FRONTIER NEWS

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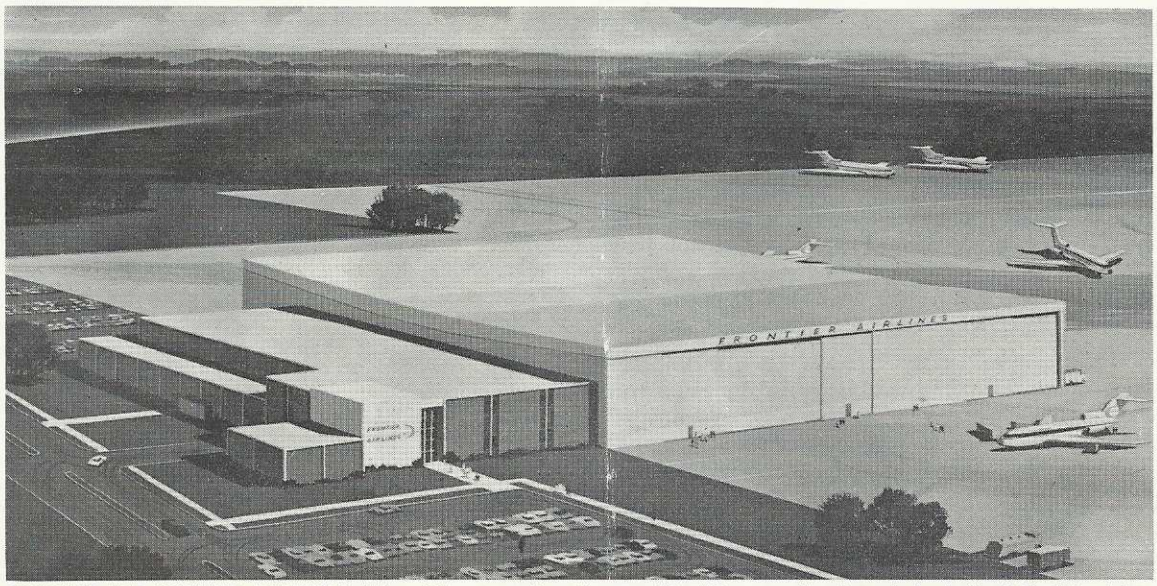
$8 Million Operations Complex Okayed For Frontier



PROPOSED FOR FRONTIER AIRLINES is this artist's conception of a new $8 million operating base to be built at Stapleton International Airport. The facility to be built on the north side of the airport facing Smith Road. It will employ approximately 750 persons and serve as the principal operating base for the company.

A new eight million dollar hanger, maintenance, training, and reservation facility will be built for Frontier Airlines at Stapleton International Airport in Denver. Frontier's facility will include a six bay hanger suitable for Boeing 727 tri-jet aircraft, an engine overhaul shop, miscellaneous maintenance areas, flight crew and ground maintenance training facilities, dispatch, reservations and computer center.

This expansion of Frontier's facilities in Denver would be coincident with Frontier's acquiring 103-passenger Boeing 727 tri-jets. It would be financed under the revenue bond program approved by Denver voters in August, 1965. Provision would also include the additional construction of a general office building and subsequent expansion of two additional jet aircraft bays in the operational building.

The engineering firm of Burns-McDonnell of Kansas City, Missouri, has been retained by Frontier. The firm, in agreement and conjunction with the City of Denver, will supply complete architectural, engineering and consulting services, plus supervising the construction of the new facilities.

Revolutionary Standby Fares Set Pace For Airline Industry

Public response to Frontier Airlines 50% Standby Fare has been most heartening in the first few days during which the fare has been in effect. A good volume of passenger traffic has moved between Denver-Kansas City, Denver-Salt Lake City, Denver-Rapid City, Great Falls, Billings, and between Albuquerque-Phoenix/Tucson. Telephone inquiries have been running into the hundreds. The fare became effective January 24 and makes available a 50% reduction on air travel between 20 city pairs throughout Frontier's system.

The 50% Standby Fare, like other reduced fares, the Youth Fare, liberalized Family Plan Fare, Government transportation request travel, and the $100 Vacationland Fare, have all been traffic generators of new passengers to air travel. They have set the pace in the airline industry, with other airlines now following Frontier's lead.

