

Letter From The President



J. Floyd Andrews

Saving \$100 a month for the next year could make it possible for your neighbor to enjoy the same trips that are available to you as a PSA employee through interline travel privileges.

For a token fee, PSA employees can fly to Mexico City, London, Rio de Janeiro, tour Scandinavia or visit the European capitals, just to mention a few. Most of these special interline tour packages cover all expenses including positive air and ground transportation, lodging, meals, sightseeing and all airline transfers.

Fifty-five PSA employees are scheduled for the \$88 London trip and the \$98 Rio tour. There is only one catch. They had to make application. Have you ever done so?

All full time employees who have been with PSA more than two years are eligible for interline travel. Most carriers extend this privilege to spouses, dependents and some airlines even include parents.

If you are budget conscious, California travel on PSA is also available. All PSA Disneyland, Bay Area and San Diego tours are open to employees. Pick up a brochure and see how inexpensive it is to take your family on a California trip which includes hotels, rent-a-car and dinners. Deduct the cost of the PSA flight from the total package price and you may be surprised at how inexpensive it can be.

Check the latest bulletins, then request your passes through Judy James in the San Diego main office.

First PSA Stewards Complete Training Graduate With 19 New Stewardesses



FIRST PSA STEWARDS receive final approval of their new orange blazers from PSA President J. Floyd Andrews before their first flights. New stewards, from left, Allan Honda, Peter Ngan, (Andy), Donald Hom, Howard Jaw and Clement Levng will work on all super-jet flights.

Six men were graduated with 19 new Pacific Southwest Airlines stewardesses recently, marking the first stewards for the intrastate carrier and adding a different twist to PSA's 158 passenger Superjet flights in California.

The stewards and stewardesses were graduated in ceremonies in the mockup of Lockheed Aircraft's 300-passenger 1011-jet at Burbank.

"PSA's stewards were trained in all phases of the flight attendants job at our San Diego train-

ing facilities," said PSA-President J. Floyd Andrews.

He added, "Since the men won't have the stewardess qualification of pretty legs we have given them an edge for passengers popularity. They will be serving most of the cocktails on our Superjet flights."

PSA training instructor Monique de Forrest, explained that all in all our stewards added a great deal to the training. "We had more fun, plus found the extra manpower was a decided help during emergency operating

Passengers Praise PSA Greenbacks Thanks to Bonnie

Thousands of Californians have received a prompt and efficient refund for price differences between Boeing and Electra tickets, thanks to Bonnie Johnson, who originated the idea of the PSA GREENBACK.

"Little" Bonnie, as she is known around the main office, is supervisor of the refund department, and thought of the idea after being plagued with requests for refunds amounting to \$5 or less.

The GREENBACK may be issued on board the aircraft, and can be used towards purchase of a future PSA ticket, in-flight cocktails, credit on PSA ticket charges, or for a cash refund.



BONNIE JOHNSON checks annual figures of the PSA GREENBACK which she successfully originated over a year ago to handle refunds for fare differences.



PSA'S NEW MAIN OFFICE-HANGAR facility nears completion as massive steel trusses are secured and roofing of five-plane hangar gets under way. Tieback sections weight 16 tons and will support the 400 ft. wide hangar plus the three-story administration building which will give PSA 3 1/2 times its present space.

PSA's New Home Office Rapidly Nears Completion

"PSA's new home is rapidly taking shape at the new administration-hangar facility site off Harbor Drive in San Diego," says Pierce Rex, who is project manager for the general contractors, Haas & Haynie.

Massive steel trusses were hoisted into place recently for the combination hangar and three-story office building which is the key part of a \$5 million project which will give PSA a permanent home base in San Diego.

The project also includes a blast fence, which is already in place, taxi aprons and demolition of former office and hangar facilities to allow a 750-foot setback from the centerline of Lindbergh Field. Possibly, a two-story parking garage for PSA employees may be added in the future.

FIVE AIRPLANE HANGAR

The new hangar, 47 feet high, 150 feet wide and 400 feet long, will be the largest commercial facility of its type in San Diego. It will be able to handle five large aircraft at one time compared with only one in PSA's present hangar.

