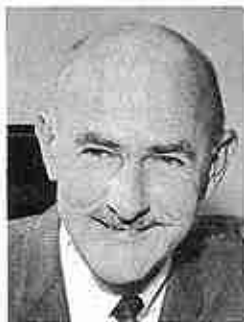




EVA GABOR, television's star of "Green Acres", waves as she prepares to board a PSA flight from Los Angeles to San Francisco recently. Once aboard, Miss Gabor was so impressed with the stewardess petti-pants that she persuaded the girls to send her a pair. PSA General Sales Manager, Dwane Wittmayer, took care of the order personally and sent his regrets that he couldn't deliver them in person.

## Letter From The President

*J.F.A.*



J. Floyd Andrews

Rumor time is here again, therefore I'd like to dispel some and confirm others. Let's start with those that are true.

In this issue of Skylines, PSA confirms that applications are now before the PUC for new air routes into Orange County and Ontario International Airport. We feel these markets are growing so rapidly that there is a definite need for fast, frequent and economical air service in these areas.

Secondly, passenger totals and earnings are showing healthy increases across the board.

Thirdly, the new main office and hangar facilities in San Diego are taking shape and should be completed as scheduled by next February.

To dispel any rumors concerning PSA merging with another airline, let me state: We have no interest in buying, merging, acquiring, etc. any other airline for this very good reason. None that we see have the potential PSA ultimately wishes to provide for our company. In short, they have nothing we want. Indeed, we would be limiting the scope of PSA's operation and the goals we wish to achieve.

Just thought you would like to know the facts.

## Applications Before PUC

### PSA Proposes Ontario, Orange County Service

Applications have been filed by PSA with the California Public Utilities Commission (PUC) for two new air routes. Public hearings on PSA's bid for Orange County service were completed on June 19 and an application for Ontario International Airport service was filed on July 3.

PSA proposes Orange County service to San Diego, San Francisco and Sacramento. Ontario routes would include San Francisco and Sacramento. Initially, PSA proposes four round-trips daily from Ontario to San Francisco with two of these continuing on to Sacramento.

Orange County service would begin with four flights a day. Two of these flights would originate in San Diego and continue on to Sacramento. Of the four Santa Ana flights to San Francisco, three would continue on to Sacramento.

#### ONTARIO SERVICE

Ontario to San Francisco fares are applied for at \$13.33 on Lockheed Electra Jets and \$15.24 on Boeing 727 and DC-9 Fan Jets. San Francisco to Sacramento service would be an additional \$6.35 on all types of aircraft.

"PSA has guaranteed Californians the finest air service in the world," said PSA President, J. Floyd Andrews. He continued, "To keep this pledge we must continue to expand the frequency and convenience of

our service and offer the most modern equipment available." Meeting California air travel demands, PSA extended its route structure to include Sacramento with service to Los Angeles and San Diego last February.

"PSA has made an extensive investigation of the Ontario market," said Andrews. "It is estimated that more than a half-million Californians live in the area immediately surrounding Ontario. By 1970, the counties of San Bernardino and Riverside, combined with East Los Angeles and North Orange, are forecast to have a population (Continued on Page 3)

## 3-for-2 Stock Split Payable on July 11

The Board of Directors of PSA has declared a 3 for 2 stock split to be made in the form of a 50% stock distribution to stockholders of record on June 14, 1967, to be distributed on July 11, 1967.

One share will be distributed for every 2 shares held on the record date.

The board also increased the cash dividend to 21¢ per share from 19¢ per share payable on July 11, 1967, to stockholders of record on June 14, 1967.

The 21¢ dividend relates to the shares presently outstanding

## PSA Flight Director Named Executive Vice President

William R. Shimp, 42, was recently named Executive Vice President of PSA by the airline's board of directors. Executive Vice President is a newly created position and Shimp's duties will be in addition to those he has as W. R. Shimp Vice President and Director of Flight.



Shimp has been with PSA

since it was founded in 1949. Prior to joining PSA he served as a U.S. Air Force pilot from 1943 to 1946.