Despite vigorous objections by four of the nation's airlines and 46 member carriers of National Trailways Bus System, Frontier was given a 90-day experimental period to prove to the Civil Aeronautics Board that an untapped air travel potential among the general public would respond to the bargain air fare and, at the same time, fill empty seats.

The special fares are comparable in price to bus fares and between five city pairs are actually lower than prices currently

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Executive Editorial

New Travel Markets Tapped By Special Fare Plans

For over three years Frontier Airlines has been setting the pace for the airline industry with new fares, new services and new approaches for attracting new customers to air travel. Where we have led, others now follow.

Most recently our unprecedented 50% Standby Fare was introduced making it possible for anyone and everyone to travel by air at approximately bus fares between twenty city pairs around our system. Frontier is the first scheduled airline in the United States to offer such a drastically discounted air fare which is available to all prospective air travelers.

In authorizing Frontier to put the Standby Fare into effect, in spite of protests from four other carriers and 46 member carriers of the National Trailways Bus System, the Civil Aeronautics Board indicated that they will be watching closely the success of this plan to fill empty seats with passengers who would otherwise be driving their car or using other surface transportation.

The heartening deluge of inquiring phone calls and the gratifying use being made of the new discounted Standby Fares indicates that Frontier Airlines has again originated a brand new approach to finding new customers. Time and time again Frontier has tapped new travel markets in its 11-state system of the west, which is long on geography, but short on population, by broadening the market potential with fascinating passenger appealing fares.

Our liberalized Family Plan Fare, adopted in 1962, is now used in large part by most of the airline industry. Frontier's successful 40 per cent discounted Youth Fare with confirmed space, is now being adopted, with modifications, by major trunk carriers. The appeal of our $100 Vacationland Fare to interest vacation travel in conjunction with the "Discover America" program of the United States Goverment, is now in the tariffs of many other airlines. In total, these special fares and others such as the Clergy Fare, the Military Standby Fare and the recently introduced reduced fare for employees of the Government traveling on Transportation Requests attracted over 230,000 passengers to fly Frontier in 1965 and added over $3¼ million in revenues to our results this past year.

Special fare traffic stimulation contributed over 30 per cent of the 735,000 passengers carried in 1965 for a 16 per cent increase over 1964 showings. With these results we were also able to reduce our subsidy needs by approximately $681,000 during the year.

With the advent of 103-passenger Boeing 727 trijets and a whole new approach to marketing and customer relations, Frontier Airlines can look forward to even more spectacular results in the years ahead.

L. W. Dymond
President—Chairman of the Board

New Directors of FAL

Allan Shivers, governor of the state of Texas from 1949 to 1957 has been elected to the Board of Directors of Frontier Airlines.

Mr. Shivers is Board Chairman of the National Bankers Life Insurance Company. He also holds directorships on the boards of Texas Gulf-Sulphur Company; Champlin Oil and Refining Company; the Celanese Company; the National Bank of Houston; Global-Marine, Incorporated; the Citizen State Bank of Woodville, Texas; the Houston First Savings Association and the United States Chamber of Commerce.

Before the two terms as governor of Texas, Mr. Shivers practiced law in Port Arthur, Texas. He resides in Austin, Texas.

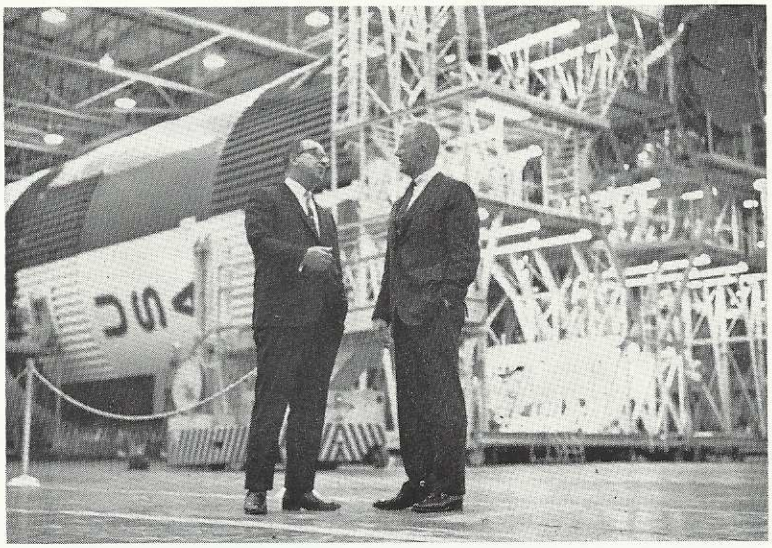
Richard A. Fitzgerald, Vice President-Legal and Secretary of Frontier Airlines, has been elected to the Board of Directors of Frontier Airlines. He joined the carrier in 1962.