PSA cost accountants estimate that the new hangar will save hundreds of thousands of dollars annually due to the increased space for faster aircraft overhaul and inspection. In addition, it will provide more efficient facilities and centralization of component parts and supplies.

500-TON STEEL FRAMEWORK

One of the major factors which will help reduce the annual maintenance cost is the hangar's new

500-ton structural steel roof framework. Fabricated and erected by Bethlehem Steel Corporation, it will provide increased floor space by creating a completely column-free area on the slab below.

Principal feature of the frame is a 155-foot cantilever, made

(Continued on Page 2)



CEMENT is poured into molds which form sections of the blast wall being erected adjacent to the new facility. Blast walls are necessary as a back-up to start jet engines, and will line both sides of the maintenance area.

training," she said.

PSA's new Boeing 727-200 stretch jets prompted the use of male stewards since four flight attendants are required for passenger service on this aircraft. There will be one steward and three stewardesses on cocktail flights.

Graduates were impressed with the size and working conveniences of Lockheed's 1011 new generation luxury airliner in which they were presented their PSA wings. An atmosphere of spaciousness is created with double-aisle seating arrangement. Lockheed's 1011 is designed for use in the 1970's and '80's by domestic airlines.



DONALD HOM receives steward induction from stewardesses, from left, Jan Macy, Paula Maddox, Betty Brayer and Karen Krull.



SECOND BLAST WALL is inspected by Paul Sweeney, center, general superintendent for building contractors Haas & Haynie, as workers Bill Suttles, left, and Russ Groening secure cement section of precast.

PSA Announces \$69,000,000 Aircraft Order; Fifteen Jets Scheduled for Delivery in 1969

An order for 15 additional Boeing jets with a total package cost of \$69,062,658 has been announced by Pacific Southwest Airlines' President, J. Floyd Andrews.



PREPARING for delivery of 10 long-body 737-200s, PSA maintenance personnel attend a 20-day Airframe and Systems course at the Boeing Maintenance Training School at Renton, Washington. Left to right are, FRONT ROW, Karl Flick, line mechanic; James Barber, inspector; James Hudson, airframes mechanic. BACK ROW, Theodore George, line mechanic; James McFadden, mechanic; Edward Carpenter, line mechanic and Michael Muluihil, lead mechanic.

Future West Coast Airports May Sport Offshore Runways

Engineering News-Record reports that Seattle, Los Angeles and San Diego are considering such projects. In Seattle, planners are contemplating the construction of a floating airport in Puget Sound.

West coast jet airport planners, plagued by strong community resistance to locating and operating airports on land are now searching the sea for possible sites.

In Los Angeles, construction of an airport about 5 miles west of Los Angeles International Airport in the Pacific Ocean is being considered. Los Angeles has appointed consultants who will do a preliminary study of a "seadrome" concept that might take the form of a super aircraft carrier.

In San Diego, Mayor Frank Curran recently advanced the idea of a 2-mile-long landing strip jutting into the sea from an intercontinental supersonic jet airport. According to the Mayor, the airport could be developed in conjunction with a proposed cut through Coronado Silver Strand for a second entrance to San

Diego Bay, which is currently under study by the Army Corps of Engineers. Believing the cut could produce enough material to build an airstrip towards the sea from the strand, the Mayor commented: "It would be the world's first supersonic airport completely isolated from a nearby populated area."

CONSTRUCTION

(Continued from Page 1)

possible by seven trusses on 50-foot centers. Trusses vary from 5 feet to 15 feet in depth and were fabricated from wide-flange structural shapes 12 inches deep varying from 30 to 133 pounds per foot. Principal shop and field connections are with high-strength bolts.

The seven 155-foot-long hangar roof trusses are supported by means of tie-backs made up of two 21-inch wide-flange beams with a 5/8-inch vertical web plate welded between them. These tie-backs are joined to mast columns and beams in the exterior walls of the third-floor framing systems of the connecting administration building.

The order, which is the largest aircraft purchase in PSA's 19-year history, will have the airline receiving nine 727-200 series jets and six 737-200 series aircraft. The 727-200 seats 158 passengers compared to the familiar 122-seat 727-100. The smaller, twin-engine 737 seats 110 passengers.