Named Director of Flight and Vice President of PSA in January, 1966, Mr. Shimp will continue to be in charge of all PSA flight, including crew training and PSA's commercial pilot training program. He makes his home in San Diego with his wife, Jean, and their three children

## Ten-Foot Cake Marks PSA's First Year Of Rapidly Growing San Jose Service

PSA held a birthday party in San Jose on May 18 to celebrate the completion of its first year of service in Santa Clara County. Refreshments included a birthday cake shaped like a PSA jet, large enough to cut 1,000 pieces.

In an open letter to Santa Clara County residents PSA President J. Floyd Andrews stated, "We are

proud to be a part of your community and we pledge to continue to give you the best possible air service at the lowest possible fares."

Since PSA service began between San Jose and Los Angeles the airline has more than doubled its number of flights offered, climbing to 128 flights per week from an initial service of 60 flights. Seat capacity available

in-and-out of San Jose has jumped to well over the 2,000-per-day mark with most flights continuing on to, or originating from, San Diego.

In San Jose, PSA offers nine southbound and ten northbound flights each weekday -- five Boeing 727 Fan Jet and four Lockheed Electra Jet flights southbound with an additional Boeing flight each weekday northbound. Extra flights are scheduled for weekends and holidays.

During the year PSA also began service from Los Angeles to Sacramento, and is now applying for Orange County air routes. The airline presently serves San Jose, San Francisco, Oakland, Sacramento, Los Angeles, Hollywood-Burbank, and San Diego.

Beginning operations in 1949 with a leased DC-3, PSA now maintains a fleet of seven Boeing 727 Fan Jets, six Lockheed Electra Jets and one Douglas DC-9 Fan Jet. A second DC-9 is scheduled for delivery in November, and nine additional aircraft from Boeing are on order.



LONG BIRTHDAY--Its first birthday of scheduled service between San Jose and Los Angeles was marked recently by PSA as it served a 10-foot-long cake in the shape of a PSA Boeing 727 jet which provided more than 1,000 slices for patrons at San Jose Municipal Airport. From left are PSA station manager Fred Hall, stewardesses Terry Rogers and Sandy Andrews, and San Jose District Sales Manager Dave Stigall.



**PSA**

PACIFIC SOUTHWEST AIRLINES

**SKYLINES**

SKYLINES is issued monthly by Pacific Southwest Airlines for its 1400 employees and the passengers aboard PSA's more than 700 flights a week between the California cities of San Diego, Los Angeles, Hollywood-Burbank, San Francisco, San Jose, Oakland, and Sacramento.

J. Floyd Andrews ..... President  
 EDITOR ..... Jeffrey S. Butler  
 STAFF ASSISTANT ..... Maurine Sills

Printing is done at PSA's main office, 3100 Goddard Way, San Diego 1, California.

Contributions—including letters to the Editor, news items, photos, and suggestions—should be sent to the above address by the first of each month.

## New PSA Pilot Training Class Offered at S.D. Mesa College

Applications for the fall semester are now being accepted by San Diego Mesa College for a new General Aviation course as well as Commercial Airline Pilot Training. These flight training courses were developed in conjunction with PSA. The first program was offered last year.

This year's new General Aviation program is aimed at training students for a career in private or light aircraft piloting and as commercial flight engineers. It consists of 207 flight training hours with 197 of these being in single engine aircraft. Total cost is about \$4,000.

The Commercial Airline Pilot Training program which began last year results in a commercial multi-engine rating with instrument license from FAA. It involves 300 hours of comprehensive flight training, with 186 hours allocated for multi-engine aircraft. The cost is near \$10,000. Graduates will be ready for employment with any airline.

Both programs will result in the awarding of Associate of Science degrees by San Diego Mesa College.

The actual flight training will be conducted by PSA at Montgomery Field and other San Diego area facilities. Other classes such as English, Mathematics, and Physics which normally lead to an Associate in Science degree will be held at the college.

## Planning Commission Gets "Birds Eye View"

San Diego's City Planning Commission took a "Bird's Eye View" of the city's South Border Area aboard two PSA helicopters recently. The purpose of the trip was to better determine proper zoning and development prospects through the year 2000.

