New Television instuctor, Don Franks, turns on, tunes in students.

See page 2

HCC
Thunderword

Volume 26 | Serving Highline Community College with Excellence | Friday, January 16, 1987

HCC expands to Bellevue

By Karen Kyle

Highline East, designed for disabled and severely handicapped students, is the newest addition to Highline's Community Integration Program.

The facility opened last September to fill the vacuum left by the closure of a similar program in Bellevue that folded because of a lack of funds.

The community integration program is one of three offered to disabled and severly handicapped students through HCC. The program focuses on assisting students with personal goals set in the community, said Judy Luther, the program coordinator.

Many of the students limit their exposure to the community because of their disabilities, Luther said.

The community integration program began in 1984 under the direction of Renna Pierce, the division chairman and director of the vocationally handicapped program.

Thirty-six students are enrolled in the Bellevue program. The program's most promising outcome, said Luther, is increased time spent in the community where students achieve a higher degree of independence.

The program encourages individuals to participate in recreational and everyday functional activities like shopping, living alone, safety skills and using public transportation.

Classes involve instruction based on what the individual student wants to achieve, said Luther. Student goals are as varied as learning how to use the library or learning how to swim.

Luther said the program builds a support system for the students and helps them establish contacts with non-handicapped people. These contacts provide new chances to meet people and make friends with others in the community.

Photo By Robert Antonelli

HCC's Tracy Brown delivers a spike through the arms of defenders during the Nov. 28-29 contention of the NWAAC women's volleyball conference championships. Highline won the event for the second consecutive year. **See pages 4 and 5.**

America remembers M. L. King Jr.

"Let freedom ring from every hill and mountain-side..."

By Matt Esget

The Federal Government has set aside the third Monday of January as the official day King's birthday is observed, creating a three day weekend for schools and some offices.

The famous "I Have A Dream" speech delivered Aug. 28, 1963, by the Reverend Martin Luther King Jr. before 250,000 people became the epithet of the civil rights movement with King as its leader.

Here is an excerpt from the speech:

I have a dream that one day this nation will rise up and live out the true meaning of its creed. We hold these truths to be self-evident that all men are created equal...

I have a dream today.

I have a dream that one day every valley shall be ungulfed, every hill shall be exalted, and every mountain shall be made low, the rough places will be made plains, and the crooked places will be made straight, and the glory of the Lord shall be revealed and all flesh shall see it together...

With this faith we will be able to work together, to pray together, to struggle together, to go to jail together, to climb up for freedom together, knowing that we will be free one day....

And if America is to be a great nation, this must come true. So let freedom ring from the prodigious hilltops on New Hampshire. Let freedom ring from the mountains on New York...

Let freedom ring from the snow-capped Rockies of Colorado.

Let freedom ring from the curvaceous slopes of California.

But not only that, let freedom ring from the Stone Mountain of Georgia.

Let freedom ring from every hill and mole-hill of Mississippi and every mountainside.

When we let freedom ring, when we let it ring from every tenement and every hamlet, from every state and every city, we will be able to speed up that day when all of God's children, black men and white men, Jew and Gentiles, Protestants and Catholics, will be able to join hands and sing in the words of the old spiritual, 'Free at last! Free at last! Thank God almighty, we are free at last!'"

King abhorred the use of violence as a means to effect change in the midst of an era of unprecedented human carnage and suffering. King was assasinated in Memphis, Tenn. in April of 1968. He would have been 58 years old this year.

King's tombstone declares his freedom: "Free at last! Free at last! Thank God almighty, we are free at last!"

Franks changes channels to HCC

BY Teri Wilks

Highline Community College's Television Production program acquired a new addition this year.

Don Franks began teaching Television 190 in fall quarter, bringing 20 years of experience to the course.

Franks is originally from Palos Heights, Ill., population 2,000. It was a unique hometown, in that the posted speed limit there was 23 m.p.h.

"There was an even number of people on the town council," said Franks, "and half of them wanted the speed limit to be 20 m.p.h., while the other half wanted it to be 25 m.p.h. Finally they compromised on 23 m.p.h."

From Palos Heights, Franks went on to attend the University of Denver. It was there that he got his start in the television industry, through a fluke of luck.

"A local station was covering a commencement address being given by Vice President Hubert Humphrey at a nearby Air Force Academy. They needed some extra people, and they called the head of the broadcasting department at the University of Denver to ask if he knew of anyone," said Franks. "I happened to be the only person in the building at the time."

It was definitely a case of being in the right place at the right time. Impressed with Franks' work, the station offered him a job with their editing department.

From that beginning, Franks went on to work at stations across the country, including ABC affiliates in both Denver and Chicago.

Midway through his career in television, Franks made a radical break. He left the business, moved from Chicago to San Diego and taught scuba diving for a while.

"I laid on the beach until my money ran out," said Franks. "It was fun."

A telephone call from Seattle brought him back to television, though.

"An old college roommate of mine had become a producer at KIRO, Seattle's CBS affiliate station, and he called me to see if I'd be interested in a job there," said Franks. He was hired over the phone to edit film in KIRO's news department.

After eight years, Franks left KIRO and became a full-time student at City University in Bellevue, where he earned a master's degree in business administration. After earning his degree, Franks spent a year and a half as an instructor at Bailie's School of Broadcasting in Seattle, where he taught courses in TV performance and production.

Franks' interests and talents do not lie in television alone, but in many areas. He is a member of the Author's Guild, a society of writers with published works. His first book, entitled "Tony, Grammy, Emmy, Country," was released in October of 1986, by the McFarland publishing company. It is a reference book of Broadway, television and record awards, which took Franks only six months to compile.

Franks enjoyed the process, saying, "It's a challenge to have a concept in mind, take the bits and pieces, and see if you can realize a finished product."

In addition to writing, Franks produces "The Cutting Edge," a business-oriented comic strip that has been featured in publications worldwide.

Franks' most recent project is volunteering his time and talent in helping to produce public service announcements for radio and television, promoting the "World Peace Event." This event held Dec. 30 and 31 at the Kingdome in Seattle. It featured local and national entertainment, and will serve to further the cause of world peace.

Students in the television production program at Highline are enthused about having Franks as an instructor.

"It's great, because he's got so much information about what's going on in the industry today," said one student in Franks' class, "as opposed to what was going on four or five years ago."

Franks seems happy to be at Highline too.

"I really enjoy teaching," he said.

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The *Thunderword* is published by the journalism students of Highline Community College. The opinions expressed are not necessarily those of the College or its students.

We welcome all letters, news, guest editorials and criticism from the campus population. Letters and guest editorials should be kept to a 300 word maximum (500 for guest editorials). Anything longer will be subject to editing. Anything submitted to the *Thunderword* must be signed in order to be published.

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Kids' rights club starts

By Matt Esget

"We are concerned with child abuse, day care and education for children," said Sheri Axson, activities coordinator for the newly formed Advocates for Childrens Rights club.

The ACR had its first formal meeting Thursday, Nov. 20 from 1-2 p.m. Seven members discussed goals and plans of the new campus organization.

The club was put together only a few weeks ago, according to President Pete Weideman, but he hopes the response to the club will be good.

The first of several ACR seminars will be held on January 29 at 7 p.m. in Building seven. The physical and sexual aspects of child abuse will be discussed, among other topics.

At the seminar, a 45 minute video will be shown. The video, "Suffer the Little Children," deals with the issue of child abuse.

Guest speakers will be present, and literature and information about who to contact with questions or concerns about child abuse will be available.

At the meeting Axson handed out a report from Adele Doran called "Child Sexual Abuse and Exploitation." Doran presented the report to the Senate Republican Caucus in December of 1983.

The report dealt with the issues of child pornography, molestation, and abuse. Copies of the report will be handed out at future meetings.

New info boxes

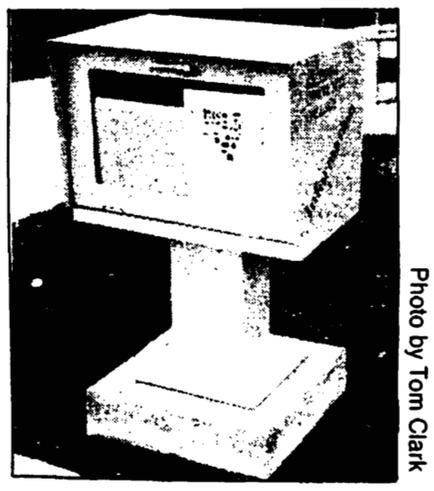

Photo by Tom Clark

Distribution boxes have been placed around HCC's campus to give students easier access to class schedules, maps of the campus, the Thunderword and flyers concerning special events.

These boxes are on the east side of building six, the east corner of building one, between the south parking lot and building 21, in front of the Pavillion, in front of the library, on the southeast corner of the student center, in the southeast corner or the parking lot, and on the path near building 15.

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Editorials and Comment

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Matt Esget ..... News Editor
Ellen Dahl..... Arts & Entertainment Editor
Jeff Hensley ..... Sports Editor
Tom Clark..... Photo Editor
Pat Pritchett..... Advisor

Editorial

Students urged to donate blood

January 21 and 22, the Puget Sound Blood Center will be on campus soliciting donors for their blood bank. The blood-mobile will park in the plaza near Bldg. 8 from 9 a.m. to 12:30 p.m. and 1:15 p.m. to 3 p.m.

Fall quarter 73 HCC students donated, nearly meeting the Center's goal of 80 donors. This quarter the goal is again at least 80 donors, which isn't very many from a school with a population of approximately 8,000.

The reason for the small turnout might be attributed to the myths that AIDS can be contracted from donating blood and donating blood will causes a person to be ill or faint.

Only sterile, disposable equipment is used, so there is no possibility of contracting AIDS when you donate blood. The staff also evaluates each potential donor before they give blood in order to decrease the chance of illness.

Support the blood drive on campus because you might not only save another person's life, you may save your own.

'War Years' class should be permanent addition to curriculum

An article in the *Thunderword* recently focused on Jack Jaunals' class "Vietnam: The War Years". When the focus was published, widespread interest in the class was shown by the student body.

Kay Gribble, head of the history department, has stated the class may not be run again for an indefinite period of time because of cuts in the HCC budget.

The staff of the *Thunderword* feels it would be an error to cut this valuable history class. The class is taught by a soldier who has participated in the history he teaches, which enables him to deliver a fresh viewpoint on a blurry and untouched subject.

Many HCC students grew up during the war era, many were touched directly by the war, while for many others, the war lives only in history book accounts.

Jaurnal's class, through the use of a diverse group of lecturers, created an opportunity for many students to realize a greater understanding of the Vietnam war.

Thunderword's winter goals

By Robert Antonelli
Managing Editor

In issue number one of the *Thunderword*, the editorial staff published a list of goals. These goals included wider coverage of the campus, updated graphics and improved distribution.

The *Thunderword* editorial staff believes that in order to best serve our readers, it is necessary to update our objectives on a regular basis.

Improved accuracy is the first goal of the *Thunderword*. In order to facilitate this goal we have returned to the traditional 'copy desk' method of editing stories. The added editorial staff, in conjunction with a larger staff of advanced reporters, should ensure a high level of accuracy.

Our second goal is 100 percent campus-wide distribution. The *Thunderword* is now stocked in the news boxes recently placed around the campus. We have also updated our distribution system to include areas missed Fall Quarter. If you know of an area which is not receiving copies of the *Thunderword*, call us at extension 291 and we will deliver as many as you need.

The *Thunderword* will also expand on campus arts and entertainment coverage to include as much information as possible about the on-campus events.

The *Thunderword* staff desires to cultivate and maintain a high level of readership throughout the campus. Reader response is a barometer of our performance. If you know of an event or program that needs coverage, have supportive or critical commentary, or simply want your day in the press: write us a letter or guest editorial.

We will print whatever you have to say, except anything that is libelous. All letters must be signed with your name, address and phone number so we may contact you to confirm what you've told us.

The *Thunderword* editorial staff believes there is no point in publishing a paper that is not credible with its readers.

Organ network to be axed

By Matt Esget
News Editor

In the past twenty years medical science has created the usable artificial heart and almost perfected the transplanting of some organs, such as livers and kidneys.

80 percent of the people who had organ transplants only ten years ago died within the first year. Today, 80 percent of the people who recieve transplants survive for up to two years, or longer.

Some transplants can not only extend the length, but the quality of the recipient's life, freeing the person from dialysis machines.

One problem with organ transplants is that it is hard to find a compatible donor in time to save the recipient's life.

The Office of Organ Transplantation was a computerized national system, created by Sen. Albert Gore-D Tenn., that speeded up the delivery time by matching critically ill patients with compatiable organ donors. The service was provided in relation to a person's need, not the amount of money they may or may not have.

Even when a person had the money to spend for an organ, finding a donor was almost impossible before the Office of Organ Transplantation was created. Many people died because there was no donor indexing system reliable enough for emergency use.

Now President Reagan has cut all the federal money available for the O.O.T. from the 1988 fiscal year budget, while increasing an already obese military spending plan.

The Reagan administration maintains the system could be funded and taken over by the private business sector, and operate at the same level of efficiency.

The immediate withdrawl of federal funds doesn't provide an adequate transition time for a private business to pick up where the administration has left off. The demise of this agency, which took two years to create, will most likely leave those in search of organs alone to meet the increasingly high costs and difficulty locating compatible donors.

One of the arguments against private business operating the system is that there would be no regulation on the price of organs. This means people with money will probably get their organs while poorer people will go without.

The Reagans both have shown personal concern over transplant patients. Mrs. Reagan has offered to let Air Force jets rush an organ to a patient this year.

Personal concern by the Reagans shows sympathy on their part, but it is not enough to save a child's life if there isn't an organ available and someone knows about it.

The Reagan administration, with the Office of Organ Transplantation program, could have had the chance to do something good for the public. Now the program is being eliminated, destroying the only worthwhile program produced by the Reagan administration.

The emphasis on organ transplants is to save lives. If money becomes the determining factor as to whether or not a person receives a heart or kidney, then the public is in for some hard times indeed.

Letters

Hello! Today I wanted to share with you some ideas I've put together, in making 1987 a happier and more prosperous year!

1. Make a daily goal to live every day as fully and as happily as you can. Enjoy the wonders of nature-the bird's singing, the enchanting flowers. Enjoy every day. For life is the most precious gift our magnificent creator bestowed upon us.

2. Make up your mind to be happy. If we think happy thoughts, we will be happy. Only one thought can occupy your mind at a time. When an unhappy thought enters your mind, replace it at once with a happy one. Abraham Lincoln once said, "Most people are about as happy as they make up their minds to be."

3. Develop a positive-optimistic attitude. Look for the best in others, and in everything. If you expect good things to happen, good things will!

4. Surround yourself with positive, encouraging people. Avoid pessimistic, complaining people who look for the worst to happen. Negative, depressed feelings are highly contagious.

5. Forgive others for the things they have done to you in the past. It is impossible to be completely happy while hate, anger and resentment gnaws away at your inner-being.

6. Ask for divine guidance. Prayer is powerful! The wisdom that created the universe, is available to help and guide you-if you will only ask. "Ask and it shall be given to you... for everyone that asks, receives..." Matthew 7:7-8.

7. Avoid envying or comparing yourself to others. You are a special, unique and wonderful person with so many valuable qualities. From now on, work with yourself, not against, and you will be a happier, more successful person.

To your success, Randolph L. Lesser

Volleyball Wins Conference Championship Title

Coach John Littleman rebuilds castle with new HCC team

By Jeff Hensley

Head coach John Littleman had just over two months to complete a "total reconstruction" of his conference championship women's volleyball team which was dissipated when members graduated.

Though only one of the previous year's members remained on the 1986 team, Littleman remained optimistic proclaiming "nothing says you can't rebuild a castle here."

Apparently Murphy's law missed the field of castles. The castle stands prominently, once more.

Tina Washington get clearance for a spike.

Chris Keim smashes another point onto the score for HCC.

Littleman blueprinted the plans prior to the team's first regular season match. Upon conclusion of a pre-season tournament, in which the team finished third, he felt the potential was present for the new team to duplicate the prior teams' achievement.

When the time arrived to dispute the conference championship title, Littleman's confidence in the team's ability showed in commenting HCC was "the team to beat." Indeed this proved to be true.

Highline went undefeated in its bid for second consecutive title defeating Lane, Mt. Hood, Chemeketa, and then Mt. Hood again.

Littleman pointed to HCC's victory over Mt. Hood in the second round as the brightest highlight during the event. Mt. Hood was one of two teams to defeat Highline in the pre-season tournament that Littleman primarily used to evaluate the team's potential.

Mt. Hood battled its way up through the loser's bracket to face HCC again, but was defeated by the T-bird women for a second time.

Highline's 1985 conference champion team lost an elimination match to Green River before moving up through the losers' category to eventually capture the title.

Green River CC, host of the 1986 conference championships held Nov. 28-29, had alternated conference titles with HCC in the previous three years with Highline victorious in 1983 and 1985. However, Green River finished fourth overall and never had the opportunity to challenge HCC during the 1986 event.