Prior to his coming to Frontier, he had served as Vice President - Washington Affairs for Seaboard World Airlines, a trans-Atlantic cargo carrier. His additional aviation and legal experience involved twenty years' association with National Airlines, the last six of which were served as vice president in Washington. Prior to that time he was a member of the Washington law firm of Denning and Cross and later with Cummings, Stanley, Truitt and Cross.

5% Stock Dividend Declared By Directors

A 5% stock dividend was declared by Frontier Airlines at the winter quarterly meeting of the company's Board of Directors. Frontier's Vice President-Legal and corporate secretary, Richard A. Fitzgerald, was also elected as a new member of the Board of Directors, bringing the total number of Frontier directors to eleven.

NEW ORLEANS MAYOR VICTOR H. SCHIRO presented the key to his city to Frontier's chairman of the board and president Lewis W. Dymond along with other directors at the winter meeting held in the Crescent city.



MOONSHOT SATURN V comes in for some serious discussion between John P. Dahl, Frontier director and Lewis W. Dymond, chairman of the board, during the inspection of the Douglas plant in New Orleans which is building the Saturn stage component for the Apollo Moonshot in 1970.

The stock dividend is applicable to stock holders of record on February 15, 1966. Delivery of such stock dividend will be payable to stock holders on March 15, 1966. This is the third stock dividend paid by Frontier in the last three years. Total shares outstanding at the end of 1965 was 1,266,617.

The Board of Directors meeting held in New Orleans, Louisiana, was in keeping with the airline's policy to hold such meetings in various cities throughout Frontier's system or at cities for which the carrier has applied for additional service. New Orleans would be an important terminal for Frontier's service proposed in the pending Pacific Northwest/Southwest Area investigation.

1965 Breaks All Records In Growth / Net Earnings Up 48 Per Cent

In the past four years, Frontier Airlines has, month after month, broken every passenger growth record compared with the corresponding month of the preceding year. In 1965, it all added up to a 16% gain in both passengers and revenue passenger miles.

During the 12 months, 634,405 passengers traveled 217,319,000 passenger miles, compared with the totals in 1964 of 635,450 passengers and 187,082,000 passenger miles.

The year closed with a spectacular showing in December, with a 32% increase in revenue passenger miles and a 28% increase in passengers to give Frontier the best month in the carrier's 19 years of service in the West.

Contributing strongly to the spectacular passenger gains is a steady increase in the number of jet-powered, 52-passenger Convair 580's which were added to the fleet during the year. First introduced in June, 1963, Frontier now operates 14 of the 355 mile per hour jets. The CV580 now air links three-fourths of Frontier's 65 cities.

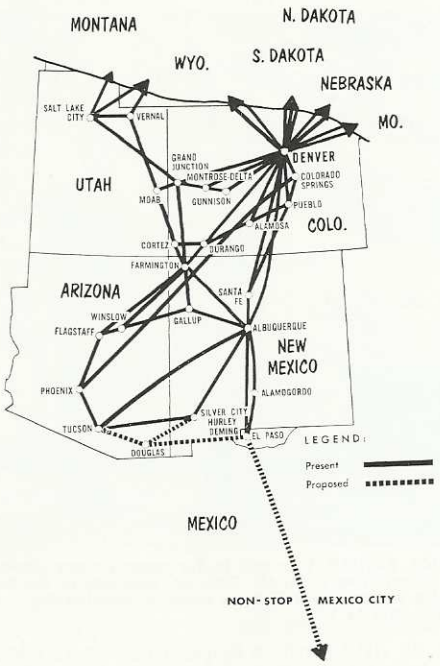
As we go to press, 1966 is off to a good start with January revenue passenger miles of 21,490,000 increasing an impressive 34% over the same month a year ago. Passengers flying on Frontier during January also showed a jump of 33% with 71,294 passengers.