Fifteen specific areas, including the salt works, new freeway system, border areas, and Otay Valley were viewed from the air.

Commission chairman Tony Bachman, and Commission members Victor Lundy, Robert Cleator, James Goff, Reed Barrett, and Ken Klein were joined by Deputy City Attorney Alex Harper on the flight.

Students meeting California junior college resident requirements will have free tuition and pay only for specialized flight training.

Applicants should contact Dean of Students, San Diego Mesa College, 7250 Artillery Drive, San Diego, Calif. 92111.

## "727" Out Jumped, Not "Outclassed"

On April 30 the Jumping Frog Jamboree, sponsored by the San Dieguito Junior Chamber of Commerce was held at the San Diego County Fairgrounds.

At precisely 2 pm "727", the PSA entry hopped in at the fairgrounds accompanied by stewardess Gail Gibson, aboard a PSA Jet Ranger helicopter.

By late afternoon it was evident, "727" was not up to par. Bell Helicopter's entry was even outjumping "727".

What happened? An investigation was immediately undertaken to determine if there was foul play.

The answer. During flight from San Diego, "727" escaped and, according to Gail, hit his head on the roof of the helicopter.

Was "727" injured? We leave it to you. Would a self-respecting PSA jumping frog allow himself to lose face were it not for injuries in the line of duty?

## Doug Kelley Honored at Company Party As First to Retire in 18 Year History

Douglas T. Kelley, PSA's first employee to retire in the airline's 18-year history, was honored along with other employees for length of service at the company's annual

dinner dance which was held on May 6 at the Hotel Del Coronado.

More than 900 attended the dinner. PSA President J. Floyd Andrews presented Kelley with a surprise gift of huge gold watch which measured more than two feet in length with chain. Engraved on the fob was "Its About Time", and on the reverse said, "You Let Us Thank You."

Length of service pins were then presented to the following employees: 15-Year—DeAmmond Anderson, Reginald Beane, James Knapp, Spencer Nelson and Norman Waters. 10-Year—Val Bronson, Leland Corporan, Joseph Hawkins, William Lake, Allan Lindemann, Gordan Lindner, Nancy Marchand, Charles McClain, Bill Ray, Melvin Setterlund, Harry Somers, John Turner, Eugene Walker.

Kelley was one of PSA's first employees, and before his retirement had been a Vice President and member of the Board of Directors.

Known for his corn-cob pipe and good-word-for-every-one, Kelley is still a familiar face at PSA and continues to be a part of the PSA family.



DOUG KELLEY howls with surprise as PSA President, J. Floyd Andrews presents the 'Gold Watch' designating retirement.

## Hollywood-Burbank Attracts Commuters With New Flights, Facilities, Parking

More than a name was changed when Lockheed airport was given a space-age face lift. Extensive modernization and impressive structural changes have turned the once average airport into a sparkling, luxurious stop-over for air travelers.

The old Lockheed airport, now named Hollywood-Burbank airport, is an example of the ability of a dynamic industry and a progressive community to keep pace with the changing demands of exploding population and the air transportation business that must serve it.

The history of this airport goes back to 1929 when the Burbank Chamber of Commerce mounted a campaign to have the proposed Los Angeles

airport situated in their community.

It was the first million-dollar airport in the United States and is still the largest and most active privately owned airport in the country from the standpoint of commercial air operations.

Lockheed soon became the headquarters for Los Angeles and the Southwest for the interstate non-scheduled, and the intra-state carriers for flights between Burbank, San Diego, San Francisco, and Oakland.

Ultimately, the major air carriers recognized the potential of this market and began their tourist, coach and excursion services.

### MORE PSA FLIGHTS

PSA, one of the many airlines now use the Hollywood-Burbank Air Terminal, increased the passenger service by fifty per cent, effective June 19.

There are now a total of five Lockheed Electra Jets and one Boeing 727 Fan Jet flying daily between Hollywood Burbank, the San Francisco Bay area, and San Diego.