Highline's members faced other challenges throughout the regular season, many caused by the lack of experience with Littleman's style of play. Littleman's college level techniques are more sophisticated and rigged than what the players were accustomed to from high school.

Littleman cited a lack of prior association with champion teams for most members as a contribution to their difficulty to "sustain the competition level," necessary for winning on a more consistent basis. The team would perform well in one game, then return to the court and play as though a completely different squad. This caused anxious times for Littleman and was inherent to the loss against Edmonds, Nov. 5.

"We were a much better team and we said we didn't even show up to play," Littleman said upon reflection.

Although this was HCC's first league loss in two years, Littleman looked on it as a blessing, stating that if the team needed to wake up and start playing, then was the time.

Renee Krebs (12) sets a spike attempt for Tina Washington.

This was the turning point for the team as it went undefeated through its final league match, tournament appearance, and the conference championships.

Maturity played a key factor in the team's success according to Littleman.

"Championship teams have maturity," Littleman quipped in the early season while the young members were still developing skills to full capacity.

Much reliance was placed on Gaylene MacDonald in that time, because of her experience with Littleman's coaching from junior high and high school years. Additionally, she came to HCC with a year of college volleyball play.

MacDonald will not return with the team next season though, as is the situation with Chris Keim, and Tana Roberts. Littleman was uncertain which additional players may not return for Fall '87.

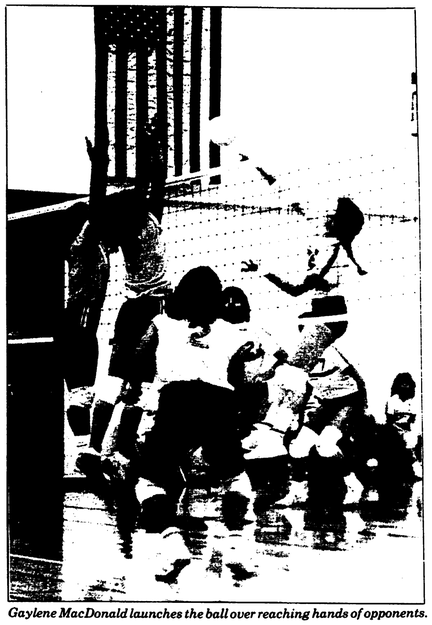
Littleman said it seems he has to rebuild the team every year because of Highline being a community college in which most players compete for only two seasons.

Opposed to the past year, recruiting will not be done as heavily for the upcoming fall season because many members of the '86 team will remain. These veterans will be able to lead and motivate the 'new' young members and should then avoid problems created in '86 by the lack of previously experienced players. Thus, Littleman will not be forced to start from "ground zero" again.

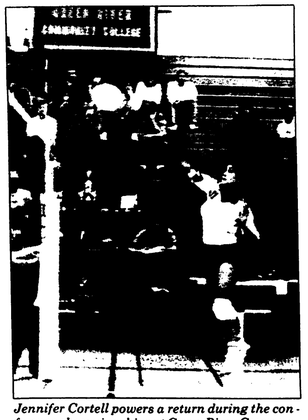
HCC's 1986 conference champion volleyball team. Members from left are: Darci Hickman, Jennifer Cortell, Chris Keim, Barb Buck, Gaylene MacDonald, Renee Krebs, Tina Washington, Tracy Brown, Celeste Gamache, and head coach John Littleman. Not pictured is Tana Roberts.

Photos by: Robert Antonelli

Layout design by: Jeff Hensley



Gaylene MacDonald launches the ball over reaching hands of opponents.



Jennifer Cortell powers a return during the conference championships at Green River Community College, Nov. 28-29.

Arts and Entertainment

'Little Shop' modern version of camp classic

By Ellen Dahl

Little Shop of Horrors. *Produced by David Geffen. Directed by Frank Oz. Screenplay by Howard Ashman. With Rick Moranis, Ellen Greene, Vincent Gardenia.*

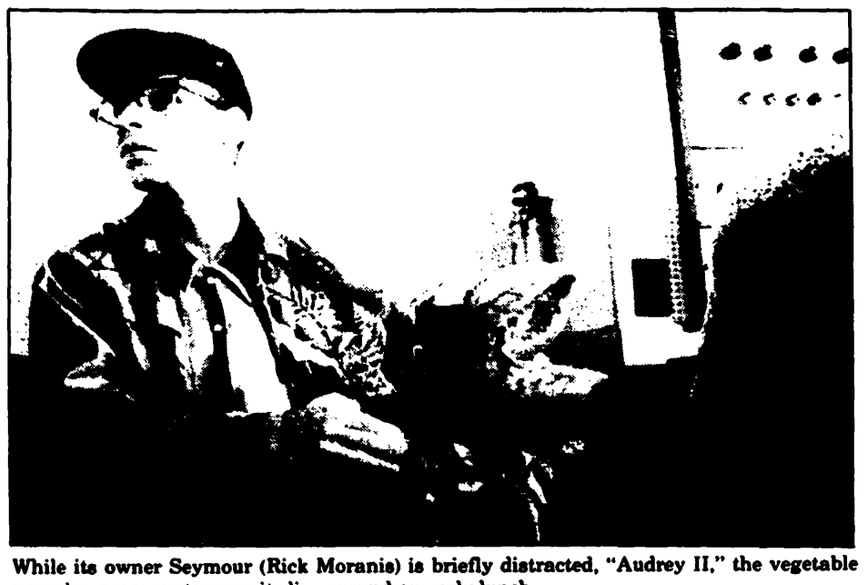
Based on the musical based on the 1960 low-budget movie of the same name, *Little Shop of Horrors* has the feel of a horror-movie spoof almost immediately. Sort of a sophisticated *Attack of the Killer Tomatoes* or *The Blob*? Well, those films aren't meant to be taken seriously or for plot value; they're meant to be laughed at, and the same with *Little Shop*.

The basic story: Seymour, an employee of the deservedly unsuccessful Mushnik's Flower Shop in the darkest, dirtiest part of town, brings in a Venus Flytrap-like plant and puts it prominently in the shop window. It draws customers like flies. People come in, say "I love that plant," and buy large amounts of merchandise as if they were on drugs. The plant thrives on a drop of Seymour's blood, grows tenfold in size overnight and soon becomes a *very* living being, yet only Seymour knows of the plant's nutritional needs. So begins a multitude of problems and humor.

Rick Moranis, of SCTV fame, plays Seymour and looks perfect for the part, with his pouty lower lip and "nerd" glasses. Steve Martin is hilarious and totally obnoxious as a biker/dentist. He loves to threaten and torture his patients, and gives *himself* laughing gas.

I think the filmmaker has enjoyed a large number of those "so bad they're good" (meaning funny) movies. *Plan 9 from Outer Space* has been called the worst movie ever made, but if it's funny to some people, it really can't be called bad. One of *Little Shop*'s best and least conservative scenes is the view of the dentist's office from inside the patient's mouth. Yuck!

The movie teases the audience and never takes itself seriously, which is the main charm of the film. It gets creepy later on when the plant reaches predictably mammoth proportions, but generally it's a lot of fun. By the way, seeing the movie does not spoil the 1960 version for those who haven't seen the original (which wasn't a musical). It simply makes it seem tame by comparison.



While its owner Seymour (Rick Moranis) is briefly distracted, "Audrey II," the vegetable vampire, prepares to wrap its lips around an early lunch.

Neptune happenings

Friday, Jan. 16 and Saturday, Jan. 17 — *Athens, Georgia/Inside-Out* at the Neptune Theater, 45th and Brooklyn in the U-District. Documentary film on Athens, Georgia bands including footage of R.E.M. and the B-52's. $3.50. 5:50, 7:30 and 9:10 p.m. Friday, 2:30 and 4:10 p.m. Saturday.

Monday, Jan. 19 — *Rebel Without a Cause* and *East of Eden*, both with James Dean, at the Neptune. $3.50 for both. 1, 3:10, 5:25, 7:35, 9:50 p.m.

Friday, Jan. 23 through Sunday, Feb. 1 — Animation Celebration at the Neptune. 90 minutes of animated shorts chosen from films entered in the Los Angeles International Animation Celebration. $3.50. Weekdays 5:45, 7:30 and 9:15 p.m.; weekends 2:15, 4 p.m.

January Activities

Sponsored by the Events Board

Tuesday, January 20

Dart Tournament
Noon, Student Lounge Games Room
Trophies awarded for 1st, 2nd and 3rd place
$2 entry fee, sign up by noon, Jan. 19
For more information call 878-3710, ext. 537

Wednesday, January 21

The Human Comedy Film Series: Silent Comedies
Pest from the West starring Buster Keaton
The Gold Rush starring Charlie Chaplin
Artists-Lecture Center, Bldg. 7
7 p.m.
$1 students/staff/children under 13
$2 general public

Wednesday, January 21 and Thursday, January 22

All-Campus Blood Drive
Plaza near Bldg. 8
9 a.m.-12:30 p.m. and 1:15 p.m.-3 p.m.

Thursday, January 22

Greece and Italy Slide Show by Vicki Artimovich
Artists-Lecture Center, Bldg. 7, free

Friday, January 23

Friday Night on the Slopes
Stevens Pass
2:30-11 p.m.
$16 includes lift ticket and transportation
For more information call 878-3710, ext. 537

Wednesday, January 28

The Human Comedy Film Series: *It Happened One Night* starring Clark Gable and Claudette Colbert
Artists-Lecture Center, Bldg. 7
7 p.m.
$1 students/staff/children under 13
$2 general public

Friday, January 30

Friday Night on the Slopes
Alpental 3 Area Pass
3:30/5:30-11 p.m.
$16 includes lift ticket and transportation
For more information call 878-3710, ext. 537

Friday, January 30

Dance: Live Band ***Blonde Taiwan***
Student Lounge, Bldg. 8
9 p.m.-1 a.m.
$4 with HCC I.D., $5 without

Saturday, January 31

Showcase of Talent Program ***Sabor***
North and South American Jazz and Folk Music
Artists-Lecture Center, Bldg. 7
8 p.m.
$2 adults, $1 children under 13

HIGHLINE COLLEGE
EVENTS BOARD

Arts and Entertainment

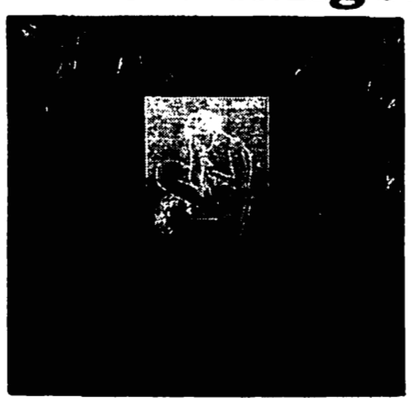
DANCE!

Friday, January 30 is "Ladies' Night Out" at HCC. The dance will feature the band Blonde Taiwan, and the first 100 ladies through the door will receive $1 off the $4 ticket price ($5 without HCC I.D.). It will be held in the student lounge, Bldg. 8, from 9 p.m. to 1 a.m.

Blonde Taiwan, a Los Angeles-based band, describes themselves as being "something different . . . something dangerous!" They have a wild and versatile look and play top 40 dance music.

As a special treat for the ladies, a "men's leg" contest is planned, with $40, $30 and $25 cash prizes for the guys with the best-looking legs.

XTC changes, comes up with satisfying album



By Ellen Dahl

XTC — *Skylarking*
Geffen Records

XTC's sound has always been hard to describe. Sometimes they'll play along gently and melodically, then they'll shift into a more complicated arrangement with African rhythms. Likewise, any individual song by them is unpredictable.

The band made a 27-minute psychedelic record in early '85 under the pseudonym Dukes of Stratosphear. Some of the 60's acid sounds on *Skylarking* linger from that project, for example the vocalist's holding a long note which becomes distorted and washed out with sitar effects. They do this in a modern way (using synthesizer), and don't use the psychedelic effects for more than a few seconds at a time.

Only Andy Partridge and Colin Moulding remain from XTC's original incarnation, Dave Gregory having replaced Barry Andrews on the group's third album, *Drums and Wires*. Drummer Terry Chambers left during recording sessions of *Mummer* in 1983. Pete Phillips filled in on drums temporarily, and now XTC is a threesome.

Since Andy Partridge usually writes and sings all the band's material, it takes awhile for the listener to recognize the cuts on *Skylarking* written and sung by Colin Moulding as being XTC, without Terry Chambers' polyrhythmic drumming and Partridge's distinctive vocalizing. Moulding's new compositions are more melody-oriented, while Partridge's sometimes have a hook but often make their impact with the combined sounds of all the instruments and their inventive arrangements. Because of this, the band can get away with avoiding the usual verse-chorus-verse-chorus-guitar solo-chorus arrangement, and their tunes are usually without traditional "hooks." One exception on the new album: "Grass," which has all the elements of a great pop tune, including a great hook and melody. They do well with their sometimes-bizarre arrangements, and when they do go pop, they can either be fantastic ("Grass," much of the *English Settlement* LP) or mush ("Earn Enough for Us").

One cut, entitled "1000 Umbrellas," makes me think Partridge has done a lot of listening to the Beatles' *Revolver* album lately. It has dissonant strings like the Beatles used in "Tomorrow Never Knows," and the phrase "float downstream"... how long has it been since we heard *that*? There's plenty of pumping piano throughout the song, also giving it a 60's pop feel.

"Sacrificial Bonfire" uses an English folk music sound and has a pleasant piano melody. "Mermaid Smiled" opens with some very early-70's-sounding major 7th chords (Carole King used major 7ths constantly), but then soon sounds like XTC again. "The Man who Sailed Around His Soul" has jazzy piano in it, something I've never heard them use, and the horns used in the song make it sound similar to the louder parts of the Pink Panther theme.

XTC still have their trademark quirky rhythms and arrangements, and while *Skylarking* isn't a great album, it's good enough to have made the long wait between albums worthwhile.

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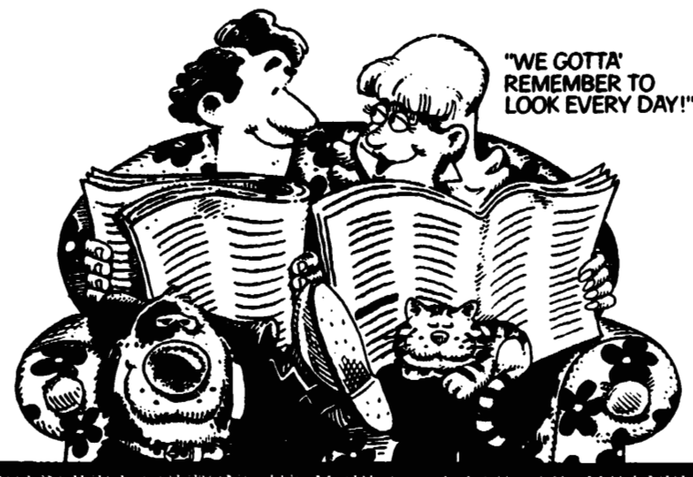

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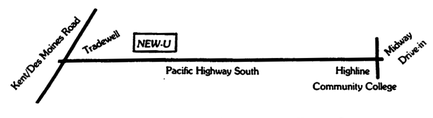

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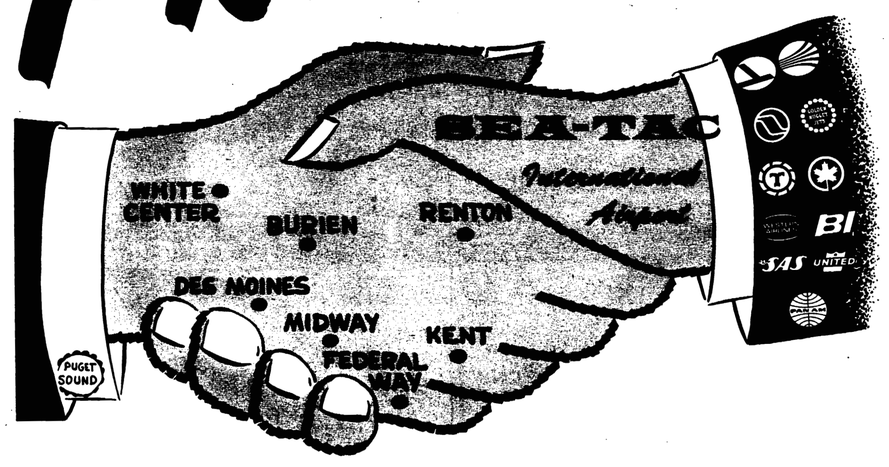

While the Puget Sound region copes with the need for the diversification of industry, those living in south King County have an outstanding example of this very thing in progress. The Port of Seattle is in the midst of a $125,000,000 expansion and modernization project which will place the Seattle-Tacoma International Airport in the forefront of the commercial aviation field. There are many south King County firms which also are striving to meet the growth opportunities which will accrue to this area as Sea-Tac opens its gates to the next 25 years of commercial aviation and the business it will bring to this region.