Besides passengers, expedited cargo shipments poured into the pits of Frontier flights for a 25% increase over 1964 showings. Nearly 15.5 million pounds of cargo were included on outbound flights during the year. Ten million pounds of this were air freight, over 3.5 million pounds were air mail and non-priority first class mail, and 2 million pounds of air express.

Frontier Airlines had its most profitable year in 1965. Net earnings, before special items, of $1,319,912 or $1.03 per share for 1965 represents a 48% increase over the $890,323 or $.70 share of 1964.

Operating profits of $3,364,577, up 53%, were realized on total revenues of $25,148,407, up 13% over 1964. While total scheduled miles of 13,223,000 flown were up only 3%, capacity increased 21% with 547,000,000 available seat miles. Passenger revenues for 1965 totaled $16,285,344, up 24.4%. Air freight brought in revenues of $695,913, up 21.6%. Expenses totaled $21,783,830, up 8.8%. Federal and state taxes of $1,158,000 were up 49% while Federal subsidy declined $680,000 or 9%.

New Routes Sought to Douglas and Mexico



New Route Proposed Between El Paso and Mexico City

A new foreign air route between El Paso, Texas and Mexico City, Mexico is proposed by Frontier Airlines.

Frontier has requested that its application be consolidated for hearing with the petition to the Civil Aeronautics Board by American Airlines which would terminate American's operating authority between El Paso and Mexico City. The route has not been operated by American for some time.

Need for the route is based on the growing community of interest between Mexico City and the extensive 11-state system which Frontier serves, in the Southwest, Rocky Mountain West and Midwest. Frontier proposes direct, one-carrier service between this area and Mexico City. New 103-passenger Boeing 727 jets would be used over the new route with continuing jet service over major portions of Frontier's present system.

Douglas Would Receive Five Daily Round Trips

Five daily inbound and five daily outbound flights to be operated with jet-powered Convair 580 aircraft between Douglas/Bisbee, Arizona and thirteen cities in Arizona, New Mexico, Colorado and El Paso, Texas have been proposed by Frontier Airlines in the pending Civil Aeronautics Board Service to Douglas Case.

Frontier would provide the greatest frequency of flights of any carrier in the case. It would originate an early morning flight at Douglas/Bisbee with direct one-plane service to Tucson, Phoenix and north to New Mexico and Colorado cities. There would also be daily late morning and early afternoon flights to Albuquerque and Denver. One flight would also serve Silver City, Santa Fe, Pueblo and Colorado Springs while the other would serve El Paso and Alamogordo, Albuquerque and Santa Fe enroute to Denver. Afternoon and evening service would also be included from Douglas to Tucson and Phoenix with good connecting services to Pacific Coast cities.

Inbound daily flights to Douglas/Bisbee would provide early morning and afternoon flights from Phoenix and Tucson; an early afternoon flight from Denver via Santa Fe, Albuquerque, Alamogordo and El Paso and an evening flight from Denver via Colorado Springs, Pueblo, Santa Fe, Albuquerque and Silver City. There would also be a second evening flight from Denver via Phoenix, Tucson and other cities.

SERVICE AWARDS

20 YEAR SERVICE PINS FIRST TIME AWARDED

January and February, 1966

Clark, A. F., Reg. Mgr. Stns., PHX
Myers, J. A., Dir. Flt. Opns., DEN
Ririe, F. H., Capt., SLC

15 YEAR SERVICE PINS

January and February, 1966

Albany, W. C., Sr. Agent, ABQ
Hurd, B. J., Capt., DEN
Fechner, C. A., Capt., DEN
Matthews, D. E., Mech., PHX
Lewis, G. L., Res. Mgr., DEN
Curtis, E. J., Capt., DEN
Johnston, C. R., Sls. Svc. Mgr., CEZ

10 YEAR SERVICE PINS

January and February, 1966

Bussell, M. W., Division Chief Stew., DEN
Kelley, E., Maint. Sched., DEN
Phenix, J. A. Asst., Disptchr., DEN

