



December 1975

A Newsletter For and About Cascade Airways Employees  
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## "WE POINT WITH PRIDE"



*Pictured Above: Left to right - Alaska Airlines President, Mr. O. F. Benecke, Alaska Airlines Co-Pilot, Allen Brower, Regional Director of FAA Northwest Region, Mr. C. B. Walk, Jr., Cascade Pilot, Captain Gene Wing, Cascade President, Mr. Mark Chestnutt.*

Our own Captain Gene Wing and former Cascade First Officer Allen Brower now with Alaska Airlines received the FAA "We Point With Pride" awards at ceremonies at the Sea-Tac Airport, Friday November 14th, for their outstanding initiative and cooperation that they demonstrated in February in helping a distressed aircraft that had encountered severe icing while flying over the high mountains of Western Montana. With winter darkness rapidly falling, severe icing blocking the aircraft antenna, making radio contact difficult and the pilot reporting he was unable to maintain his altitude, Captain Gene Wing and co-pilot Allen Brower overheard the emergency calls and offered to relay crucial communications. Moments later, the FAA radar controllers at Auburn lost radar contact, but the Cascade crew continued to assist and soon reported the pilot of the light airplane had visual contact with a highway in the valley.

The Cascade pilots continued their cooperation with FAA center, relaying advisories of power lines and other obstructions along the route to the nearest airport and although the runway was covered with eight inches of snow, with mud underneath, the pilot made a safe landing on a small airport at Thompson Falls, Montana.

Mr. C.B. Walk, Jr., Regional Director of the FAA Northwest Region, complimented Cascade Airways for encouraging their flight personnel to provide assistance of this nature whenever needed, he added because of the superb coordination by the Cascade Airways crew undoubtedly averted another increment to the aircraft toll.

Needless to say Cascade Airways is very proud to have Captain Gene Wing as an employee.

Congratulations Gene!

## 5 YEAR VETERANS

These seven employees have recently completed five years of service with Cascade Airways.



**PETE HILMO** - joined Cascade Airways on February 3, 1970 and is now flying as a Seattle based Captain.



**HAL HAUER** - came to us on July 14, 1970 out of Spokane as crew member and is presently residing in Spokane as a Captain for us.



**GENE WING** - was hired on July 20, 1970 as a crew member out of Spokane. He is now residing in Walla Walla and is flying as one of our Captains.



**JIM HUSS** - began working for us on September 25, 1970 in Spokane as a ramp agent. Jim is now our Account Executive for Airline Clearing House and Payroll in the General Office.



**LARRY STOTTS** - started with us on October 12, 1970 as a First Officer and is now our Director of Technical Services in Seattle.



**DEE DEE MAUL** - started with Cascade on November 8, 1970 as a ticket/reservation agent in Spokane. Transferred to Seattle in June of 1971 and is now Supervisor-Pass Bureau in Seattle.



**HOWARD DAVIDSON** - joined Cascade on December 1, 1970 in the maintenance department in Spokane. He is now our Director of Maintenance in Walla Walla.



# AROUND THE SYSTEM

## MANAGEMENT CHANGES



*Lee Leslie a long time veteran of Cascade Airways has been officially named Vice President of Operations.*



*Phil Guidice has departed his Accounting duties and is giving his full time attention to the Sales Department as Vice President of Sales.*



**JOE SAMPLE**

*Joe joined us July 1st as our company Controller. As Controller, Joe is responsible for all company financial matters, including but not limited to payroll, revenue accounting, budgeting and forecasting, preparation of financial documents, and disbursements.*

*Joe is a licensed C.P.A. and spent several years in the Bay Area with a C.P.A. Firm. Originally from the Spokane area, he received his degree from Eastern Washington State College. Joe, his wife Rosemary, one child, and dog live in the Spokane Valley.*

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## EPHRATA SERVICE DISCONTINUED

On September 26th, the last Cascade flight departed the Ephrata airport. As many of you were aware, we were operating the Ephrata operations as a replacement carrier for Hughes Airwest. During the 14 months of flights, passenger boardings averaged less than 2 per flight and your management requested relief from the uneconomical situation through Hughes to the Civil Aeronautics Board.

It is unknown at this time whether Ephrata will ever have scheduled air service again, however, armed with the above statistics, your company would not reinstitute service without a guarantee of a profitable operation.



## THE PASS BUREAU

Cascade Airways has just recently entered into a Reduced-Rate Program with Alaska Airlines. This will enable the employees of Cascade, spouse, dependent children and parents of the employee to travel for 75%-50% reduced fare on Alaska Airlines. These tickets can be purchased at any one of Cascade's Ticket Counters and need no prior authorization from the Pass Bureau.

## TRANSITIONS

MARK TROUT our previous Yakima Station Manager has taken on the Management Position in Pullman. Taking over for Mark in Yakima as Station Manager is GEORGE KALUZA. Wedding Bells rang for BILLIE WALKER on November 15th. Billie works in our Freight Accounting Department in the General Office.