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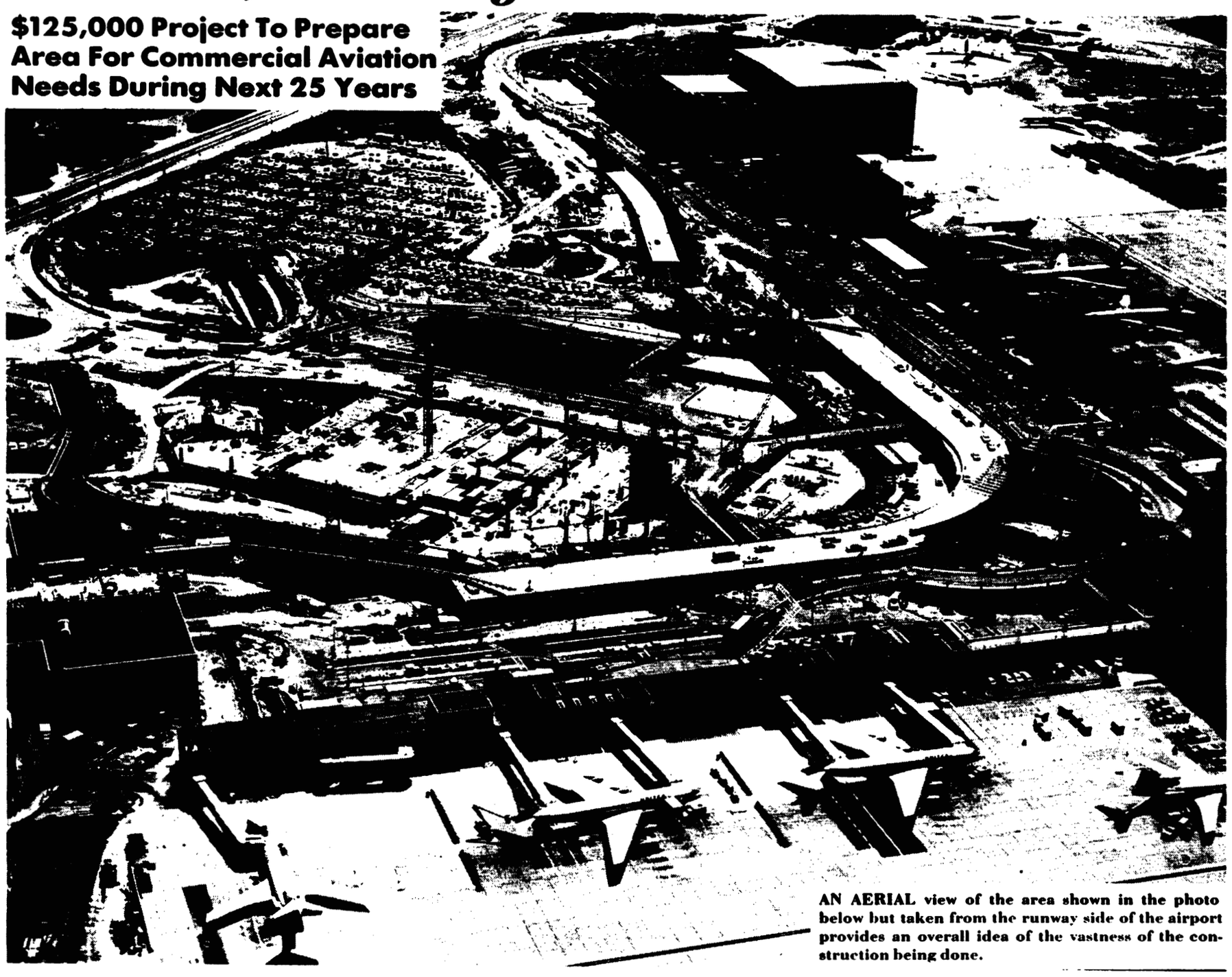

AN AERIAL view of the area shown in the photo below but taken from the runway side of the airport provides an overall idea of the vastness of the construction being done.

"You can't build something and have it at the same time. . ."

When one stops to think about it, that statement does make sense, particularly inasmuch as it was made by Don Shay, Director of Aviation for the Port of Seattle during a recent speech before an area Rotary Club luncheon. His topic was progress of the $125,000,000 expansion and modernization program going on at the Seattle-Tacoma International Airport.

The actual work got underway at Sea-Tac two years ago this fall, after several years of high-level study and exhaustive planning to design and construct facilities at the Airport that would be capable of handling vast increases in the number of airline passengers, air cargo and the new jet aircraft of the 1970's, including the immense Boeing 747 and even-

(Continued on Page 3)

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Now, after nearly two years of demolition and construction, portions of the myriad of projects going on at the Seattle-Tacoma Airport have taken definite, concrete shape.

"For many, many months we have looked at 40-foot deep holes in the ground in front of the Passenger Terminal, not to mention cavernous, long tunnels on both sides of the Building," Shay said, "And now, for the first fime, we as well as the traveling public, can see the fruits of some of the projects."

He was referring specifically to two projects completed in July, the first being the opening of the $2,750,000 extension to Concourse C, which provided ten additional jet aircraft gate positions when it went into operation on July 19.

July 7 saw the opening of a two-level drive system at Sea-Tac, which necessitated extensive re-routing of vehicular roadways within the Terminal area.

The traveling public appeared to adapt to the new system without a great deal of difficutly, with the help of adequate directional signing. The two new drives have been designated as the upper-level or flight departure drive, and the lower-level or flight arrival drive, which leads to the north and south baggage claiming areas. The upper drive, four lanes in width, takes motorists to a temporary, covered walkway leading into the existing ticketing lobby areas.

Concerning the extension of Concourse C, two airlines, Alaska Airlines and Continental Airlines, have moved their gate positions on Concourse B to new gates on the C extension. Puget Sound Airlines has moved all air taxi flight operations from the ramp area directly in front of the Terminal Building to Gate C-9. The remaining gate positions will be utilized by United Air Lines shortly, with an eventual 747 Gate at the extreme end.

Northwest Orient Airlines, despite a crippling strike, has since July 1 been operating the Jumbo Jets out of Seattle-Tacoma. On that

(Continued on Page 4)

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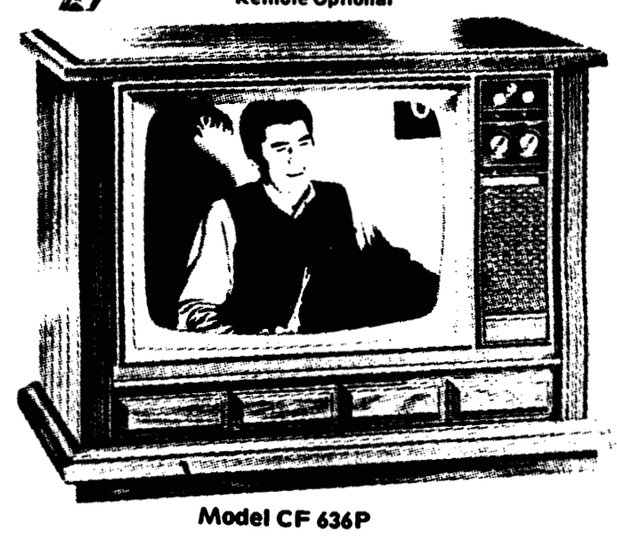

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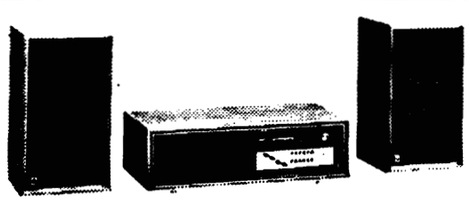

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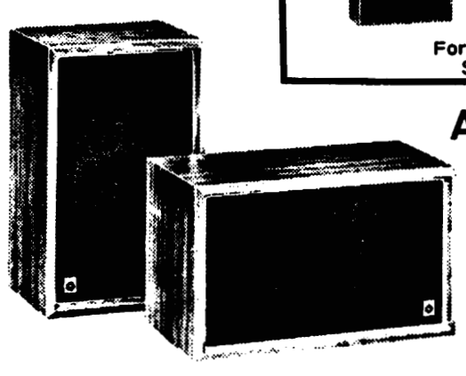

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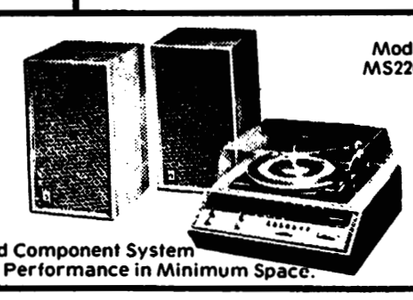

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A VIEW OF the airport seen most often by the area residents is that from Pacific Highway South looking toward the main terminal. Also shown here is the traffic routing system planned, while below, an inside view of the proposed parking terminal is shown.

Sea-Tac

(Continued From Page 4)

date, the airline inaugurated daily 747 flights on the New York-Chicago-Seattle route, and Seattle-Tokyo route.

Another facet of the massive Sea-Tac construction program taking shape is the eight-story parking garage in the front of the Terminal. Four (4) floors of this multi-level structure will be completed and put into use this fall. The first phase of the parking garage will accommodate approximately 4,800 automobiles, and with an eventual capacity of 9,200 vehicles.

Two Satellite Terminals will soon begin construction, both to be built some distance from the main Terminal, to allow maximum maneuvering room for the Jumbo Jets. Both Satellites should be ready by 1971. The South Satellite will be for international arrivals and will house U. S. Customs, Immigration, Public Health and Plant Quarantine.

Since one of the major problems of modern day air travel is the transporting of large numbers of people in and around airports, the Port of Seattle, in cooperation with their architectural consultants, The Richardson Associates, came up with a solution to move people from the Main Terminal to both Satellites as well as to the ends of the elongated B and C Concourses. Two underground loop systems will link the Terminal and concourses with both Satellites, with passengers traveling aboard air-conditioned, rubber-tired vehicles which will travel on concrete tracks. Westinghouse Electric Corporation is constructing nine electrically-powered cars capable of transporting 106 passengers each between six underground stations. Ultimately, the system will be able to transport 1,200 passengers one way on each of the two loops every five minutes.

In conjunction with the Satellite Transit System, the Port has contracted with Rex Chainbelt, Inc., Matthews Conveyor Division, to construct and install a highly sophisticated and revolutionary baggage handling facility. More than 1000 small baggage carts capable of carrying one or two pieces of luggage, will travel over four miles of underground track at speeds up to 12 miles per hour.

Built-in memory banks, computer-operated, will guide the cars to their many destinations in the Terminal as well as the two Satellite Terminals. Completion of the new system is scheduled for the Spring of 1972, with the baggage carts traveling in the same underground tunnels as the Satellite Transit System vehicles. No airport in the world has such a system at this time, and it will undoubtedly be a great step forward in efficiency in the handling of luggage.

A second parallel runway, 9,500 feet in length, is now under construction at Sea-Tac, and scheduled for completion this fall. It will supplement the existing main north-south runway, which is 11,900 feet in length.

Approximately five million passengers will pass through Sea-Tac this year. The current expansion program (including the new runway) is calculated to serve Sea-Tac's needs until 1985 when the annual passenger traffic has been estimated to reach 22 million.

"All things considered, progress at the Airport is just that— progress. . . progress that all of us can see, and of the type that already has made it a great deal easier for the traveling public," Shay noted.

He also stressed the fact that the eleven (11) airlines presently serving Seattle-Tacoma Airport will bear the major portion of the cost of the $125,000,000 expansion program. The Port recently signed new 29-year lease agreements with those eleven airlines. The entire program is being financed through the use of revenue bonds, which will be retired or paid off, including both principal and interest, from the net operating revenues or income of the Airport, he pointed out.

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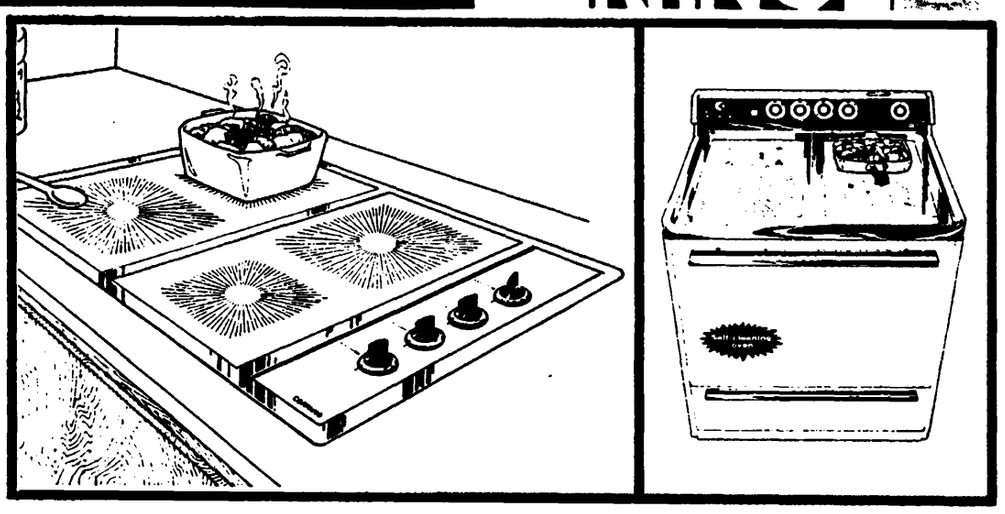

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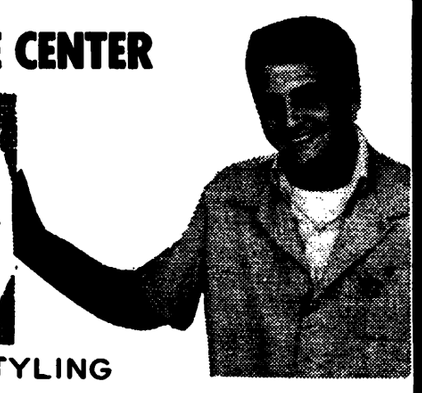

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Recent increases in the cost of public utilities services have caused loud reaction from King County area citizens. It is not surprising that people are concerned about rising costs, especially during an uncertain economic period.

Through an information program, consumers could have been prepared for the inevitable rise in water rates, heading off the cry of dissatisfaction.

In some areas of the city, water rates will not be increased at the present time. Such an area is that covered by Water District 75.

"We run our water district as you run a business," explains Lyle Lindblad, one of the three district commissioners. The other two are Henry Lyle, and Walter Ahnert. "In light of the rate raise by the city, we are goint to try to hold the line," Lindblad said. "There will however, be future increases in the rates as the cost of operating the district goes up," he added.

The oldest water district in the Highline area, Water District 75 now serves more than 50,000 people and maintains almost double the amount of necessary stored gallons to service the district.

In 1968, Water District 75 was awarded a $1,258,000 grant from the U.S. Government for expansion of the district's facilities. This money went toward acquisition of new customers and service and maintenance of current and new lines and equipment. The district is now the largest in the state having 300 more customers than the next largest.

In addition to single family dwellings, the district also has as customers the large hotels which front the Seattle-Tacoma Airport.

Recent growth which includes the annexation and merger of McMicken Heights, Star Lake and Water District 53, has seen water consumption increase from 70,000,000 cubic feet in 1958 to 177,000,000 in 1969 and revenue from $190,000 in 1958 to $831,000 in 1968.

Successful service by such municipalities as Water District 75 is one of the keys to continued growth in the Highline Southwest King County area. Their growth and ours are one and the same and the commissioners of Water District 75 are laying plans for as much growth in the coming years as they have served in the past.

Sea-Tac Motor Inn Adds 160 Additional Rooms

Sea-Tac Motor Inn, at the Seattle Tacoma International Airport, has completed construction an an additional 160 rooms, bringing the inn's total guest accommodations to 405 and making it the biggest motor inn in the Pacific Northwest. /

Frank V. Hozian, general manager of the inn, said the two new three-story wings overlooking Bow Lake, plus the four existing three-story guest wings and central lobby - restaurant - ballroom structure provide nearly a quarter million square feet of guest room accommodations and supporting facilities.

Sea-Tac Motor Inn's new buildings, which match the original structures in architectural and design appearance, are served by exterior glass - enclosed elevators. The buildings are of wood frame construction on steel pilings with re-sawn redwood plywood exteriors and split cedar shake roofs.

Like the original units, they have been built with special double wall construction, plus insulation sound board and sheet rock for maximum sound reduction. They are equipped with special smoke and fire detection devices.

All guest rooms have custom-made furniture, built-in bedside controls for color TV and special four-pipe heating-cooling systems for individual temperature control.

The new units also house a complete sauna-massage facility and four special seminar-type meeting rooms for smaller meetings. The main structure contains the grand ballroom, seating 900 persons; a dining room, lounge, 24-hour coffee shop, convenience shops and administrative offices.

Landscaping around the new units utilizes Northwest plantings. Parking space for 1,000 cars has been provided.

Plans are ready, Hozian said, for adding an additional 630 rooms for a total capacity of 1,035 rooms in the $15 million complex.

Sea-Tac Motor Inn is owned by the Thunderbird Corp., Vancouver, Wash., Edward H. Pietz, president and Tod McClaskey, secretary-treasurer.