5 YEAR SERVICE PINS

January and February, 1966

White, J. F., Mgr. Prod. Control, DEN
Nail, H. W., Psngr. Agent, ABQ
Sigwart, L. L., Station Agent, GJT
Ruiz, A. L., Station Agent, ABQ
Schenck, C., Station Agent, BIL
Ottinger, L. W., Sta. Agent, CNY
Sundquist, R. B., Co-pilot, DEN
Roorda, J. L., Co-pilot, DEN
Clemons, W. E., Sta. Agent, BFF
Scheetz, D. D., Sta. Agent, SDY
Warrick, R. L., Sta. Agent, RAP
Cunningham, C. R., Sta. Agent, ABQ
Konishi, C., Res. Agent, DEN
Beecham, R. E., Sta. Agent, OLU
Watkins, B. J., Co-pilot, DEN
Haynie, P. C., Co-pilot, DEN

DURING DEDICATION CEREMONIES AT COLUMBUS, NEBRASKA, Frontier's Assistant to the President, Vern Carlson, expressed Frontier's hopes for an enthusiastic use of new scheduled air service for the Nebraska community. Also participating in the afternoon program was Laird Loomis, Editor of the COLUMBUS TELEGRAM, Mayor Barney Micek and James Sanstedt, Director of the Nebraska Department of Aeronautics.

Columbus, Nebraska Gets Frontier Service

Scheduled air service came to Columbus, Nebraska after seven years getting ready for the service. This smart, modern community of nearly 14,000 in east-central Nebraska has readily taken to the new service provided by Frontier. Although initially served by Frontier with DC-3 equipment, Columbus has exceeded the Civil Aeronautics Board's "Use it or lose it" rule with at least 150 passengers per month on its first showings.

A sizeable throng of thousands milled through the terminal building, listened to speeches and witnessed the ribbon - cutting ceremonies which brought scheduled passenger, mail and cargo service to the community. Since that time various manufacturing firms such as Behlen Manufacturing Company, Dale Electronics, Becton-Dickinson and Company, and the Consumers Public Power District have contributed in large measure to the successful use of the new services.

SCHEDULED AIR SERVICE was officially inaugurated at Columbus, Nebraska with the cutting of the official ribbon. City, state and airline officials all participated in the program.

Frontier operates three in, three out, daily flights. The 4,000 foot paved runway will soon be increased to 5,200 feet to accommodate larger Convair equipment.

THOUSANDS PARTICIPATED in the full day of inaugural services at the Columbus Airpot. Besides ribbon cutting and official speeches, there were aircraft fly-overs, parachute jumps and prize drawings.

A Lady Retires by JIM IRWIN

(AP PHOTO BY BOB LAWRENCE)

CAPTAIN BILL O'MEARA gives the high sign as he shuts down his DC-3 for the final time on a flight from Winslow to Albuquerque. It marked the end of commercial DC-3 service on the route of the original test flight in 1933.

A grand old lady of the airways put on her finale recently for the folks of Winslow, Arizona. It wasn't as good as her grandmother's opening act, but it was a show stopper.

The old lady was Frontier Airline's Douglas DC-3, aircraft N65385. She chugged away from this Northern Arizona airport at 1:30 p.m. for the last time on a trip to Albuquerque, New Mexico.

Slightly more than 32 years ago a Douglas aircraft test pilot taxied a clumsy looking airplane onto the runway at Winslow. The plane, loaded with some 18,000 pounds of ballast, became airborne halfway down the runway and the pilot, who is destined to historical obscurity because no one at Douglas remembers his name, cut the right engine deliberately.

The plane, the one and only DC-1 built by Douglas, was the prototype for the DC-3. The DC-1 climbed from Winslow's 4,500 foot altitude to 8,000 feet and proceeded to Albuquerque on one engine.

"If he'd known what we know now, he wouldn't have done that." Captain Bill O'Meara of Phoenix said of that first flight. O'Meara was in command of the final one hour and nine minute flight and his last in a DC-3.

Douglas built 10,123 of them . . . or their military C-47 counterpart . . . since production began December 17, 1935. For many years they have been the backbone of commercial airline fleets around the world.

The stewardess on that flight, Judy Coyle of Phoenix, walked up and down the aisle pointing out such features as the Meteor Crater near Winslow. The plane went into a swooping left turn for one last low-level look at a scenic site which will be passed over at much faster speeds and higher altitudes by the jet-powered Convair 580s which replace the DC-3s on Frontier's system.

