of February, 1975, Seattle Center was controlling a Canadian registry civil aircraft which encountered heavy icing while on a flight from Lethbridge, Alberta, Canada to Felts Field, Washington. Seattle Center lost two way radio communication with the pilot of the distressed aircraft and Cascade Flight 528 agreed to act as a relay between the Center and the distressed aircraft. The Canadian aircraft eventually landed safely at Thompson Falls, Montana without damage to the aircraft or injury to the occupants.

The assistance provided by the crew of Cascade Airways Flight 528 during this emergency situation reflects the highest order of cooperation and airmanship. Their actions were a prime factor in the resulting safe arrival of the people aboard the distressed aircraft. Additionally, Cascade Airways deserves a special thanks for encouraging their personnel to provide assistance of this nature whenever needed.

I wish to express my sincere appreciation for the assistance rendered by Cascade Airways during this emergency. Please convey my special thanks to Captain Gene Wing and the crew of Cascade Flight 528.

Joseph W. Harrell
Chief, Seattle Center

SIX AIRLINES HAVE JOINT FARES WITH US

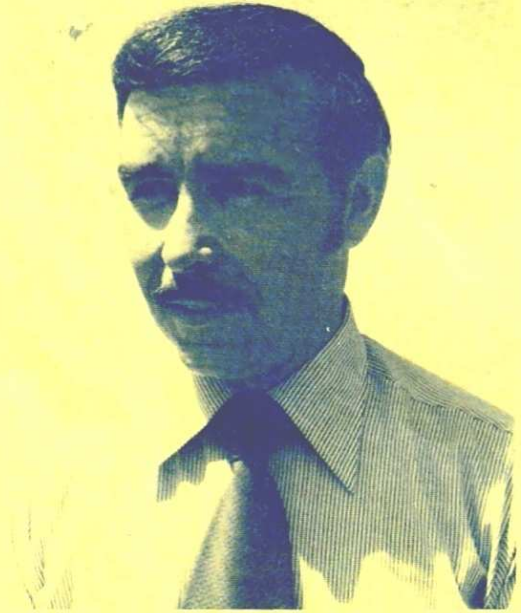
Over a year and a half ago, Cascade concluded its first joint fare agreement with Northwest Airlines. The ability to offer a lower fare from our stations, like Walla Walla, Pullman-Moscow, and Yakima to Chicago, New York, Washington, etc. greatly improved the marketability of our service to Spokane. Since that time, we have entered into agreements with United Airlines, Continental, Hughes Airwest, and Braniff International.

On July 1, 1975, Western Airlines became the sixth airline to establish joint fares with Cascade. This will greatly improve our ability to sell to the Southwest and it has been a long time coming. In addition, Continental and Cascade have established economy joint fares in some markets. This is a milestone in commuter history and will offer fares to our customers at a 10% discount from normal coach fares.

We thank our interline partners for their support and confidence in Cascade's growth as the local service carrier of the Northwest.

It is also important that we give our customers (and theirs) the opportunity to use these fares when traveling into or beyond our system. The savings to the customer could make the difference between driving between our stations and Seattle, Spokane or Portland, or riding Cascade. Every sales agent should make themselves aware of our current joint fare markets and use these fares where possible.

OFFICE OF THE PRESIDENT



Mark Chesnut

A Couple Candid Comments

Our company newspaper has finally become a reality!! I know many of you have heard me talking about this for at least two years and I'm afraid that I had begun to have doubts myself that we would ever get it started.

Now, thanks to Hal Wallis and the people helping him, we are at last underway. I'm sure that getting the next issues out will be easier than this first one and we should be able to start publishing them at regular intervals before long.

I thought I might use the rest of the space allotted to me to mention a few items about the company.

I'm sure many of you are curious as to the reasons for cut-backs we have been making lately. As you know, we have furloughed some people and will be flying a reduced schedule even after 20FW is back in service.

The reason is simply this: we took such serious set backs this past winter from weather delays and cancellations, mechanical problems and last but not least, accidents, that we have found ourselves in a very serious financial condition.

If we are going to survive, we have to pull in our belt several notches until we can recover. We are going to return 851SA to the lessor as soon as possible, and we might be faced with having to return another airplane sometime this year.

I don't want to sound too ominous, but at the same time I think everyone should be aware that we do have a serious problem. I strongly believe that we will be able to overcome these obstacles. We have whipped a lot of problems in the past five years and we intend to survive this one.

You may have heard that Hal Wallis and I took a very quick trip to West Germany to visit the people building the AMC-111. It won't be in production for at least another year, and we would have to find a tremendous amount of financing to consider it, but it looks as if it will be a fine airplane for the commuter industry.

We have to find something economical to replace the 99, as it is a very difficult airplane for an airline to operate and nearly impossible to make money with.

We will keep you updated on any developments and hope to have additional information for the following issues.