The corporation recently completed construction and opened a 148 guest unit motor inn at Jantzen Beach, in Portland. Other motels owned and operated by the Thunderbird Corp. include Thunderbird Motor Inns in Bellevue, Portland, Eugene, Astoria, Elko, Winnemucca and Aberdeen; Bayshore, Port Angeles and Yakima.

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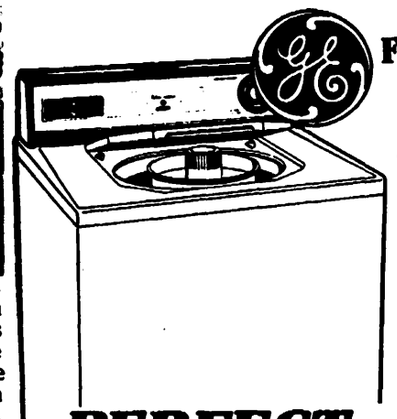

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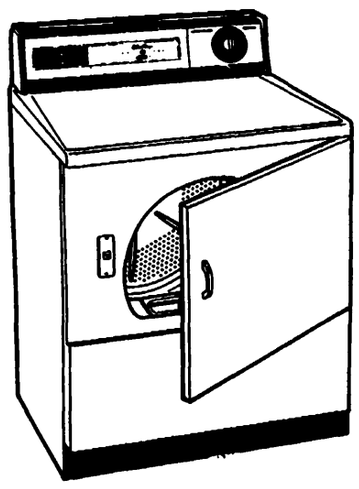

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EXPERT MECHANICS ON DUTY!
SPECIALISTS IN ALL MECHANICAL REPAIR WORK
★ ENGINE REBUILDING
★ TRANSMISSION REBUILDING
★ ELECTRONIC TUNE-UPS
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ALSO
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DICK'S CAMERAS AND SOUND, INC.
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CLIP THIS COUPON
Dick's Camera & Sound
COUPON SPECIAL
KODACOLOR Print Film
126-12, 127, 120 or 620
INCLUDING PREPAID PROCESSING & JUMBO PRINTING BY PERFECT PHOTO INC
List $6.34
LIMIT 3
2.49
VOID 9-10-70 Cash Value 1/20.

CLIP THIS COUPON
Dick's Camera & Sound
SPECIAL
AGFACHROME SLIDE FILM 135-20
Including Processing & Mounting
NO-LIMIT
LIST 4.35
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CLIP THIS COUPON
Dick's Camera & Sound
Coupon SPECIAL
KODACHROME OR EKTACHROME PROCESSING
of 8MM Roll - Super 8
126-20 OR 135-20 ONLY
BY CX-LAB. LIST 2.25
SPECIAL
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CLIP THIS COUPON
Dick's Camera & Sound
SPECIAL
C-60
SOUND-BRAND CASSETTE RECORDING TAPE
LIST 1.75
LIMIT 6
79c
VOID 9-10-70. Cash value 1/20.

Now approaching: Flight 1972

Mansfield's Looks To The Future From A Long Past

It all started 40 years ago with Howard and Mamie Mansfield. They had that rare ability to see the ordinary in an extraordinary way.

The Mansfields set up business with a small grocery store and gas station, just across the street from the present massive Mansfield's Shopping Center. They enlarged operations several times, according to the Big Store's co-owner, Jim Jones, until they had a small complex. It nestled in the corner of what is now the Center's parking lot. The address: 120th and Des Moines Way South. And that was the Birth of the Boom.

Dick Mansfield, son of Mamie and the late Howard Mansfield, sees a steady business expansion keeping healthy pace with the community's growth. There were only about 200 families living between South Park and Des Moines in 1926. Life was loose-jointed.

"The Des Moines Highway was the main road between Seattle and Tacoma," Mansfield recalled. "Twelve local women started the Boulevard Park Library in 1930." The small portable building gradually grew to its present size. And a new library is slated soon.

The shopping center itself took form nearly 10 years ago.

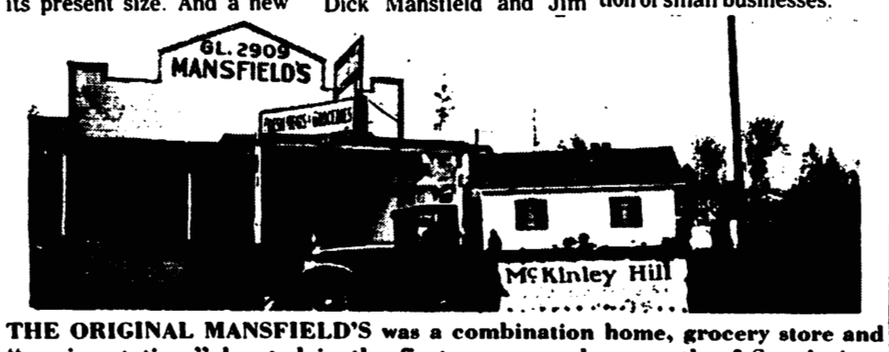
Living bacome more progressive; but the original spirit lent ballast to the boom. It was progress with poise, planning.

"We had great faith in the area," Mansfield remarked. "People have been good to us and we've certainly appreciated it. This is why the Shopping Center was established." It's been a solid success.

Dick Mansfield and Jim Jones are optimistic. They still deal with many residents who lived in Boulevard Park before the first Mansfield store appeared.

It continues to be an excellent area for living and working.

The faith and vision born 40 years ago on this site are now shared by a constellation of small businesses.



THE ORIGINAL MANSFIELD'S was a combination home, grocery store and "service station," located in the fir trees somewhere south of Seattle in a place known as Boulevard Park, in 1926.

IT IS TIME FOR A NEW PROSECUTOR

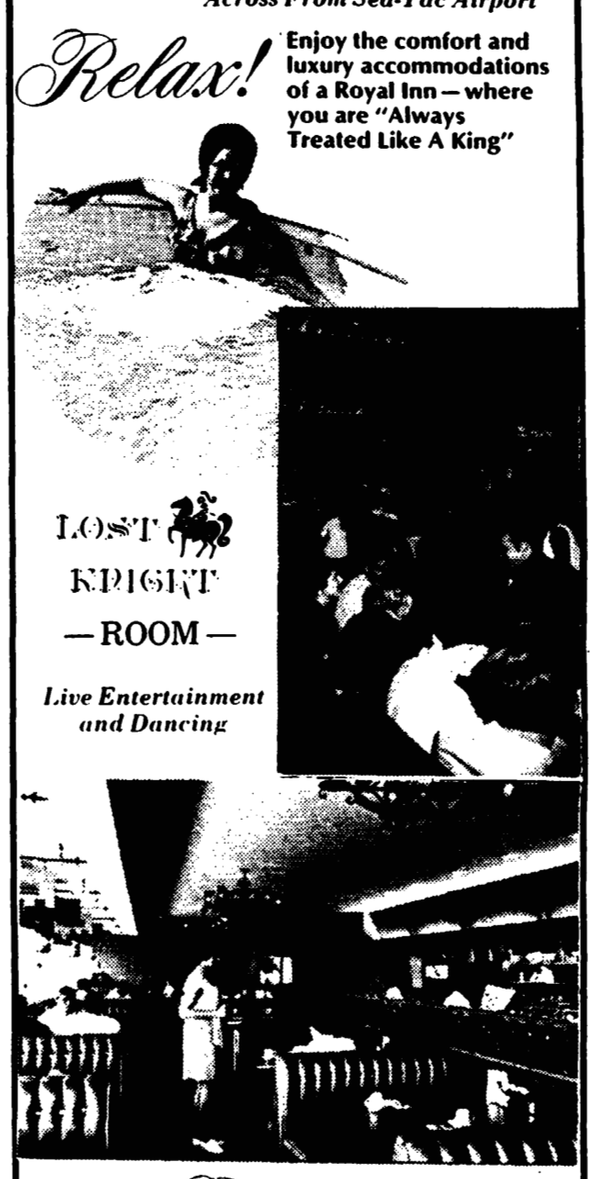
- The incumbent, Charles O. Carroll, has been in office 22 years. This is too long for any man to hold any office.
- Bayley pledges to bring experience and leadership to the Prosecutor's office.
- Bayley pledges to work for better law enforcement service for South King County, using the regional justice courts as branches of the Prosecutor's office.

CHRISTOPHER T. BAYLEY
Republican

SPONSORED BY THE SOUTH KING COUNTY COMMITTEE TO ELECT CHRISTOPHER T. BAYLEE PROSECUTOR, Jim Duncan, Chmn.

Royal Inn HOTEL
Across From Sea-Tac Airport

Relax! Enjoy the comfort and luxury accommodations of a Royal Inn — where you are "Always Treated Like A King"



Dine at the
JOLLY KING RESTAURANT

OPEN 24 HOURS
Exceptional Food—From Pancakes to Steaks
Banquet and Meeting Rooms
20 to 200 People

WE'VE COME FULL CIRCLE

Since Riverton General Hospital opened more than 50 years ago it may have seemed to many that we were somewhat cloistered behind the tall hedge which fronted our grounds along Military Road. We thought so too, and down came the hedge.

We wanted people to know we were here, to know about our facilities and programs.

No, we are not a sanatorium, nor are we a retirement home. Riverton General Hospital is just that; a general hospital. A hospital which offers complete general medical services. This includes fully equipped, up-to-the-minute facilities in all departments.

Recently we tripled our bed space by adding a new wing. We're very proud of this sparkling three-story structure which houses our obstetrics area and newborn nursery, a surgery suite with four operating rooms, a large modern laboratory and radiological capabilities.

We also have a brand new reception center and administration building which looks more like a tastefully designed and appointed apartment than a hospital.

We feel it is our responsibility to the community to offer the best medical care available, and as the highline area grows, so do we. Since the days when we were hidden by a hedge, we've come full circle.

We invite you to stop by and see for yourself the changes we've made in making progress.

Riverton EMERGENCY PHONE CH 2-2055

GENERAL HOSPITAL
12844 Military Road South

Williams and Swanson One of Largest Chevrolet Dealers Here

On May 6, 1931, three well-known Renton businessmen were awarded the Chevrolet franchise for Renton. The three, all in their early 20's, were Hayden Williams, who was manager of the Renton Merchant's Credit Association, Wayne Armstrong, who was associated with the firm of V. Armstrong and Sons, and John Swanson, who had been connected with the auto industry in Renton for some time.

The business opened under the name "Hub City Chevrolet," because they felt that Renton is truly the hub, in that all roads really did lead to this point. Mr. Armstrong was only with the firm a short time, leaving Williams and Swanson as partners.

The Hub City Chevrolet Co. was founded with two employees as mechanics plus the owner. The firm was located in the Storey building at Third and Burnett with 5,000 square feet. The business is still at Third and Burnett but the company now utilizes more than 55,000 square feet under roof, plus using about 5 acres in downtown Renton. The firm today employs 93 full-time and part-time people, many of whom have been there more than 20 years.

Williams and Swanson has grown steadily throughout the years as has the surrounding area. During World War II, at a time new cars were not selling readily, the company obtained a contract for the assembly of General Sherman M4 tank engines and another contract to build rear axles for the tank retriever manufactured by Pacific Car and Foundry.

Today, Williams and Swanson is one of the largest Chevrolet dealers in the Seattle area in all phases of its business; new and used cars and trucks, parts and service.

Williams and Swanson has not basically changed over the years, although different marketing techniques have been developed with the expansion of the Greater Seattle area. The philosophy is one of being competitive, but also being in business, for we feel that the culmination of a sale is the starting point, not the ending.

Hayden Williams and John Swanson, although through the years have developed many other interests, can still be found most days "at the office" Responsibility for operating the business is shared by John B. Swanson, General Manager, Wes Loberg, General Sales Manager, and Morrie Flavim, General Service and Parts Manager. Edith Stride is the office manager, supervising 18 young ladies.

Williams and Swanson has just previewed its 1971 line of Cheveolet and Oldsmobile cars and are very enthusiastic. Stop in soon and see the new models at Williams and Swanson Chevrolet.

IT'S YOUR NATURE! PREVENT FOREST & RANGE FIRES
KEEP WASHINGTON GREEN

Appliance Store Started in Basement Office

Using the basement of his home as an office and with a small display room there, Perry E. West first opened for business at 15041 Des Moines Way — where the Olympic Bowl and parking lot now stand. That was in 1937.

In 1940, his son Perry C. West, known as Clint, joined the firm. A store was built for them in 1941 in Boulevard Park at 11864 Des Moines Way. This year Clint was married and Marna West joined the company.

Again in 1945, Perry decided to expand, and chose Burien, where he opened a store at 926 S.W. 152, in the Dashley Building. In 1946, Clint returned after four years in the service to rejoin the company.

In 1947 property was purchased at 431 S.W. 152nd and a warehouse erected on the back part of the lot. Later a new store was built (which still serves as the present location) and opened in September, 1948.

All three stores were operated for a few years, and the the Boulevard Park store was sold, and the older Burien store closed.

When Perry Sr. retired, Cling and Marna bought his interest in the business. They are the present owners of the Perry West Co.

This Is The Reason We Are The "Number 1" Volume Chevrolet Dealer In The N.W.

UNDER COST SELL OUT

OVER 328 UNITS TO CHOOSE FROM

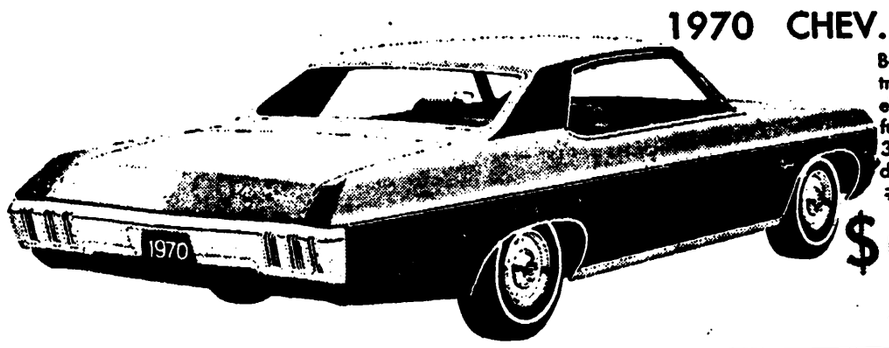
For Immediate Delivery—Financing For Anyone

1970 NOVA

Misty turquoise — Black vinyl trim — Seat belt retractors — Belted white walls. AM Radio. Spec Int Group — Exterior decor package. Many other extras. Stk #1498

$2263.18 plus dlr. serv.

1970 CHEV. IMPALA Spt. Cpe.



Beautiful black cherry with black vinyl trim, front and rear bumper guards, electric clock, belted white wall tires, full wheel covers, push button radio, 350 V-8 engine, specially priced during our under cost sale at #1263

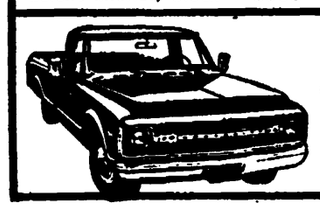
$2693.61 * Plus dlr. serv.

'70 OLDS DELTA 88 HOLIDAY CPE.

Astro blue, matching interior, tinted glass, drip moldings, door guards, remote mirror, automatic trans, w/w tires, dlx radio, accessory package, elec. trunk lid, belt molding, vinyl roof, disc brakes, variable p. s., electric clock, rear seat speaker, deluxe interior, Stock #3008

$3397.68 plus dlr. serv.

1970 CHEV. ½ TON FLEETSIDE PICKUP



$2268.32 Plus dlr. serv.

Red—red vinyl interior—heavy duty rear springs—heavy duty clutch—chrome hub caps—chrome bumper—full foam seat—ammeter—oil gauges. Stock #5087-T

USED CAR SPECIALS

'69 International Travelall 1000. Deluxe golden-rod yellow with black vinyl top, matching interior, V-8, auto, PS, PB, top rack, factory AIR CONDIT. $3475

'69 Javelin SST Htp. Cpe. Rampart Red, white vinyl top, red buckets, V-8, console auto, tilt wheel, rally wheels, extra new. $2688

'66 Buick Riviera. Baltic Blue with custom bucket seat interior, console auto, tilt, telescopic wheel, low mileage, local car, extra nice. $2199

'70 Mustang Mach I, CJ 428, Bragantine blue, 4 speed, positraction, radio, performance and handling package. $2988

'64 Pontiac Tempest Custom Cpe. Rampart red, 326 V-8, standard trans, extra clean. $699

'69 Toronado. Royal Plum, black vinyl top. Black custom interior, factory AIR COND., tilt, telescopic wheel, factory AM-FM stereo, cruise control, power windows & seats, plus everything else Oldsmobile makes. Showroom new. Warranty. $4388

'67 Thunderbird Bastille Bronze with matching bucket seat interior. Low mileage. Local trade. Absolutely perfect. $1999

'66 International Scout. 46,000 actual miles. Perfect condition inside & out. Never hunted. $1475

'63 Impala SS Corinthian white, red buckets, 6 cyl, standard trans, recond. engine, immaculate. $988

'69 Dodge RT 440 Magnum, auto, PS, Canary yellow, black buckets, 7000 carefully driven miles. Hurry at only $2488

'65 Plymouth Belvedere II Htp Cpe. White with red pleated cushion interior, 33,822 actual local one owner miles. Just like new. $1099

'66 Rambler S/W Absolutely like new thru-out; white, red interior. Luggage rack, V-8 auto. $999

'64 Ford Custom 4 dr sedan, blue, V-8, auto, PS, extra nice family car. $499

'64 El Camino. Baltic Blue, V-8, auto extra nice. Hurry at only $1099

WILLIAMS & SWANSON

BA 6-5500 CHEVROLET-OLDSMOBILE 3RD & BURNETT—OPEN 9-9 7 Days a week RENTON

Airfreight industry will fly by all other transport modes by 2000

In 1966, California growers shipped 46 pounds of artichokes to Eastern points. The next year, they shipped more than 18,000 pounds by air. So what?