As Captain O'Meara sat behind the wheel after landing at Albuquerque, he looked out the window, tapped his pencil on the last entry in the plane's log book and said: "I've been flying these planes since 1941 and I mean you fly these planes. None of those buttons that do all the work like in those big ones."

"I hate to see her go!"

(With permission of the Associated Press—ABQ)

FAL's Decal On Boeing's 727

FRONTIER'S DECAL is affixed to Boeing's test 727 as another of the growing number of scheduled airlines throughout the world using the tri-jet in its fleet. Boeing's flight test mechanic, Jack McLachlan, got the job done while the aircraft was in Denver.

Revolutionary Standby Fares Set Pace For Airline Industry

(Continued from page 1)

in effect for bus transportation. Although passengers must use flights making at least one intermediate landing, excellent air service is offered, including one stop Denver to Phoenix, Tucson, Kansas City, and Salt Lake City; Kansas City to Omaha and Lincoln; and between Albuquerque, Tucson and Phoenix.

There is no bumping enroute after the passenger departs from his originating station. Standby passengers not accommodated on the first flight of their choice will not lose position, but will be accommodated on the first available space on following flights. The standby fares are commissionable to travel agencies.

The fares are effective:

*Between Denver and the following cities: Kansas City, Omaha, Lincoln, Salt Lake City, Phoenix, Tucson, Rapid City, Casper, Billings, Great Falls, Chadron and Alliance.

*Between Salt Lake City and the following cities: Denver, Phoenix, Tucson and Great Falls.

*Between Kansas City and Denver, Omaha and Lincoln.

*Between Billings and Great Falls.

*Between Albuquerque and Phoenix/Tucson.

IN MEMORIAM

Well known and respected Robert L. Anderson, Sales/Service Manager at Cheyenne, Wyoming for Frontier Airlines died December 3, 1965.

Returning from a vacation trip with his family, Bob suffered a fatal heart attack in Denver.

Bob has been Sales/Service Manager of the Cheyenne station since 1951. He has long been looked up to by all who knew him for his admirable personal character, his thoroughness in managing a high level station and his ability to develop the full capabilities of his personnel.

In 1947 Bob joined the carrier as a station agent for Challenger Airlines, predecessor to Frontier, in Greeley, Colorado. He also worked at Billings, Vernal, Denver and Albuquerque stations. He first became a Sales/Service Manager in 1949 at Vernal.

All of us with Frontier Airlines extend our deepest personal sympathies to Bob's wife Myrna, his son Ole and daughters, Kristi and Randi Lou.

FAA Control Tower Dedicated at Farmington

"A community not on aviation charts with a substantial airport today is worse off than towns with no railroads several years ago, which had to depend on roads for transportation." This evaluation was made by Henry L. Newman of Fort Worth, Texas, Director of the Southwest Region of the Federal Aviation Agency in a speech dedicating the new $350,000 air traffic control tower at Farmington, New Mexico. Newman went on to praise the community of Farmington for their forward strides in the field of aviation.

Sharing the speakers platform with Mr. Newman for the dedication were: Mr. Bob White, Director, Department of Aviation, State of New Mexico; Mr. Paul E. Cannom, Area Director, Federal Aviation Agency, Albuquerque Area Office, Albuquerque and Mr. M. E. O'Neil, Vice President, Operations and Maintenance, Frontier Airlines.

NEWEST ADDITION IN AVIATION AID in New Mexico is this impressive $350,000 Federal Aviation Agency Air Traffic Control Tower at Farmington. Members of the FAA, representatives from the city and state as well as from Frontier Airlines take part in formal dedication.

A RIBBON IS CUT in three places to formally dedicate Farmington's new Federal Aviation Agency Air Traffic Control Tower. Left to right: Paul E. Cannom, Albuquerque, FAA Area Office Manager; Henry L. Newman, Fort Worth, Texas, Director of the FAA's Southwest Region and Farmington Mayor Floyd Davis. Looking on is Victor R. Butler, Control Tower Chief.