### OPTIMISTIC

"PSA is optimistic about the market potential in the Hollywood-Burbank area and feels that the increased service is necessary in order to better serve the citizens of Hollywood and the San Fernando Valley," said PSA President J. Floyd Andrews.

General Sales Manager for PSA Dwane Wittmayer said, "We feel that Hollywood-Burbank is destined to assume a larger portion of the Los Angeles air travel market in

the future since it takes less time for the commuter to use this terminal with its close-in parking, nearby gate facilities, and convenient luggage pickup."

### SAVES TIME

Reese Davis, President of the Metropolitan Bank in Hollywood made a test run from downtown Hollywood to the air terminal. "I clocked the mileage and time from Hollywood and Vine and found it took seventeen minutes to travel and park in the terminal parking lot," he said.

Plans are in progress to increase materially the parking space available. This will be done either by relocating one of the aircraft hangars that is now near the passenger terminal building and turning this area into a parking area or double decking as much of the parking space as is needed to accommodate the public.

### EXCELLENT DINING

Davis also tried out the new dining facilities and found them excellent.

"We decided to lunch at the beautiful newly decorated and appointed dining room. The luncheon menu was varied and reasonable but the buffet attracted our attention and we enjoyed a lovely variety of cold and hot dishes, with the prime rib being especially tasty," he said. The buffet has over 50 dishes and diners may return for selections as often as they wish.

The new dining facility is on the lobby level and has three separate rooms, the Red Room for dining, the Blue Room for cocktails, and a Coffee Shop.



CITY PLANNING COMMISSION of San Diego gathers around Victor Lundy to see a map of the South Border area.





1,000,000TH PASSENGER for the year, Dorothy Anderson, beams as Sacramento Sales Manager, Jack Stoops, presents her with complimentary passes aboard PSA and a model aircraft.

## 1,000,000th Passenger Boarded Early In Record Traffic Year for Airline

PSA passenger totals for the first five months of 1967 show a marked increase over 1966 totals for the same period.

"We predict passenger totals will top the 3 million mark this year and continue to rise as the air travel market enlarges and PSA extends its service to other California cities," stated PSA President J. Floyd Andrews.

PSA established another milestone in the rapidly expanding California air travel market when it boarded this year's 1,000,000th passenger a month earlier than last year.

This year's passenger, Dorothy Anderson of 5145 So. Grande Vista Drive, Whittier, boarded PSA Flight 484 in Sacramento at 4 pm May 11, for a flight to Los Angeles.

Jack Stoops, PSA Sacramento Sales Manager, presented the 1,000,000th passenger with a complimentary round trip pass aboard PSA and a replica of the airline's 727 Fan Jet.

Los Angeles welcoming ceremonies were conducted by Peter Benson, PSA Los Angeles Sales Manager.

This is the earliest in the year that PSA has boarded its 1,000,000th passenger. Last year the magic number did not occur until June 16th.

PSA carried a total of 724,660 passengers during this year's first quarter, ending March 31, 1967. This is 239,816 more than was carried

during the same period last year.

Passenger totals broken down by months:

|      | 1967    | 1966    | Increase |
|------|---------|---------|----------|
| Jan. | 227,727 | 165,777 | 61,950   |
| Feb. | 220,192 | 152,628 | 67,564   |
| Mar. | 276,747 | 166,439 | 110,308  |
| Apr. | 244,473 | 204,154 | 40,319   |
| May  | 258,715 | 207,998 | 50,717   |

## PSA's New Route Applications

(continued from Page 1) between two and three million."

Ontario Airport, approved by the Federal Aviation Agency as meeting the runway and traffic requirements for an International port, is being considered as a satellite for the Los Angeles International Airport system.

On July 6, a merger proposal set forth by the Los Angeles Department of Airports went before the Los Angeles City Council. As a satellite for L.A. International, the authority proposes complete control over Ontario and expansion plans nearing the \$30 million mark.

In 1966, Ontario International Airport serviced more than 200,000 passengers. The L.A. Department of Airports envisions potential traffic of 15,000,000 per year for Ontario by the early 1970's.