This fact alone is neither startling nor very interesting unless you are an artichoke farmer or a member of the rapidly growing airfreight business.

Airfreight, the transportation of goods by air, has played and will continue to play an important role in the growth and development of the greater Highline area, as well as the world.

Facts: Over the last few years, airfreight has grown at about 20 percent annually. In the past seven years, car-

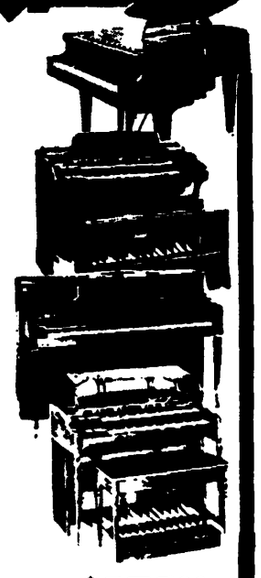
(Continued on page 12)

MODEL CHANGE-OVER CLEARANCE Sale!

MERCHANDISE MGR. ORDERS IMMEDIATE INVENTORY REDUCTION! NEW AND USED

SAVE

Each year at this time the Merchandise Manager authorizes price reductions on just about every item in the store in order to make room for new models. If you have been thinking of buying a piano or organ, now is the time to come in, let us help you select the instrument right for you.



PIANOS • ORGANS

★ FAMOUS BRAND NAMES!

Aldrich - Kimball - Chickering, Steinway
Hammond - Conn

SAVE UP TO 50%

SPINETS From $295.00
ALDRICH Was $695 ..... $595.00
KIMBALL Was $1095 ..... $699.00
KIMBALL w/Rhythm, was $1,595 .. $1,095.00
New Hammond $575.00
KIMBALL Was $1,495 ..... $1,095.00
KIMBALL Was $1,395 ..... $995.00

"See the New Conn 3 Manual Theater Organ"

SHERMAN CLAY
everything fine in music since 1870

15310 - 1st Ave. So. • BURIEN • CH 4-4150
301 E. Main • AUBURN • TE 3-8080
Renton Shopping Center • RENTON • BA 6-1170

PROGRESS

... and there's only one way to go... Forward!

We firmly believe in our community and its future. To our friends and customers, we reaffirm our objective: To help in every way possible to promote local progress and prosperity.

WHITE FRONT
SINCE 1929
WHITE FRONT
QUALITY • SERVICE • DISCOUNT • INTEGRITY

★FOODS★

"DISCOUNT PRICES"

SEATTLE 132nd and Aurora Ave. No. ★ BURIEN 14300 1st Ave. S. ★ TACOMA 2921 South 38th

Braniff's Service-for-the-70's continues:

It's going to be a great decade—especially for Braniff passengers.
Every departure we make is calculated to help the business flier and the vacation passenger.
Every meal our girls prepare was created by our International Board of Chefs.
To keep things smoother than ever, your travel arrangements are synchronized by the Cowboy: the most advanced computerized airline reservations system in existence.
We've put together more than 300 tempting tour packages to the fun-spots across the nation, in Mexico, in South America, and out in Hawaii.
We're offering discount fares to families, to children, to the military. And we've got special Youth fares, Discover America fares, R & R fares, and soon, Youth Standby fares to Hawaii.
And we've opened the magnificent Braniff Jetrail® at Love Field in Dallas/Fort Worth. (It's the best way to get from automobile to airplane.)
And that's just the beginning. You'll be hearing more.

Here's our on-time schedule:

to Acapulco:
11:15 am

to Austin:
11:15 am VIA DALLAS

to Corpus Christi:
9:00 am VIA DALLAS
11:15 am VIA DALLAS

to Dallas/Fort Worth:
9:00 am (non-stop)
11:15 am
6:15 pm

to Houston:
9:00 am VIA DALLAS
11:15 am VIA DALLAS
6:15 pm

to Lubbock:
9:00 am VIA DALLAS

to Mexico City:
11:15 am

to Miami/Ft. Lauderdale:
9:00 am VIA DALLAS
11:15 am VIA DALLAS

to New Orleans:
9:00 am VIA DALLAS

to Oklahoma City:
9:00 am VIA DALLAS
11:15 am VIA DALLAS
6:15 pm VIA DALLAS

to Panama City/Balboa:
11:15 am

to Portland:
11:15 am (non-stop)
6:15 pm (non-stop)

to San Antonio:
9:00 am
11:15 am VIA DALLAS
6:15 pm VIA DALLAS

to Tampa/St. Petersburg:
11:15 am VIA DALLAS

For you Acapulco-bound travelers, Braniff jets you there every day at 11:15 am (via Dallas connection). For reservations call your Travel Agent. Or call us in Seattle at MA 3-2390. Or call us in Tacoma at WA 7-2252.

Braniff
BRANIFF INTERNATIONAL

We jet you across the nation, into Mexico, out to Hawaii, or down to South America

A quality company of Ling-Temco Vought Inc LTV

Air Freight Will Overtake Passenger Miles by 2000

(Continued from page 10)

go revenue ton-miles have increased more than four and one-half times. By 1980 cargo revenue ton-miles could be between five and eight times greater than they are today.

And the future looks bright for air cargo. Free world air cargo traffic, which amounted to nine billion revenue ton-miles in 1969, is projected to increase to 39 billion ton miles by 1980. A growth of 300 percent.

Locally, the Port of Seattle's Seattle-Tacoma International Airport recorded a greater than 100 percent gain in revenue ton miles in the last four year period.

Prior to the advent of air cargo shipments, many foreign markets could not be penetrated. Now, because of the speed and ease of handling of airfrieght, many perishables have become year-round products.

According to at least one expert, Robert W. Prescott, President, Flying Tiger Line, Inc., if the trends of the past few years have any validity, air freight business will be larger than passenger business by 2000.

International air cargo movement offers such great potential for a number of reasons.

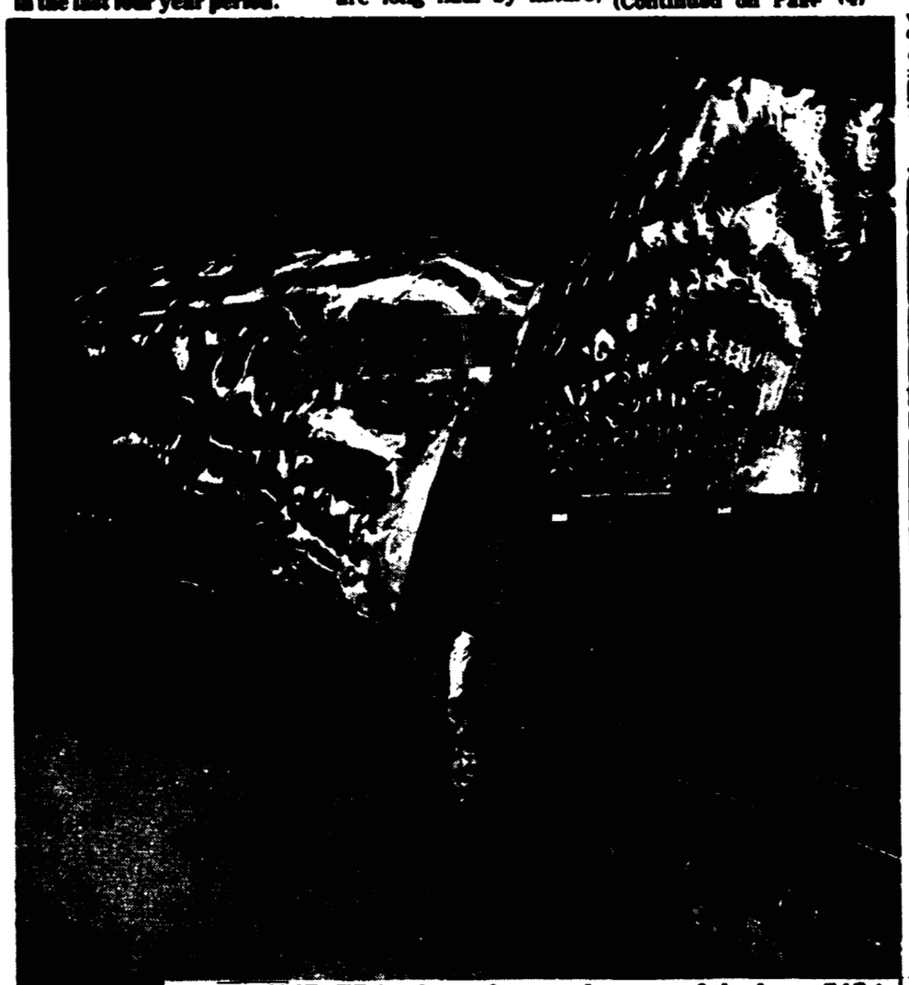
1. International markets are long haul by nature, and airfreight is essentially a long-haul business.

2. Developing nations jump into the air age because of the prohibitive capital costs of rail, highway, and port facilities.

3. The high rate of technological improvement in aircraft permits absorption of increased costs in far greater proportion than in other modes of cargo transport. Hence, air freight rates will continue to decline relative to other rates, thus broadening the competitive overlap.

4. Airfreight can fly direct courses, ignoring land

(Continued on Page 14)



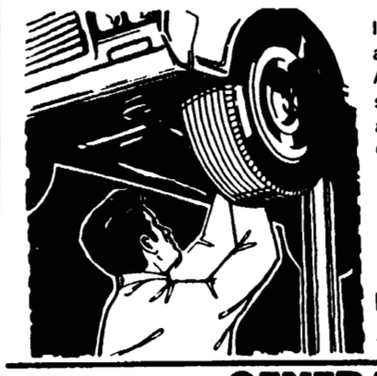
TO FACILITATE loading of cargo the nose of the huge 747 is lifted up, and freight is moved in on ball bearing rollers. Capable of carrying triple the amount of cargo of today's airplanes, the 747 holds thirty 8 feet high by 8 feet wide by ten feet long containers side-by-side on its main deck.

GENERAL TIRE

AUTO SERVICE

EXPERT CAR CARE AT GENERAL TIRE

CHASSIS LUBRICATION & OIL CHANGE



Includes oil change (up to 5 qts. premium grade) and lubrication to manufacturer's specifications. Also inspection of cooling, power steering and brake systems. Battery is tested and filled, windshield and light lenses are cleaned. We use top quality Quaker State motor oil. Filter extra.

by Appointment

$3.95 Most U.S. cars

GENERAL TIRE SERVICE

266 S.W. 153RD • CH 6-4464

MON.-FRI. 8 a.m.-7 p.m. SAT. 8 a.m.-5 p.m.

JIM WILEY

STATE REPRESENTATIVE

A Voice of Reason

Jim Wiley Believes . . .

. . . We should broaden the economic base of this state.
. . . We must immediately develop definitive programs to eliminate serious unemployment.
. . . We need programs which will expand industry while maintaining our precious ecological balance.
. . . Secondary education should be made more accessible to more people with greater emphasis on two year curriculums.
. . . The state legislature should be more responsive to the electorate.

JIM WILEY

DEMOCRAT
POSITION 2
31ST
DISTRICT

PAID FOR BY THE COMMITTEE TO ELECT JIM WILEY TO THE STATE LEGISLATURE
JAMES K. BENDER and MABEL HOPKINS CO-CHAIRMEN

Cortez Strives to Meet Demand

Located just north of Sea-Tac Airport is Northwest Cortez, Inc., a firm rated as probably the world's largest all motor home market. This interesting organization is the culmination of many years of hard work by its president and owner, Mr. Mel Kummerfeldt.

Leaving his native Montana as a young man via the hitchhiking route, Kummerfeldt has worked, primarily as a salesman, to see this most successful business enterprise become one of the finest of its kind n the world.

When the first Cortez motor home was announced in 1963, Kummerfeldt wanted one. To the average citizen a motor home was unknown, but having seen his first unit, Kummerfeldt decided that to own one he'd have to be the local dealer. In 1964 he opened the first all motor home market on Aurora Avenue North, and finally outgrew this facility, opening the present location at 16616 Pacific Highway S. in May, 1967.

Today the Cortez is only one of many makes of motor homes that are sold by this Company. A dozen different makes, and many models of each make, with a price range from $10,000 to over $100,000 make up the inventory at this interesting local dealership.

As the demand for motor homes has grown over the years, so has the quality of the units sold by Northwest Cortez Inc., now boasting a selection of quality motor homes all using steel support in their construction. Kummerfeldt feels strongly that the day of the "sticks and nails" types of motor homes will soon be gone, both by a far more knowledgeable buying public demanding better quality, and by Federal Safety Standards that will emphasize safety to a far greater degree than is presently required.

A complete service department, managed by Jerry Kummerfeldt, nephew of the owner, and manned by six mechanics is capable of doing all type of maintenance work on all motor homes sold.

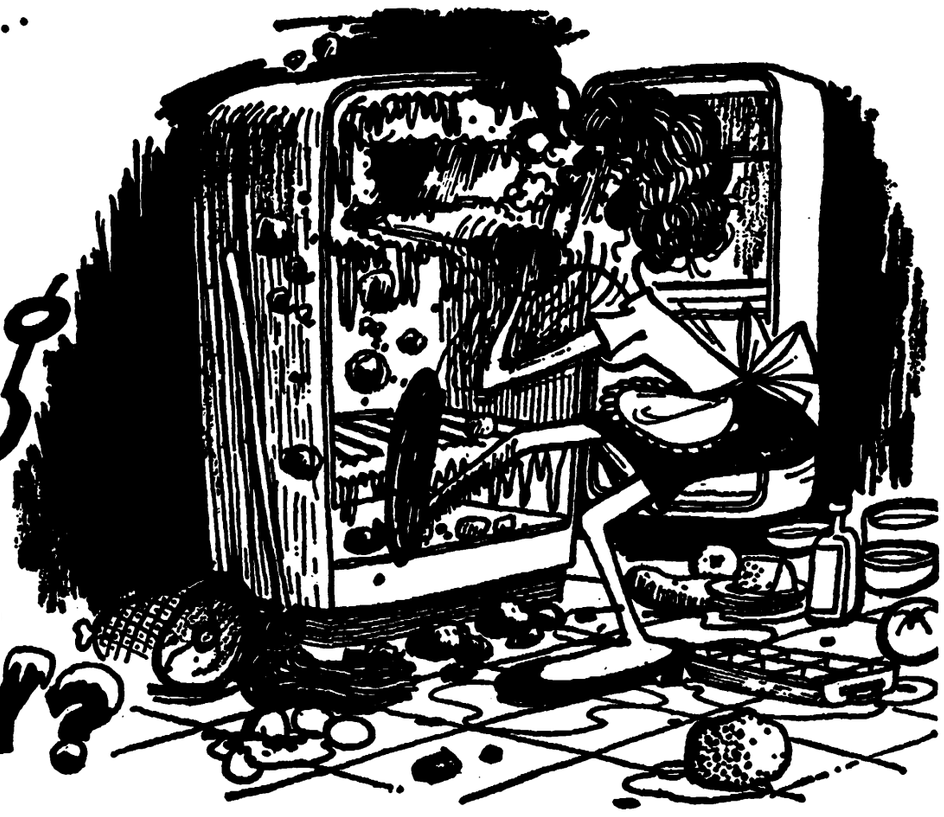
Sales are handled by Dale Jensen and John Poltz, two of the most knowledgeable men in their field.

"Who buys this all new type of travel vehicle?" we asked Jensen, and his answer was this. "Approximately 50 percent are sold to those who are or plan soon to retire, with 25 percent going to affluent young families, often with large families, and the other 25 percent being sold for commercial uses. Travelling salesman, selling many assorted lines of merchandise are finding this the most profitable way of selling, with their fhome always with them.

Referred to by Jensen as "'our toy department,' "our toy department", Northwest Cortez also sells the new fun machine, the all terrain vehicle known as the ATTEX.

NOW at Perry West ...

STILL Fighting an OLD FROSTY?



Of all the jobs a wife has to do . . . defrosting an old frosty can be one of the most irritating. Today's new, modern refrigerators are frost-free and there'll never be a better time to buy one than now during our . . .

OLD FROSTY TRADE-IN SALE!