Delivery dates for the new order include two Boeing 727-200 in April, 1969, three in May, two in June, one in July and one in August of next year. The purchase price is \$5,421,462 each for a total package of \$48,793,158.

737-200 delivery dates are scheduled for two in June, 1969, one in July and three in August at a cost of \$3,370,825 each with the total being \$20,269,500.

In making announcement of the \$69 million order, Andrews said: "Long range planning is necessary in order to meet the needs of California's rapidly expanding air travel market with the most modern and up-to-date equipment available. This order, like the \$53 million order PSA placed in June, 1966, that PSA is taking delivery on this year, will prepare us to better serve the California cities in which we presently operate, those for which we have made application

with the PUC, and other California cities we plan to serve in the near future."

Andrews explained that PSA's new order, coupled with the aircraft being delivered this year, will allow the airline to replace its six Lockheed Electra jets and its Boeing 727-100s with the more modern and economical 727-200 series jets.

"This new purchase will facilitate our fleet conversion, make additional aircraft and seat capacity available for route expansion, and reduce aircraft maintenance and operating costs," said Andrews.

Last year, PSA operated a fleet of six Electras, eight Boeing 727-100 and one DC-9. Delivery of the first 727-200 in PSA's \$53 million order of 1966 came in mid-December, 1967, and the second 727-200 last month. Under this order PSA will take delivery of five additional 727-200 this year and four 737-200. A second DC-9 was added to the fleet recently.

Since the introduction of Boeing 727s in PSA's California operation, passenger loads have jumped from an annual total of 1,500,000 in 1964 to 3,346,484 in 1967.

PSA currently operates a schedule of more than 700 flights



JET DELIVERIES in 1968 and 1969 include 14 Boeing 727-200 "super" jets which seat 158 passengers each.

a week between the metropolitan centers of San Diego, Los Angeles, Hollywood/Barbanc, San Francisco, Oakland, San Jose and Sacramento.

Applications are pending before the California Public Utilities Commission for PSA connecting routes to Orange County and Ontario airports. Before the Civil Aeronautics Board (CAB) is a PSA application for connecting routes between California cities and Portland and Seattle.

For PSA's new \$69 million aircraft order, no equity financing will be necessary in order to complete the purchase, nor will any securities with convertible features be sold.

PSA Reservation Hours Expanded Phones Available Around-the-Clock

Twenty-four hour PSA reservation services were made available to Californians on February 15, celebrating the first time in PSA's 19-year history that this service has operated on a full-time basis.

The twenty-four hour phone lines will continue with the inauguration of the new IBM 360 computer system presently being installed at the new San Diego main office-hangar facility.

"This is a result from survey taken in 1967, and again in January of 1968 questioning the need for a 24-hour reservation system," says Dean Hocking, PSA's Director of Traffic. "The evidence was overwhelmingly conclusive that the extra hours are essential to our growth."

In the past, the reservation lines were closed between 1 and

5:30 a.m. All reservation lines go directly to San Diego where 197 reservationists are busy at the centralized center.



TRAFFIC MANAGER, Dean Hocking says early results show the new 24-hour reservation system is being enthusiastically received.

IBM 360 COMPUTER

With the opening of the new PSA office, the centralized center

will process calls with an IBM 360 computer, utilizing the model 2260 Cathode Ray Tube, which will replace the present NCR computer system.

This is the first "television-like" set to be incorporated throughout an airline system for automatic reservations. It will instantly book a reservation, show the passenger's name, his flight and control number, connecting flights, boarding number and auxiliary information such as reservations for rent-a-car and hotel.

Instead of sharing a yes-and-no response machine as operators do now, each reservationist will operate her own typewriter-like keyboard. If a passenger requests a flight that is full, alternate open flights appear on the screen.

PSA's new 24-hour computer system will do today what other airlines are worried about being capable of doing tomorrow.

Novelty Shop Opened By Pilot's Wife

B Tinker, wife of one of PSA's senior captains, has recently opened her own art and gift shop in Old Town, San Diego.

Several PSA employees are displaying their art works in the shop located at 2424 San Diego Avenue.

Among her collections are oil paintings, watercolors, mosaics, repros on canvas, collage, etchings, pen and inks, in addition to a number of original gift items.