# CASCADE SPOTLIGHT

## ALW



Walla Walla is one of our busiest stations. Along with the normal station routines we have our Maintenance Base there along with a good majority of our pilots. Pictured above: Steve Ferguson, ALW Station Manager, center above: Our very own fuel truck. Above right: Tom Cufley performing a routine walk around before flight departure. Right: Judy Counsell, our Senior Ticket Agent busy at work. Below left: Mechanics checking out the aircraft. Below right: Our Maintenance Crew.





## TRIBUTE TO HAL

Hal Wallis, Vice-President- Passenger Service & Sales, went into semi-retirement November 1, 1975. It is semi-retirement because Hal is on a part time consulting basis with the Company.

As most of you know Hal has spent nearly all of his working career in the aviation field. He started way back in 1931 with Northwest Orient Airlines when they had ten passenger aircraft and a fleet about the same size as ours is today. Hal worked for Northwest as a licensed dispatcher and earned a radio and avionics license. In 1940 Hal went to work at Boeing Field Seattle for the FAA in a new position that had just been created, the Aircraft Controller. He quickly worked his way up to Acting Chief Controller. After the FAA it was on to West Coast Airlines in 1946. Hal soon proved himself well and became Supervisor of Avionics and Communications. Soon to follow was the position Assistant Vice President of Sales in 1963. Hal stayed on with AirWest until his retirement in 1971 and for the next two years he served as a consultant to AirWest.

But of course we know Hal as a Cascade Vice President that has generously contributed his talent and vast airline experience to the company. He started with us in May of 1973 and the rest is known history.

Retirement means that Hal will be able to give more time to an array of personal interests including; gardening, amateur theatrical work (Hal was once a singer in burlesque!), he is also helping to reactivate an historic steam engine train run near Snoqualmie Falls (trains are one of his favorite hobbies) and of course he will be able to spend more time with his wife in helping her run the "Play and Party Shop" in Bellevue. Last but not least, he will be able to pursue his Airline Consulting Career.

The list of his past/present activities, accomplishments, awards and contributions go on and on. We cannot do it justice here. Suffice it to say, we wish Hal the best and are very happy that he is only going into semi-retirement.



## THE PRESIDENT'S CORNER



**MARK CHESTNUTT**

The first comment I would like to make is to commend Dee Dee Maul for her good work in getting this newsletter published. If it weren't for her efforts I am sure we would not be having another one at this time. While on that subject, I would like to encourage everyone who may have some ideas or material for the newsletter to be sure and send it in to Dee Dee. I'm sure she will appreciate whatever help anyone can give her on this project.

Barring the misfortune of any more accidents or serious mechanical problems such as gear failures, I believe we will begin to see an improvement in our operation from now on. We seem to have our engine problems under control now, at least to the point that we shouldn't have extended aircraft down time if we do have another bearing problem.

These premature engine removals due to defective bearings, the gear failures, and the accidents, have caused us some severe setbacks this year. In addition to lost revenue, we have suffered a very tarnished reputation for unreliability and overall poor performance. This poor performance hasn't seemed to cause a decrease in boardings in most of our system, however the Boise route has been affected quite badly by schedule disruptions. Many people have begun to drive to Lewiston to take Air West to Boise since they don't feel they can depend on Cascade. This is the type of attitude we must change by keeping on schedule as closely as possible, minimizing the number of mishandled bags and reservations, and putting forth every effort to be courteous, helpful and as efficient as possible. We will have to strive for excellence more now than ever, to regain the faith and confidence of our customers.

Although we have experienced some serious problems this year, I feel that we are over the most critical period, and should be able to look forward to some pretty good months ahead, even though it's the winter months we now have to deal with. I would like to urge everyone to review winter procedures carefully so that when we do have weather diversions, cancellations, and delays we will all be able to handle them in a professional manner.

Just a few words about the commuter industry now. There is a considerable amount of activity on the national level to find the best way of making commuter carriers a really official and integral part of the national air transportation system. The C.A.B. has a committee working on the question of certification for commuters, which I believe is likely to happen in the next year or so. Not all commuters want certification, especially the smaller ones. Those who do elect to become certificated will then be capable of drawing subsidy on certain routes, will be able to participate in the government loan guarantee plan, and in general will be officially recognized by the government and the rest of the airline industry. There are advantages to certification, but there are also certain disadvantages, including considerable additional expense. When and if it comes about, we will then determine whether it fits our company or not.

Certification is only one of the possibilities being considered. There is a certain element within the industry which feels that all the needs of commuter airlines can be met without certification, but though the industry has made significant progress in the last few years, I don't believe we will realize full recognition without a certificate.

In closing I would like to take this opportunity to sincerely thank each and every employee for your support and dedication during the past year and I want to wish you and your families "Season Greetings" and a Happy New Year.

## 5 YEARS V.P., LEGAL



**MAX D. CRITTENDEN**

Our company attorney became associated with Cascade over 5 years ago. A practicing attorney with offices in Seattle, Max is also Vice-President Corporate Affairs and a Director of Cascade Airways. Frequently involved in our corporate affairs, Max has been through many of the trials and tribulations involving Cascade's growth. Although the complexities of our Corporate obligations continue to grow as well as his own practice, he still finds time to ski, golf, and make a few touch and go's in his airplane.