THIS WEEK YOUR OLD FROSTY IS WORTH DOLLARS AS TRADE IN ON ANY NEW GIBSON REFRIGERATOR/FREEZER

Deluxe Food Freezer

HURRY FOR THIS ONE

Model 80-576

FEATURES INCLUDE:

- ADJUSTABLE SHELVES
- FROST CLEAR
- 16 CU. FT.
- 129.5 LB. FREEZER

4 Colors Available At No Extra Cost

ALL GIBSON FROSTCLEAR FREEZERS AND Refrigerator/Freezers FEATURE 10-YEAR GOLDEN GUARANTEE

The Appliance You Buy Today Is Guaranteed

'TIL AUGUST, 1981

MODEL 80-364

FEATURES INCLUDE:

- HOLDS 126 LBS. OF FROZEN FOODS
- ICE TRAY RACK WITH 2 ICE TRAYS
- REMOVABLE FROZEN PACKAGE DOOR RACK
- GLIDE-OUT 30-QT. POCELAIN CRISPER
- 2 BIG MOLDED EGG RACKS

August Special FREEZER 15 ½ Cu. Ft. Upright $219.88

Lowest Price Ever FREEZER 20.4 Cu. Ft. Upright $259.88

No-Frost REFRIGERATOR 12 Cu. Ft. $249.88 W.T.

ALL 5 - MODELS IN STOCK

OPEN DAILY 10 TO 6 MON. & FRI. 'TIL 9

Perry West COMPANY in BURIEN

431 S.W. 152nd CH 2-2121

EASY BUDGET TERMS AVAILABLE

- Buy with confidence
- We have our own Service Dept.
- 33 years in the appliance business

THE 747F can carry a containerized load of 248,000 pounds on transcontinental or mainland to Hawaii flight or 100,000 pounds across the North Atlantic. Two men can load and unload more than 100,000 tons of cargo in less than an hour. It is this sort of capacity and low-cost handling which is expected to revolutionize the carrying of freight by air.

Air Freight.....

(Continued from page 12)

and port barriers, a very important efficiency in international transportation denied to surface vessels and vehicles. For example, the air route from Tokyo to Chicago is 6326 miles. By water and rail, through the San Francisco gateway, it is 7393 miles—1000 miles or 17 percent farther.

Even in a tight money situation such as we are experiencing now in the Northwest, the airfreight business may increase. The advantage of rapid delivery of goods allows the retailer to keep fewer items in stock, thus diminishing his capital outlay. Goods which previously took weeks to be delivered by ship now can be received in a few days.

By the same token, internationally - minded businessmen today view the whole world as their sales region.

In September, 1969, Flying Tiger Line was awarded, by the federal government, the Trans-Pacific air cargo rights, thus establishing the first all cargo carrier line goint to the Pacific, according to John Geehan, Jr. general terminal manager, at Tiger headquarters in Seattle.

With the extension of commercial service beyond the continental limits of the U.S. it has become necessary for cargo carriers to bolster their personnel, machines, and systems to serve the demands of both domestic and international airfreight.

Air Freight Facility

"The extension of our routes and the increasing volume of business mean we're going to need more room to move around," said Geehan. "We don't want the final delivery to be stymied by bottlenecks on the ground. Toward this end, the Tigers have a $25-million building program going throughout our entire system.

"In seattle, we plan to start building a new facility this fall and have it ready a year later. It will incorporate the industry's most advanced mechanized freight-handling equipment. It will be on a 12-acre site in the northeast area of the airport. The apron will be able to handle four DC8's at one time. (Flying Tiger Line utilizes 16 DC8 Super 63 stretch jets in its operation) Not only that, but under a long term program, the Tiger Line plans to lease 5.7 acres more for future development here at Sea-Tac."

Not only will terminal facilities (runways and buildings) have to be expanded, but ingress to and egress from the terminal areas will have to be brought up to date. This, of course is included in the Port of Seattle Commission's current $125-million expansion program.

Air cargo people are looking forward to the introduction of the 747F by 1972. The Boeing 747, largest airplane ever designed for commercial service, is 321 feet long, has a wing span of 196 feet, a tail 63 feet above the ground—about six stories high, and a cockpit about third floor level.

747 vs 707

A fully loaded Boeing 707 freighter alongside the 747 passenger airplane, the entire full cargo load of the 707 — more than 90,000 pounds — could be transferred into the lower deck baggage and cargo hold of the 747.

The 747F can carry a containerized load of 248,000 pounds on transcontinental or mainland to Hawaii flights and more than 100 tons across the North Atlantic.

The 747F will carry thirty 8 foot wide by 8 foot high by 10 foot long containers side by side on its main deck.

Altogether, the 747's payload is nearly triple that of today's aircraft. Operating costs are estimated to be 30 percent lower with the new aircraft. Part of the economy provided by this airplane is because of mechanized main and lower deck cargo handling systems. In the case of the main deck system, loading and unloading can be accomplished by a crew of two men. Two men can load and unload more than 100 tons of cargo in less than an hour.

For processed and manufactured goods whose high intrinsic value is largely determined by their labor content, such as that required of engineers, scientists, systems analysts, planners, legal staffs, programmers, managers and executives, an integrated network of airfreighters and trucks will provide worldwide door-to-door distribution.

The 747, with its intermodal container-carrying capability, not only carries today's commercial pallets, but is designed to carry the forthcoming family of large 8 x 8 containers up to 40 feet long.

Of the 1.7 trillion revenue ton miles representing the total of all modes of our domestic freight in 1967, the airfreight total of 2.1 billion revenue ton miles—or one tenth of one percent—is so relatively small that it, reflects only a thin line on this chart. In contrast, the railroads took a pretty sizeable chunk of the pie—719.4 billion revenue ton miles—which is 42 percent. Between 1948 and 1968, world scheduled airfreight traffic increased 19 times, for a yearly average of 16 percent. The 1968 portion of that business amounted to more than one billion dollars.

Despite the dramatic growth of airfreight, its worldwide revenue of 1½ billion dollars in 1968 was far below the 1968 scheduled passenger revenue figure of almost 11 billion dollars.

The key to the business potential for the air cargo carrier, according to Tiger President Prescott, is how well a nation turns its economy from an agricultural base to an industrial one. "Far Eastern nations are customers with a supermarket of goods that keeps changing in variety and size. The carrier must be thoroughly customer oriented," he says.

If this pattern in the next decade or so could be adopted—and perhaps improved upon—by the industrially-minded and more stable nations in Africa and South America the growth of international air cargo would be without precedent.

Riverton General Undergoes Major Facelifting Operation

For years few outsiders were really sure what went on inside the hedges which surrounded Riverton General Hospital. Many ventured guesses; some claimed it was a tuberculosis sanitorium, others said it was a cancer treatment center, and still others suggested that it was a retirement home.

Hospital officials, concerned with this conjecture, long ago brought down the hedges and let the sunshine in.

Now, Riverton General Hospital is undergoing a major construction project which will increase the present bed capacity of 30 to 112 beds.

The new north wing of the hospital, a modernistic, spacious three-story structure is almost ready for occupancy. The wing includes modern obstetrics facilities and newborn nursery, surgery suite with four operating rooms, large modern laboratory, radiological facilities of the most up-to-date components, and a new and larger emergency department and pharmacy. All phases of construction in the new wing should be completed by September 1.

The new reception center and administration building, a tastefully designed and well-appointed office complex, opened during the first week of August.

Dick's Camera Has Complete Line

Since opening in October, 1969, Dick's Camera and Sound, located at 235 S.W. in Burien, has acquired a long list of return customers.

Owned by Dick Dahlgard, the shop earned an early reputation for fast, courteous service. (Dahlgard is former manager of the Burien branch of Tall's Camera Supply, and is well known by camera buffs in this area.)

The first thing which greets you when entering Dick's is a genuine, friendly smile worn by the entire crew there. Behind those smiles is a combination of knowledge and practical experience in the camera and sound business which can provide the answer to any questions you may have.

"We have all the major quality lines of equipment, such as Leica, Alpha, Zeiss, Nikon, Hasselblad, Bolex, Rollei, Cannon, and Honeywell," Dahlgard says.

In the sound department there are Sony and Grundig tape recorders and amplifiers,and speakers, radios, and TV's.

Dick's also features a complete stock of film, and color processing by CX laboratory. "Our film is stored under refrigeration if left in stock more than three weeks," Dahlgard explained, "so our customers are always assured of getting fresh film."

Dick's features one-day Kodacolor processing, as well as custom black - and - white service.

For those who like to see things up close, Dick's has in stock special spotting scopes and binoculars.

You can even get a giant poster (18"x24") made for only 3.95, or a big button with your favorite photo on it for 98c.

When you go to Dick's see Sandra Vander Bie, Larry Buchman, Denise Bunch, or Darrel Womack for all your camera and sound equipment needs. And remember, you can shop from 10 a.m. to 7 p.m. six days a week at Dick's Camera and Sound.

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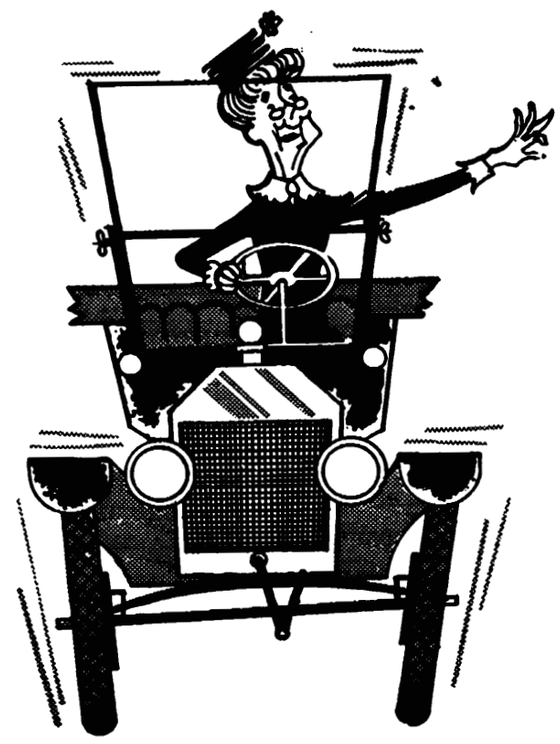

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Prairie Market

NB of C New Branch Located at Airport

The Sea-Tac Airport office of National Bank of Commerce located at 17038 Pacific Highway S. is one of the newest banking offices in NBofC's statewide system of nearly 100 branches. Although only open since June 15, the new office has met with excellent reception from the public, according to manager Gerald D. Kinnaman.

"The business activity in the airport area is amazing," Kinnaman said, "and of course it will increase rapidly in the future. Then, too, this area has become an increasingly desirable one for residential and apartment development."

NBofC has purchased the property including the present site of the Sea-Tac Airport office with the thought of future development there in mind. The property near the southeast corner of 170th and Pacific Highway S. is presently occupied by commercial buildings and homes. It extends 320 feet on Pacific Highway and averages 200 feet in depth.

The bank has other plans for the airport area as well, according to Kinnaman. NBofC has already been granted approval by the Comptroller of the Currency to establish an additional branch office within the airport terminal building. Negotiations are underway with the Port of Seattle for a location in the terminal when the current expansion project is completed.

In commenting on the bank's interest in the Sea-Tac area, NBofC president, Maxwell Carlson, said "The Seattle-Tacoma Airport is one of the major air transportation centers of our country, with many international, Alaskan, and domestic flights originating and terminating here." He also noted that many service industries have established new facilities around the airport.

Other nearby NBofC offices include two in Burien, three in Kent and one each in Renton, Century City and Southcenter.

National Bank of Commerce now has 98 banking offices in Washington, including 49 in the Greater Seattle area. On the international level, NBofC and its wholly owned affiliates, International Bank of Commerce and National Bank of Commerce of Seattle (International), offer direct service in major finance centers including London, New York, Tokyo, Hong Kong, and soon Singapore.

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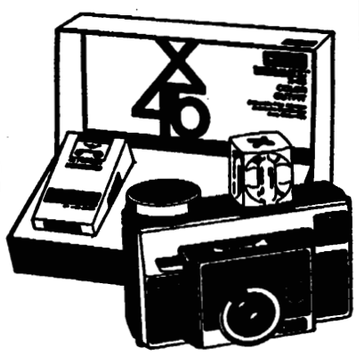

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Highline Community College

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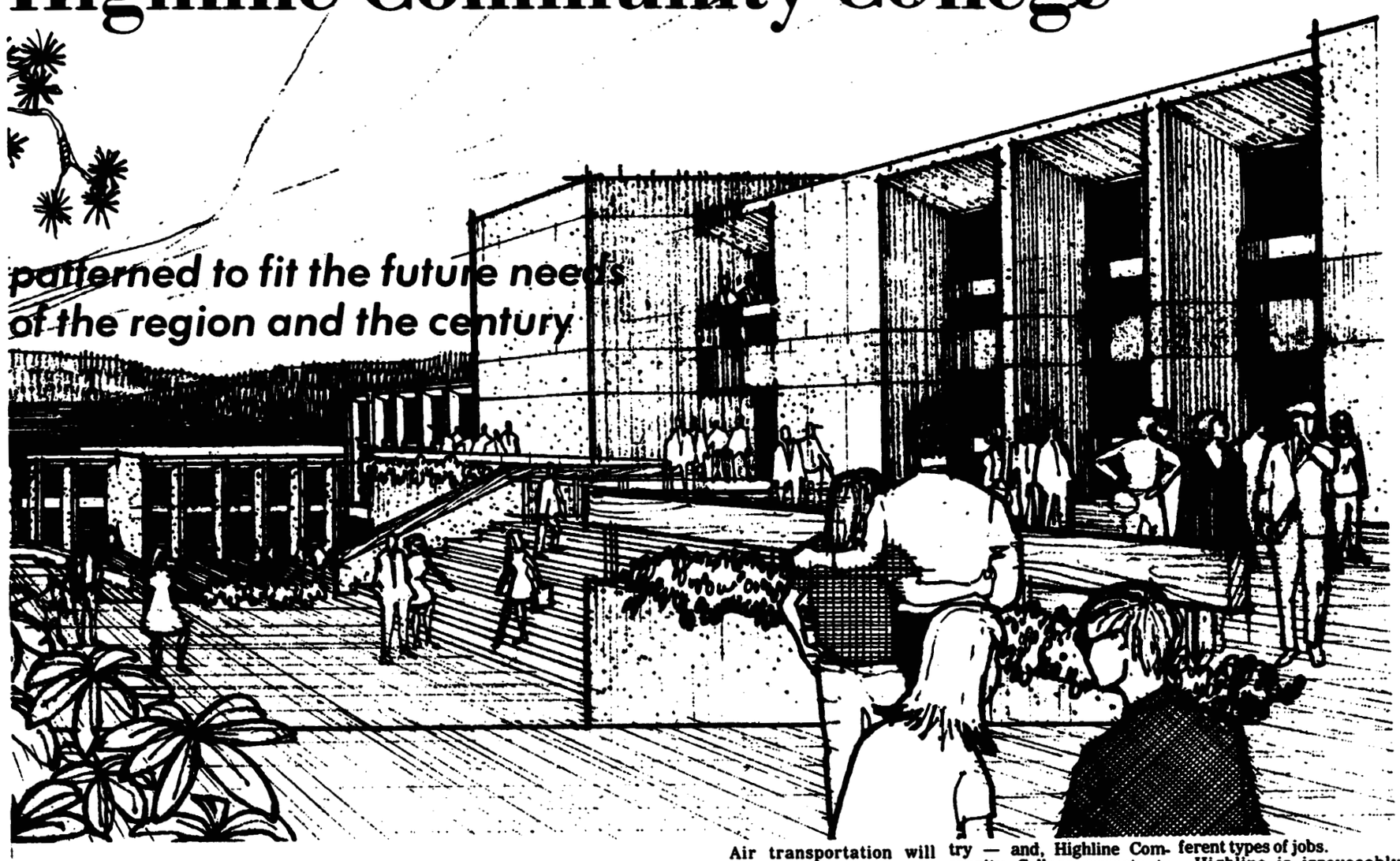

NEARLY HALF of a preliminary $9 million request for state funds to build additional facilities at Highline Community College is pegged for a large Instructional Center. The floor plan for one level is shown above. Areas labeled "A" and "B" would be classroom and large-group instructional area for occupational programs, and the new air transportation grograms in particular. If approved, construction could begin next year; if not approved because of lack of funds, Highline would conduct its occupational programs in limited space, at off-campus locations, and during evening hours. Area between Center's wings would be a terraced mall for student and faculty ⅝ a huge, outdoor, informal classroom. The four-level building would descend a slope on the campus toward Puget Sound. On the lower level would be a large multi-purpose auditorium for community use.

Air transportation will come-of-age in the decade of the 70's — some expect it to become the second largest employer in the country — and, Highline Community College expects to have a major role in training the thousands that will be needed to fill scores of different types of jobs.