Gordon, B's husband, has been quoted saying, he'll continue the financial backing with the stipulation that the shop grows as fast as PSA. Otherwise, it's back to being a housewife.

Babies of the Month



TODD CASEY, born Jan. 7, to Mr. and Mrs. Dave Casey, (Cheryl in the accounts payable department) had to wait 23 days before he could come home as he only weighed 4 lbs 1/2 oz and measured 17 inches at birth.



FUTURE PSA EMPLOYEE? Born recently to George and Pat Heckenkamp is baby Robert. Father is mechanic in engine overhaul, and granddad William Simmons works in PSA production control.



FIVE YEAR ANNIVERSARY -- Celebrating five years with PSA, reservation and accounting employees are presented with cake, five year pins, and silver passes. Seated, from left, are Alice De Mos, Lynn Wilkinson, Becky Varney, Carol Costa and Eileen Bornheimer. BACK ROW, Virginia Ellison, Jan Garthofner, Paulette Michie, and Edith Hitchcock. Joan Winsby, Barbara Cornick, Jean Cummings, Mickie Burnett and Edwina Tate are not pictured, but also are celebrating the five-year anniversary.

Maintenance Keeps Aircraft Parts Busy In San Diego During Non-Flight Hours

"Aircraft engines are kept almost as busy on the ground as they are in the air," says Dave Burness, PSA Director of Maintenance. "Once an engine is pulled off the airplane it goes through nearly a dozen different departments and over 200 men before it is returned to the aircraft and ready to fly again."

The majority of PSA airplanes is brought into San Diego during the evening for maintenance. For this purpose the night maintenance crew employs some 125 mechanics to work all night long readying the airplane for its next flight. Forty-three men are maintained on the day shift with an additional twenty-four working the swing shift in San Diego.

Under the direction of Carl Rogatsy, San Francisco keeps 50 mechanics on duty where they are set up for daily, and turn-around maintenance for the airplanes, in addition to servicing the ones that stay overnight in the Bay Cities.

Ralph Paulson has two full-time men and five part-time men in Los Angeles and Burbank and Paul Saunders is responsible for the crew in Sacramento. These men are prepared for daily maintenance, but in the case of a major problem, trouble-shooter mechanics are flown into the particular city from San Diego.

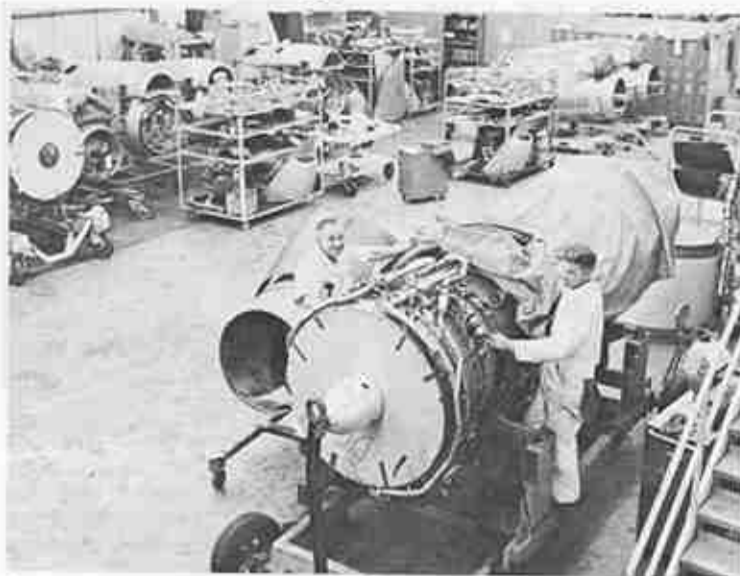
A plane landing in San Diego, that needs engine attention is towed to the maintenance area where the night crew will pull off the engine, place it on huge horizontal lifts, and haul it to the engine build-up shop.

ENGINE BUILD-UP SHOP

During a four-hour process, four mechanics work steadily to completely tear down the engine for parts inspection. All engines are almost completely torn down. Even if the overhaul isn't of a major degree, all parts are still cleaned and tested.