Ontario is 35 miles east of downtown Los Angeles and

## PSA Pilots Make Trial Runs at Boeing In 737s Which PSA Now Has on Order

PSA's Board of Directors exercised an option for the purchase of two more Boeing 737 Fan Jets, PSA President J. Floyd Andrews announced.

The purchase price was \$3½ million per aircraft and delivery dates have been set for November and December, 1968.

Last July, PSA announced an order for the purchase of nine Boeing jets plus two on option for a total package cost of \$53 million. The Boeing 737 purchase today was exercised under this contract.

The \$53 million Boeing order assures PSA of receiving seven 727-200 series jets and four 737-200 series aircraft. The 727-200 will seat 158 passengers compared to the 122 seat 727-100 presently operated by the carrier. The smaller 737 will seat 106 passengers.

Delivery dates for the order include a Boeing 727-200 in January of 1968 with delivery of the 727-200s completed by July of 1968. The first of the 737-200s will be delivered in August of 1968.

Boeing's first two 737 twinjets completed a total of 100 hours of flight testing June 1. Operating from Boeing Field at Seattle, the 737s have flown



PSA FLIGHT CAPTAIN Don Dolan, left, is briefed on the new 737 instrument panel by Boeing's flight instructor, Brian Wygle before making a trial run in the aircraft.

a total of 74 flights.

The number one twinjet, a Boeing-owned aircraft, has logged more than 78 hours in 49 flights. The other jetliner, in the colors of Lufthansa German Airlines, has completed more than 22 hours in 25 flights.

The Lufthansa 737 took off

on its maiden flight May 13 and started Federal Aviation Administration testing on the second day of its flight test program. The FAA tests have centered on engines and aircraft systems.

### DOLAN FLIES 737

Thirty-four pilots have flown the 737, including those from 16 of the 19 airlines which have ordered the jetliner. PSA's Capt. Dolan was one of the pilots making trial runs in the new plane.



Boeing officials say the pilots have been unanimous in their praise of the handling qualities of the short-range jet transport.

### 737-200 TESTS

The flight test program continues on schedule with the addition of two more 737s this summer. Two long-bodied versions, Model 737-200s will also be added this summer completing the six-plane flight test fleet.

approximately a 1½-hour drive from L.A. International.

### ORANGE COUNTY

"All of the Orange County communities are growing rapidly and the area's air travel requirements are increasing so greatly that we feel the residents need to be connected to the State Capitol and San Diego with dependable, convenient air service," stated PSA President, J. Floyd Andrews.

He pointed out that the San Diego tourist interest in Disneyland and the Angel's games, plus Orange County businessmen who must travel between cities create the need and warrant attention.

The pioneer in low fares throughout California, PSA proposes Lockheed Electra Jet service between Santa Ana and Sacramento via San Francisco at a \$19.68 one-way fare. Santa Ana to San Francisco fares would be \$13.33 and San

Francisco to Sacramento fares \$6.35.

San Diego to Santa Ana fares are proposed at \$6.35 with San Diego -- Santa Ana -- San Francisco fares as low as \$17.78.

Initially, PSA proposes four flights a day in and out of Orange County. Two of these flights would originate in San Diego and continue on to San Francisco and Sacramento. Of the four Santa Ana flights to San Francisco, three would continue on to Sacramento.

"Orange County deserves the best possible air service with frequent, on-time schedules at prices which are appealing," Andrews continued.

PSA proposes to begin service with a fleet of Lockheed Electra Jets, then in the future provide continued service on the latest, most dependable aircraft available.

## Jet Engine and Parts Donated by PSA For Clairmont High School Training

PSA will soon be helping high school students learn to repair and maintain jet engines.

A 1,200 pound airplane engine and hundreds of spare parts will be awaiting Clairmont High School students when they return to school next fall. The engine and parts were donated by PSA.

Lee Castle, auto shop instructor at Clairmont, said the engine has been added to his program for the benefit of budding aircraft mechanics. Castle was an aircraft mechanic for 20 years while in

the Navy.

PSA's donation of the engine, complete with covering nacelle, was arranged by the University City Federated Women's League, Inc., a women's service organization.