Highline is irrevocably part of the "air age" of Puget Sound, and much of

...nued on Page 21)

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NOV. 17-DEC. 15	MARCH 2-MARCH 27	THURS. & SAT.
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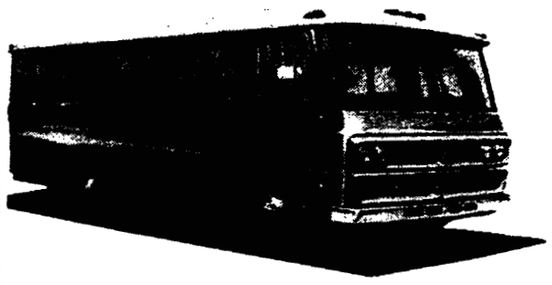

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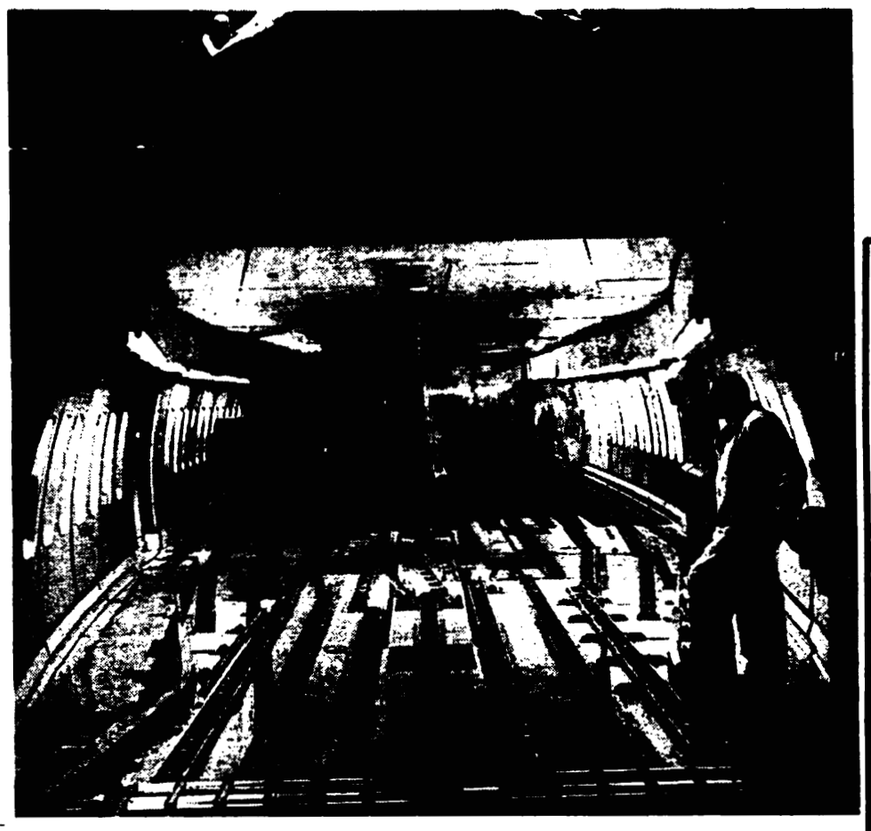

THE TRUCK in this photo is about three times the size of a standard passenger car, which gives an idea of the cargo carrying capabilities of the Boeing 747.

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Mr. Lee's Marks Birthday

In September, Mr. Lee's Beauty School will celebrate their second anniversary of serving people in the Highline area.

"We have found the warm response shown by other business in this area very gratifying," a spokesman said.

Since the Burien location opened, other Mr. Lee's locations appeared in Port Angeles, Yakima, and Longview.

On September 1, the latest Mr. Lee's will open in Auburn. "By providing the best in cosmetology training, Mr. Lee's helps not only students find rewarding career positions but also enables patrons to receive beauty services at budget prices," the spokesman added.

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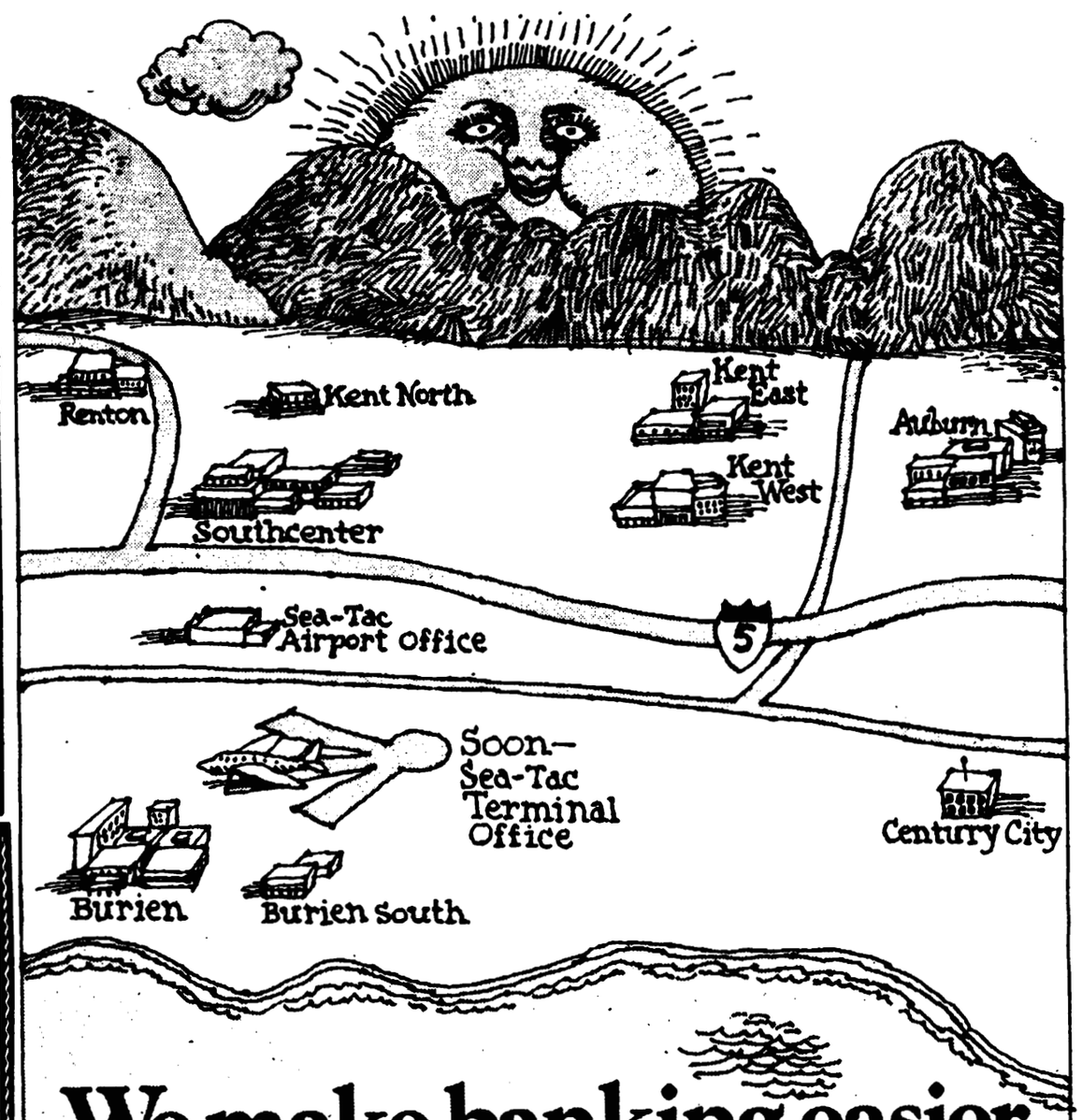

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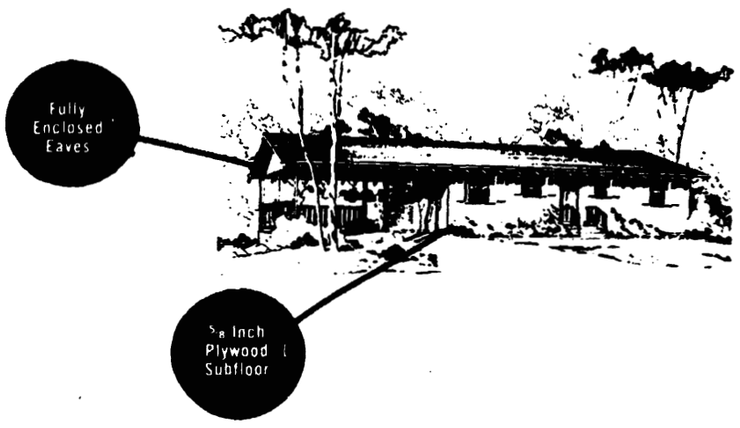

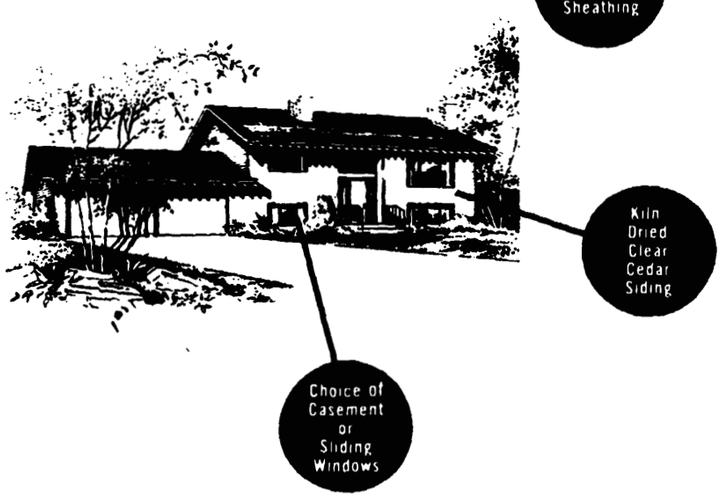

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Highline Community College

(Continued From Page 18)

the instructional program growth of the college will be tied to the air transportation industry, declared Dr. M. A. Allan, president.

Much of any growth at the college, particularly for occupational training, will depend on monies available in the next several years fo capital expansion and improvements. The college recently submitted a Phase III building fund proposal to the state for $9 million for the 1971-73 biennium with the great bulk of that proposed for a new building to house occupational program instruction facilities. Phase I and II construction during the mid-60's has equipped the college with 27 buildings and facilities valued at $7.5 million at-cost.

Just South of Sea-Tac

The Seattle-Tacoma International Airport lies within Community College District 9, the local service area for Highline Community College. The college campus lies just several miles due south of the main runway.

Scores of jet transports skim over the 80-acre, wooded Highline campus daily on their way to or from the electronic beam-ways to Sea-Tac. Just between the hours of 9 and 10 o-clock each weekday morning, for instance, more than 20 jets cruise overhead affording instructors and students alike opportunities to pause for a few seconds' contemplation in which only their own thoughts and the jet engines can be heard.

During the decade of the 60's, Highline College itself grew at a jet-propelled rate. Since its founding in 1961 the college has grown 10 times in the numbers of students served from less than 800 that first year to an expected more than 8,000 this fall. The increase in students this fall from last fall probably will be more than the total student population that first year, Dr. Allan remarked.

Education Needs Outlets

This tremendous growth in students seeking additional skills and training requires that education — and the community college, in particular — continually find new avenues for the use of young, enterprising talent. The air transportation industry seems to be offering that challenge, Dr. Allan said.

"Our interest in the air transportation industry has not detracted from interest in other possibilities for occupational education, nor from our foundation of academic studies and community service," Dr. Allan added. Many factors must be weighed in planning the future course of the college, but the one factor that is "omni-present to all such deliberations is change."

Dr. Allan cited the six month's of work by a blue-ribbon citizen's advisory committee earlier this year which outlined 30-some suggestions for Highline College. The one thread that wove them all together was the need for administrative philosophy and machinery that could respond quickly and effectively to changes as seen by the faculty and by the community.

Factors Cited

The college administration and board of trustees — based on ground work done by the college's own Aviation Industries Institute — believe that Highline will become a more important part of air transportation's growth in the next 10 years. These factors are cited:

- Formation last fall of the Aviation Industries Institute within the college to to act as a coordination agency to investigate program opportunities, to seek advice from industry, and to monitor the aviation-related courses and programs already in existence at the college.
- The ability of the College — because it is a community college with its own local board of trustees — to be innovative and respond quickly to new ideas and suggestions generated internally as well as those generated by the state and the community.
- Proximity of the college to the airport and its resource of industry advisers and on-the-job training facilities.
- Current programs — airline stewardess, reservation clerk and ticketing, air cargo, travel agent and aviation business — which will attract students the industry is seeking as potential employees and which will spawn other programs and courses.
- The objective of the college to be comprehensive in its educational programs, particularly in the area of occupational training that is suited to two years of additional study after high school. A further objective is to offer occupational training that suits the needs and resources of the community that that the college serves.

"There's lots of room for sky's-the-limit planning," Dr. Allan said, "but for every opportunity we see there is the responsibiltiy we have of balancing each

(Continued on page 23)

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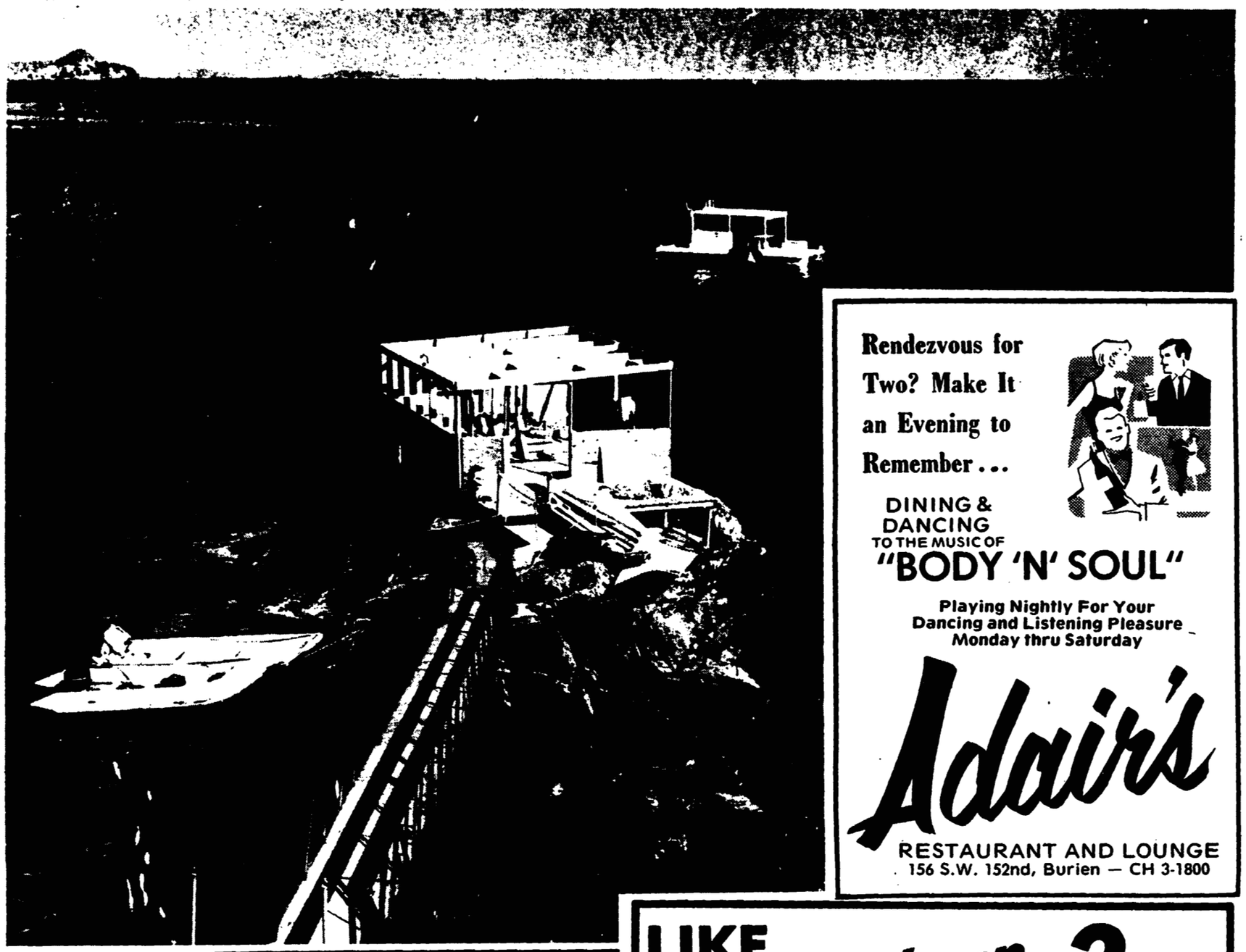

THE "SOUTHERNMOST BRANCH" of the Highline College this year has been in the Virgin Islands where the entire second-years class of 20 Undersea Technician students have been working with the Tektite II man-working-under-the-sea project. The Highline students have served as the diver support crew, as the safety team, and in many other jobs associated with the training they've had. The structure shown above is the diving equipment locker (under construction) used by the students in their support of the "habitats" anchored on the ocean floor.

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Highline Community College

(Continued From Page 21)

with realism and some caution.