For example, an engine brought in for a turban inspection is stripped of all its parts. "These parts are all cleaned in solvent, then the ones that need further examination are sent to the accessory overhaul shop," says Bill Davis, who is the lead man of the engine build-up shop in San Diego. "Then once the engine is stripped, it is transported to the engine overhaul shop where it stays approximately three weeks."

When a mechanic sends a part to the accessory overhaul shop, it is electrically cleaned in the Saunica, which is electric water that super-cleans all parts. X-ray



ENGINE BUILD-UP mechanics Jack Gierster and Paul Anderson, right, uncover a jet engine to begin dis-assembling the major components for a routine 100 hours check. Night crew removed engine and hauled it on huge horizontal hoist to the build-up shop.

machines are also used to check all hydraulic and sensitive systems.

To provide for the thorough rotation that is required of aircraft engines, the engine build-up shop tries to keep on hand 11 spare Boeing and DC-9 jet engines ready for instant replacement on the aircraft. Five Electro-jet engines are available at all times to maintain constant rotation.

The Boeing 727-100 and 200, Douglas DC-9 and eventually the Boeing 737 jet engines are all basically the same component engine. It is up to the mechanic to build-up the engine for use on one of these particular aircrafts. "The men are all very versatile, and can work in all phases of build-up," says Jim Knapp, assistant supervisor of maintenance. "Actually it is up to this department which position the engine will be used, and for what aircraft the engine will be specially tailored."

ENGINE OVERHAUL SHOP

Inspection, plating, machine and welding shops are the major divisions of the engine overhaul shops, which employs 17 inspectors with 70 full-time mechanics.

"It takes us about three weeks to do a major overhaul," says Herb Moniz, lead man of the test cell, "but our big goal is one a day - and we're getting closer all the time."

Two gigantic verticle hoist have recently been installed in addition to the two horizontals for assembling and disassembling engines in the overhaul shop.

Under the direction of Harold Walraff, the shop can do a complete engine overhaul as well as the simple tasks of replacing an exhaust case or gear box.

Bird ingestion is less frequent now due to the cleanliness and improved maintenance of airports, but occasionally an engine will have to be completely torn down resulting from a FOD, which is a foreign object damage.

RECORDS

The records department in San Diego, keeps track of all aircraft parts, their hourly time, replacement dates, plus planning ahead for daily and weekly inspections. Judy Clayton, who heads the records department, comes to work as early as 3 a.m. some mornings in order to program the computer for daily updates and complete listings.

With the new hangar facilities,



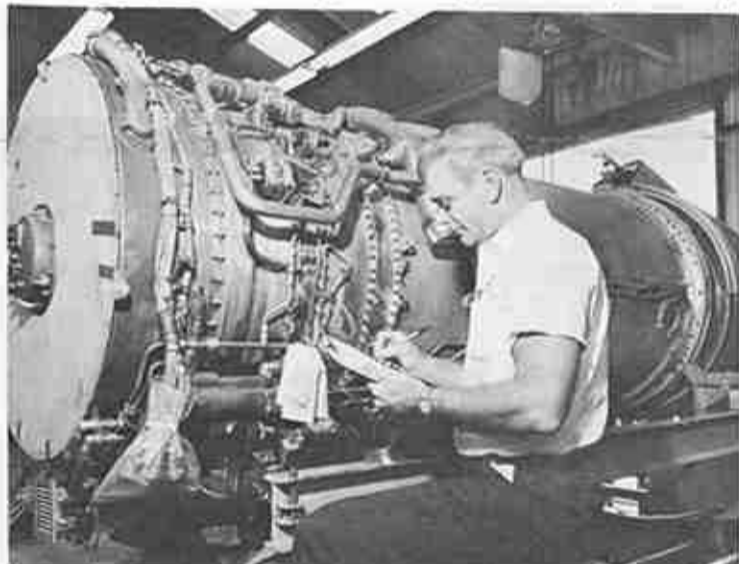
TEST CELL operator Ronnie Walters checks for 14,000 lbs of thrust on test panel which is outside cell block where all PSA engines are run for three hours before being replaced on aircraft.

PSA mechanics will have undercover room for three Boeing 727's as compared to one in the present hangar.

"We are very pleased with our maintenance department," says superintendent Andy Anderson, "and optimistic about our growth with PSA expecting delivery of 11 new jet aircraft in 1968."