The idea of providing the engine to the school was born when league members, including Mrs. Gordon B. Tinker, wife of a PSA Captain, toured the school last year.

"We think this will be the first effort at instruction in aircraft mechanics in any high

school in the country," said Mrs. William Turner, Jr., League President. "And we feel there is a definite need for it. It will bring the boys into the jet age."

Castle said the power plant, from a Lockheed Electra transport, will not be run but will be maintained in operational condition by student mechanics.

Students will be invited to study an accompanying manual and to repair and maintain the turboprop power plant.



JOHN GILLIS, PSA's chief inspector, is seated nearest the head table during Boeing's Maintenance Planning Conference.



# 49 New Stewardess Wear PSA Wings



14 GRADUATES pose for a class picture. From left, Kristina Kennedy, Linda Axater, Karen Michaels, Sherry Leach, Susan Fitzwater, Margaret Kneuer, Sally DeVinney, Kay Hill, Deborah Spangle, Janice Merrill, Cheryl Westfall, Teresa Rogers, Anita Jackson and Lana Copeland.



NEW STEWARDESSES in the last class are, from left, front row, Chery Miller, Mary Jack, Frances Hansen, Dorothy Naughton, Vicki Rashall, Rose Mercurio, Shirley Wright, Edith Field, Brigitte Krause, Cheryl Gundred, Karen Bolander, Teresa Avilez. Back row, from left, Sue Hann, Jane Gale, Janice Fredericks, Lorraine Green, Vicki Wagner, Teresa Blakeley, Jeanette Jackson, Karen Franske, Dorothea Pargoff, Barbra Heath, Charlene Scommedau, Muffi Burke, Joan Sevier, Nadine Childers, Cynthia Serpa, Pricilla West, Tonia Detwiler, Jo Brothers, Leslie Allan, Conni Deckard, Joanne Grissom, Teresa Keegan.



DOROTHY COLLINS presents new PSA stewardess wings to Margaret Kneuer during graduation ceremonies.

## PSA Graduates 2 New Classes

Two classes were recently graduated by the Pacific Southwest Airlines stewardess department. There are 49 new stewardesses wearing PSA wings, with 14 being graduated in the first class and 35 in the last.

Dorothy Collins, who was appearing in "Peter Pan" at the Circle Arts Theatre in San Diego, presented wings to the 14 graduates.

Bob Dale of KFMB Television, channel 8 in San Diego, was Master of Ceremonies and presented wings to the last 35 graduates.



BOB DALE of Channel 8 television congratulates Karen Franske following the presentation of wings.

## PSA Stewardess Make California News

A large percentage of PSA stewardesses hold beauty titles before employment and some gather a few laurels afterwards too.

Three of the most recent and newsworthy ones with new titles are pictured on this page. They are:

**MISS SAN DIEGO**, Cynthia McCabe, who vied with her twin sister Sandra for the crown, is sandwiching in pub-

lic appearances between her heavy flight schedule.

**MISS EAST SAN DIEGO**, June Moore, recently was also a runner-up in the **MISS FAIREST OF THE FAIR**, contest in San Diego.

**MISS NATIONAL AIR RACES**, Judy Bailey, was chosen in Reno, Nev., in competition with stewardesses from 15 other airlines for the Queen of the Air Races title. Judy has also been featured in a recent PSA advertisement.



FRENCH bread covers Janice Merrill as Brian Akerman helps her aboard a PSA jet where the surprise gifts will be distributed to passengers. Not Janice, silly, the bread, sausage and wine.



MISS SAN DIEGO, Cindy McCabe, wears her new crown proudly following stiff competition in which her twin sister, PSA stewardess Sandy McCabe was a runner-up.



MISS EAST SAN DIEGO, stewardess June Moore, is crowned by last year's queen. June later placed in the "Fairest of the Fair" contest.



MISS NATIONAL AIR RACES, Judy Bailey, is congratulated by Nevada Lt. Gov. Ed Fike as he presents her a giant trophy and bouquet of roses following the contest. Judy will reign over the National Air Races in Reno this September.