"For instance," he said, "we have pretty well decided that we are not going to be all things to all people in the air transportation business — we are not going to convert the institution into something like 'Air-line College!'"

Few 'Hardware' Courses

Dr. Allan said that it was doubtful that Highline would get deeply into the "hardware" occupations of the air transportation business: jet engine mechanics, sheet metal work, instrument repair, electronics and wiring. Courses in many of these skills are being taught by Seattle Community College already, and more will be taught when the south campus becomes fully operational. Similarly, Green River Community College already has a course in air traffic control.

"The courses that we are most interested in now, and those that industry advisers tell us have a great potential for community college students, are those that instruct in the areas of 'business' and 'service' associated with the industry," the Highline president said.

"We are not unmindful, either, that many of the courses that we can offer as part of an air transportation curriculum are 'transferable' to many other allied occupations such as travel agency work, freight forwarding, traffic management, and to other modes of transportation," Dr. Allan added.

Expansion at Sea-Tac is accompanied by growth in related industries in the area — especially motor hotels, other transportation services, and the post office complex. Highline College is planning for these opportunities, too.

'Instructional Center' Plans

Nearly half of the proposed $9 million capital projects request is for a new Instructional Center that will extend through the middle of the campus. This building, which is planned to be U-shaped with a terraced mall in the middle, will house expanded occupational programs, principally those related to transportation and public service, such as law enforcement and business.

If approved by the state community college system, and the governor and legislature, construction on the 106,000-square-foot Instructional Center could be started next year.

"Regardless of funds available for building at community colleges," Dr. Allan said, "the college will continue to plan for and to implement educational programs within budgetary considerations that have an indicated long-term need for trained personnel. We will plan these programs so that they may be expanded as space and funds permit."

The college started its air transportation curriculum two years ago with the introduction of a two-year Associate Degree course for young women who wanted to be airline stewardesses. This was the first such program in the Pacific Northwest and continues to be the largest and most successful. The keynote to the success of the program

Enrollment this fall in the four institute programs is expected to be 500 or more — some 200 in the stewardess program, 200 in the two certificate programs, and 100 in the new aviation business program.

was a combination of good advice from industry and flexibility in the courses offered within the program.

Instructional Flexibility

Directing the instructional effort for college since 1961 has been Dr. Shirley B. Gordon, dean of instruction, who is a firm exponent of flexibility to meet needs and opportunities.

"As a community college," Dr. Gordon said, "we can offer two approaches to an industry's requirements. First, we are flexible enough to adapt our instructional program to an industry's specific requirements. And, secondly, we offer a wide variety of college credit courses in the humanities and sciences that serve as the foundation for advanced higher education."

An example of adapting instructional needs occured in the spring when 40 of the college's stewardess program students took advantage of a special 11-week evening-hour course we devised to train them as reservation clerks for summer employment. Local airlines officials informed us of the upcoming shortage of personnel, and we were able to respond quickly and effectively to answer the need, Dr. Gordon said.

The course for reservation clerk and ticketing has been refined now into a six-month certificate course which gives the student enough training and experience to be eligible for a job with an airlines, travel agency, or company traffic department. This course now is part of the Institute's transportation curriculum A second such six-month certificate course is offered in the air cargo field.

The two six-month courses, the two-year stewardess program, and a new two-year degree course in Aviation Business represent Highline's 1970-71 programs to prepare students for employment opportunities in the industry. Directing the

(Continued on page 25)

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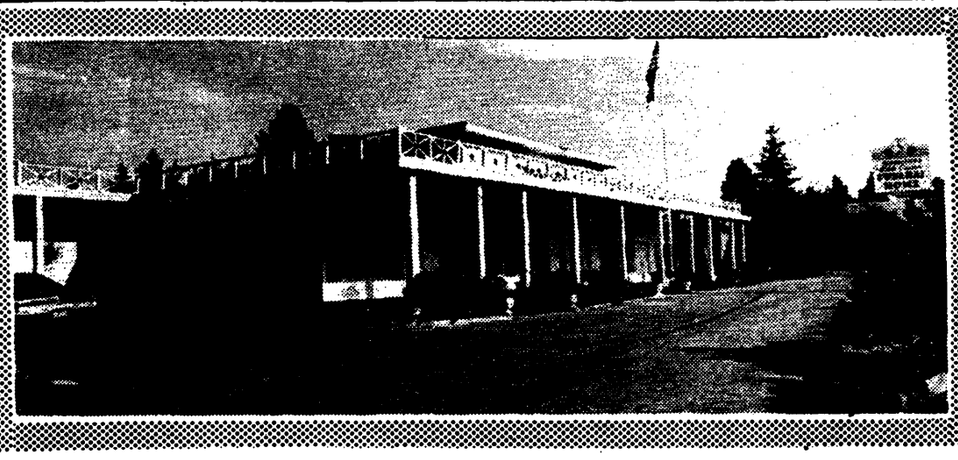

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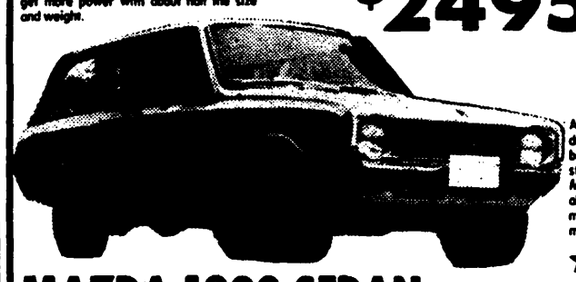

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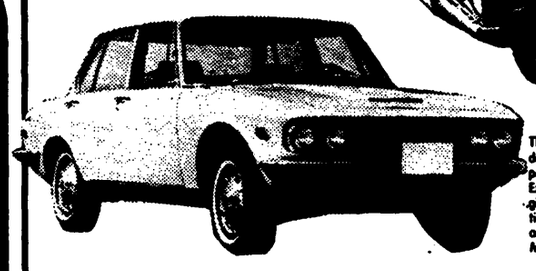

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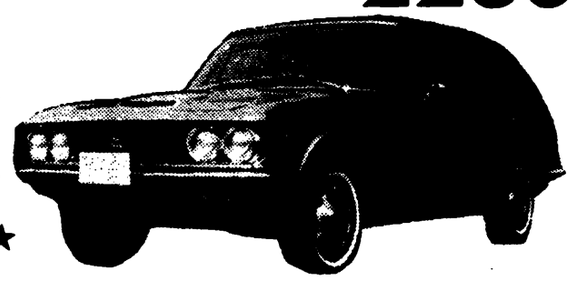

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Highline Community College

(Continued from page 23)

DATA PROCESSING students at Highline College utilize a complete IBM 360 system and study under one of the finest such programs of instruction in the Pacific Northwest.

PRINTERS IN THE MAKING? "Cold type" composition for the printing industry is a new course offered at Highline College with new equipment that includes a computerized "typesetting" system. Young ladies are welcome in such classes; and, young men are equally welcome in the health sciences programs such as nursing, inhalation therapy, and hospital central service technician. The college offers a complete offset printing training program.

AIRLINE STEWARDESS students at Highline look the part as well as learn the part. This fledgling stewardess was on her way to Alaska as part of a class activity and learning experience. More than 90 per cent of the young ladies who have taken the two-year course at Highline have been employed by airlines, reports Richard Gradwohl, instructor and adviser to the CAVU club. The program combines stewardess training, courses in fashion and personality development, and traditional liberal arts courses.

comprehensive development of these courses has been Richard H. Gradwohl, instructor of business administration.

The Aviation Business course offers a combination of academic courses, coordinated work experience while attending college, and specialized courses in the field. A typical student would take five or six courses per quarter for two years. He would take such courses as Business and Society, Introduction to Air Transportation, Speech Improvement, Principles of Flight, Airline Tariffs, Principles of Salesmanship, Accounting, Principles of Economics, Business Law, and Principles of Supervision.

Many of the courses taken for the Aviation Business course — or, for the Airline Stewardess course, for that matter — are transferable to a senior college or university. Students, therefore, can plan to complete an Associate Degree and work for several years, and then continue their higher education at a four-year college.

"This adaptability to individual skills and needs is a principle benefit of the community college system" Dr. Gordon said. "It is quite possible, for instance, for a student to complete an Air Cargo program in six months, then work for several years, then come back to Highline part-time or full-time to pick up where he left off and work on a two-year degree program, work again for a few years, and finally finish a baccalaureate degree at a university — all at his own pace and in his own fashion."

This same system of flexibility or adaptability is found at Highline in the programs and courses for engineering technicians, home economics, librarianship, recreation leadership, data processing, and in other business-related programs. "These programs," Dr. Gordon added, "are truly open-ended."

Highline also offers occupational courses for professional careers in nursing, inhalation therapy, and law enforcement, and for employment in offset printing, office occupations, and underseas technology. In addition, the college offers a number of industrial programs with courses in welding, machining, numerical control, electronics, plastics, and quality control.

Other Course Possibilities

While there is an immediate opportunity for educational programs related to air transportation, the college also is studying other fields which lend themselves to college education and which could serve the educational goals of students in the community.

Two such fields are hotel/motel management and forest resources management. Dr. Allan said that college personnel have been discussing these possibilities with industry representatives within the community college district.

"It has been appropriate however," Dr. Allan said "that we developed a comprehensive program first that focuses on the air transportation industry since our college symbol, the 'Thunderbird', is a visual as well as audible reminder of our closeness to the industry."

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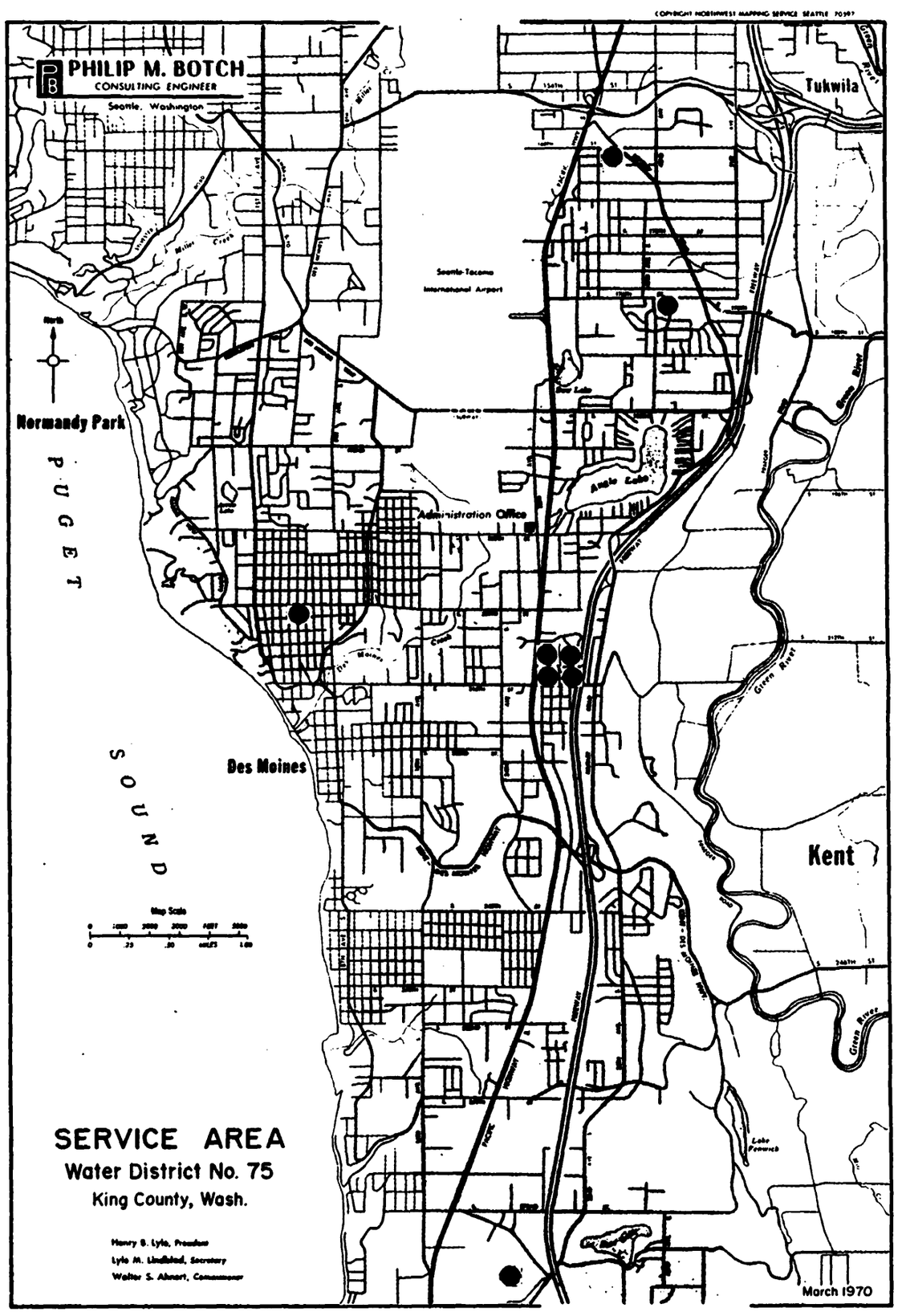

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Herr Family Continues Role as Community Leaders

The name of Herr has been a part of the growth of south King County for years—since 1931 to be specific.

Herr has had a very special role in the residential and commercial growth of this area because it has been the Herr Lumber and Herr Homes which have taken part in our growth here for some 40 years.

The business was begun by the late Amos D. Herr and in recent years has been carried on by Bill, Gordon, a sister, Mrs. Helen Wells and Amos Jr.

But building materials and construction have not been the only areas of Herr activity. The Herrs have been involved in the community through representation of the people as well.

Gordon Herr has spent the past eight years as a member of the State Legislature, serving two years in the house and the past six in the State Senate. Currently he is chairman of the Cities, Town and Counties Committee and is a member of both the Highway and Natural Resources Committees.

Leadership has been one of the Herr family's primary products— whether it is in business or politics. The company is a $6 million a year business and Gordon cites this experience with this level of business as helping him cope with the management of the State's business from the halls of the Legislature.

The home office and yard of Herr Lumber, Inc. and Herr Homes is located at 2300 Harbor Ave. SW in West Seattle.

With this office location as a springboard, the Herr business has grown to include lumber yards and offices in Burien, 107 SW 160th (at Five Corners), Everett, 9700 Hwy. 99 S. and Renton, 11840 Ave. S. (in Skyway), plus the West Seattle home office and yard.

Herr Homes has offices at the Burien, West Seattle and Renton addresses. In addition, information and expert advice on a custom built Herr Home is now available at 17505 - 6th NE, Kenmore and at the ne office located in Tacoma at 8419 Pacific Ave.

Executive direction and the residency of the business fell into the hands of Amos, Jr. Following his death, Bill Herr has guided the company.

Currently another son William (Bill) H. serves as the company's president. Mrs. Helen Wells, a Herr daughter, heads up Herr Homes as sales manager. Sh3 is also secretary-treasurer of the company.

Ken Mickelson has filled the vice president's seat and supervises all Herr constuction operations. Wally Barnett is vice president in charge of all Herr Stores and yard activities.

The entire Herr Lumber staff numbers 150 skilled artisans.

The yards at the West Seattle store are regularly stocked with Douglas Fir from Washington and Oregon, and more than 5,000 home-building items are kept on Herr's shelves.

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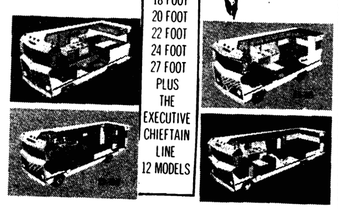

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How can Winnebago offer a quality self-contained motor home for $5995*? By manufacturing in the world's largest motor home factory where production efficiencies far exceed any others in the business. Mass production, vertical integration (Manufacturing our own component parts), and quality control have been combined for this revolutionary industry break through in motor home pricing.

Therma-Panel** — an exclusive construction feature of all Winnebago Motor Homes. "Sandwiches" of exterior pre-finished aluminum and interior paneling are bonded to a core of Styrofoam**** insulation. IT'S STRONG AND HAS A LIFETIME GUARANTEE — Winnebago guarantees Therma Panel** construction for the lifetime of the motor home to the original owner.

Winnebago believes in "design from the inside out". The interior of every Winnebago is carefully selected for your on-the-road living convenience. No other motor home matches Winnebago for interior design, floorplans, and appointments. It is the ultimate in the recreation leisure travel.

Winnebago is the world's largest manufacturer of motor homes. Five times more people chose Winnebago motor homes than the next largest manufacturer in the industry. Proof that the W.inebago you buy is backed by years of experience, consumer acceptance, and quality control.

VALLEY GARAGE, INC.

SEATTLE
14015 AURORA N.
EM 5-4000

KENT
1145 W. MEEKER
UL 2-0150

AUBURN PONT. GMC
1106 AUBURN WAY N.
UL 2-2243

OPEN SUNDAYS

Mon-Fri. 8:30 a.m. to 8:00 p.m.
Sat. 8:30 a.m. to 6:00 p.m.

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