HORIZONTAL hoist which goes 10 feet into the ground holds engine which is being rebuilt by overhaul mechanics Neal Smith and Sherm Grant, right.



PRESSURE TRANSMITTER is checked by Bill Davis, lead man of the engine build-up shop before the engine is sent to the overhaul shop for an exhaust case replacement.

F. D. Tupper Joins PSA As Credit Union Mgr.

Floyd D. Tupper has been named the new Office Manager for the PSA employees Credit Union.

In his new position, Tupper will be handling all savings and loan transactions. This includes accepting applications for loans, loan payments, share withdrawals and deposits in addition to welcoming new members.

Formerly, Tupper had been with the San Diego Navy Federal Credit Union where he was manager since 1966. Tupper graduated from Madison Business College in Wisconsin with a major in Business Administration, and served two years as a radio and radar repairman in the U.S. Air Force.

Tupper makes his home in San Diego with his wife Ruth. They have one son, Todd, 5, and are expecting another child in July.

All questions concerning the Credit Union may be answered by calling 297-3817 in San Diego.



NEW CREDIT UNION manager, Floyd Tupper, will be handling all savings and loan transactions.



727 FAN JET engine is set up in a sound-proof cell by Ronnie Walters, left, Cookie Bennett, and Steve Hall, right. Hundreds of wires are connected to the engine during its test to insure proper functioning of all parts.

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 Judy Bailey Garrett

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.

Airline Employees Travel Discount With Special Interline Tour Packages

Fifty-five PSA employees will be departing in February and March for fantastic interline tours offered by JAL (Japan Air Lines) to London, and APSA Peruvian Airlines to Rio de Janeiro.

Each tour offer was for five days, with a total cost of \$88 for the London trip, and \$98 for Rio de Janeiro.

These special tour packages cover all expenses including positive air and ground transportation, lodging, meals, sightseeing and all airline transfers.

HAWAII DISCOUNT

We do not have an agreement with Hawaiian Air Lines, however they are kind enough to grant a reduction to PSA employees who are traveling in Hawaii.

This discount does not apply to transportation from the west coast to Hawaii, but only to those who are traveling in Hawaii.

If you plan to be in Hawaii and are interested in traveling to the outer islands, ticket discounts are available to eligible employees who have filled out pass request form for HAL. This will provide you with a letter of introduction which you will present to the HAL office in downtown Honolulu. In making use of this discount it is important to realize that availability will depend on the season and HAL passengers.

All PSA employees are urged to take advantage of interline travel, but asked to remember that the two-year PSA employment requirement is strictly enforced. Pass request forms may be obtained through Judy James in the San Diego main office.

Did You Know?

HARD ON TIRES

Tests have shown that the tires of airliners are likely to reach their highest temperatures during taxiing to a distant runway take-off point when the plane is loaded, and when considerable braking and turning are required.

Kegler's Korner

PSA Bowlers of the Month are pictured from the league which meets each Wed. at Frontier Lanes in San Diego. Standings listed as of February.

Bowling League membership is open to PSA employees and guests.

PSA Bowling Teams	Standings W	L
Jetistics	48	28
The Cousins	47	28½
The Spoilers	46	30
Fifty-Plus	42	34
Saints We Ain't	41	35
Gutter A-Go-Go	40	36
Tipsy's	38	38
Sand-Bag-Ers	37	39
Strike Outs	36	40
Pokey's Robots	35	41
Vern's Folly	31	44
Stumble Bums	31	45
Lucky Strikes	29	46
Silver Strikes	29	46



HARRY SOMERS, assistant director of communications, smiles before throwing third strike of the evening.



BOWLERS of last month, Clay Casteel and Beverly Jones, led the January league of more than 75 bowlers.



NEW STEWARDESSES in the last class are, from left, front row, Nikki St. Germain, Vicki Massi, Chris Norris, Devon Everett, Helen Van Eik, Cassandra Blackwood, Beverly Peterson, Carla Denzler, Lynn Dad, Susan Cook. SECOND ROW, Pat Englehorn, Kathe Luna, Janet Hall, Linda Reaves, Tami Maier, Vicki Romer, Linda Cauthen, Robin Sweet, Sue Powley, Jean McGrath, Helen Wilson.

Department Reorganization Names New Station Managers

As a means of keeping pace with the ever-expanding PSA operation the promotion of five veteran operations personnel has been announced by PSA President J. Floyd Andrews.

LOS ANGELES

Nat Tangorra, formerly operations manager for Los Angeles, will assume duties in the newly created position as regional operations manager for the greater Los Angeles area. Tangorra joined PSA in Oct., 1956, as a station agent in Burbank. He was promoted to Burbank station manager, and was reservations manager for the Los Angeles area before his promotion to Los Angeles.

In his new post, Tangorra will serve as liaison between the Los Angeles stations, including Burbank and Orange County, and the main office in San Diego. He will make periodic visits to these stations and assist the station managers.

Fred Hall has been promoted from his present position as station manager in San Francisco to the manager of Los Angeles, PSA's largest station. Hall joined PSA in March, 1963, as an agent in San Francisco. He was supervisor of San Francisco and station manager of San Jose. From San Jose, Hall went to San Francisco as station manager.

SAN FRANCISCO

Ron Pascoe, former ramp coordinator for the entire PSA system is the new station manager for San Francisco.

Pascoe came to PSA in January, 1964, as a station agent in San Francisco. He was promoted to station manager of Sacramento when PSA began service into that city. After organizing the new Sacramento station, Pascoe assumed the newly created position of systems ramp coordinator.

ORANGE COUNTY

Effective with the start of new Orange County service, Jim Shyrock will leave his position of assistant manager of Los Angeles to assume the new duties of Orange County station manager. Shyrock came to Los Angeles in Feb., 1961, as an agent, was later appointed supervisor and assistant manager of that station.

OAKLAND

Bob Kidder, formerly San Diego station manager, has been

named the new Oakland station manager. Kidder joined PSA in July, 1960, as a station agent, and later became supervisor of San Francisco. Kidder became station manager of San Jose with the first PSA service into that city, and was then transferred to San Diego.

SAN DIEGO

Bob Root has been appointed the new station manager in San Diego. Root joined PSA in January, 1967, as a station agent with the beginning of PSA service into Sacramento. Root is a recent graduate of the new PSA management training class, which trains select PSA employees for future managerial positions. Before moving to San Diego, he was assistant manager of Sacramento.

Speed? Just Wait!

SPEED? Just wait

In the not too far distant future, the average traveling businessman is going to have to use a bit more care in scheduling his appointments, and shippers will require equal judgment in placing orders. Because the SST will be able to outfly the sun on the westward journey, it will not be at all unusual for today's ordered part to arrive yesterday. And when the businessman in London really wants to strike while the iron is hot, he'll be able to schedule an appointment in Honolulu . . . an hour ago.



LUFTHANSA's director of commercial pilot schooling, Dr. Dietrich Kummer, and Mrs. Kummer, are shown Lindbergh Field facilities by PSA's Brown Field Airline Training Center's director, "Pappy" Keough, and Lufthansa's Brown Field director, Captain Schultze, before departure from San Diego to hometown Bremen, Germany.

Things to Do In San Diego

Feb. 27 - March 31

BAREFOOT IN THE PARK: Stage play directed by Craig Noel; Old Globe Theatre, Balboa Park, Tues. through Sat. 239-9139

Begins March 1

22ND ANNUAL YELLOWTAIL DERBY: Many fabulous prizes are awarded each year to lucky fishermen attracted to San Diego's excellent deep-sea fishing. Yellowtail, albacore, and blue fin tuna caught from any boat in the fast San Diego Sport-fishing Fleet operating from both San Diego and Mission Bay during this period are eligible entrants in the derby.

March 1 - 31

BOAT PAINTINGS: Various artists, media, boatyards, dock-scenes, high seas, clipper ships, etc. Shelter Island Gallery of Art, 222-4665

March 1 through April 28

ART EXHIBIT: Tibetan Painting & Sculpture; Fine Arts Gallery, Balboa Park, 232-7931

March

OCEAN BEACH KITE FESTIVAL: More than 1,000 youngsters take part in this contest held on the beach front. Prizes awarded for the best construction, performing, first to be airborne, etc. Sponsored by the Ocean Beach Kiwanis Club, 2 p.m., free.