Flying Padre

He saw a couple ranchers using light planes in their work some time ago. It occurred to him that if planes could fit in so well there, why not in furthering the work of the church, too . . . with this, Reverend Richard E. Spellman, pastor of the Holy Rosary Church in northwest Albuquerque who, by the way, is of no kinship to the famed Francis Cardinal Spellman of New York, started his flying priest career.

Actually Spellman was flying even before he began his theological studies at Denver's St. Thomas Seminary. During 1940 he enrolled in the Lewis School of Aeronautics at Chicago. There he received his private pilot's license. Following that Father Spellman taught basic navigation to Naval Air Cadets after which he entered the seminary.

During 1945 Father Spellman became a chaplin for the U. S. Army. He served first with the 101st Airborne Infantry Division in France and later with the 33rd Division in Japan. In 1946 he transferred to the Air Force where his exploits as a chaplain reached out far and wide.

Well known and well respected for his outstanding and unusual efforts, Father Spellman carries on a most unique and needed type of missionary work throughout New Mexico. This Padre is not the only priest using aircraft in his work. There are approximately 500 Catholic priests who are licensed pilots who apply their knowledge of flying to work for the church.

REVEREND RICHARD E. SPELLMAN makes ready on the flight line for another missionary trip. Behind him stands the new Albuquerque air terminal for which he officiated at dedication ceremonies.

NEW BOEING 727 SERVICE was topic of conversation during Father Spellman's recent visit with William J. Mitchell, Vice President of Sales and Service and Lawrence C. Sills, Director of Sales.

Frontier Scores As Host Airline In Las Vegas

"Everything Under The Sun" was the theme at the famed Sahara Hotel at the head of the Strip in fabulous Las Vegas. Bill Rowley, Manager-Agency, Tour and Interline Sales, ably assisted by his sidekick, Don Grover, masterminded the eye-appealing decorations. A huge golden sunburst glittered high over the 1500 representatives of all of the scheduled airlines serving the U.S. Turquoise colored streamers connected the sunburst to the major vacation themes which Frontier Airlines was emphasizing in its promotion of its Frontierland vacation offers. A lifesize cowboy, skier, sun bather and a Mexican complete with sombrero were on the main walls in the grand ballroom. Frontier's route system was laid out in turquoise connecting major terminal-interline cities, each designated by a sunburst in gold. Over the gateway to Frontier's Land of Enchantment was a distinctive arch which set the theme of "Everything Under The Sun."

Leading Frontier's reception committee was the airline's President, Lewis W. Dymond, backed up by William J. Mitchell, Vice-President, Sales and Service; Bill Rowley, Don Grover and Bob Knight, Manager of Frontier's Credit Union. Also officiating as smiling hostesses to our interline friends were four attractive secretaries from the Sales and Service Department, each garbed in a distinctive outfit which portrayed Frontier's four vacation themes — Betty Brown as a cowgirl; Sandy Irthum, southwest attire; Jean McFarland as a skier; Vee Young, sportswear.

PRIZE WINNERS of all expense vacations in FRONTIERLAND are extended congratulations by Don Grover (left), Interline and Agency Sales Representative and Bill Rowley (far right) Manager-Agency, Tour and Interline Sales. Winners are (left to right center): Robert O'Neill, UAL-LAX; Mrs. Ray Clore, TWA-MKC; and Captain Walt Tubb, BAL-PHX.

As the hour for getting acquainted neared a close, Bill Rowley bunched the 1500 guests to the stage for four very worthwhile prizes. These included a week at the White Stallion Ranch for two in Tucson; a weekend at Jackson Ski Resort in Wyoming; a weekend at Executive House in Scottsdale, Arizona; and a 3-night, 3-day package at El Camino Reãl in Juarez, Mexico.

OFFICIAL GREETERS from Frontier included Don Grover, Interline and Agency Sales Representative; Bob Knight, Director of Frontier Credit Union; William Mitchell, Vice President-Sales and Service; Bill Rowley, Manager-Agency, Tour and Interline Sales; Lewis W. Dymond, Chairman of the Board and President. They welcomed Herb McDonald, Vice President of the Sahara Hotel where the Frontier party was held.

DON GROVER, Interline and Agency Sales Representative, adds a sunbather to the decorations for FAL's Interline Party.

FAL Credit Union Has 25% Increase In Assets

A record-breaking year in '65 for the Frontier Airlines Federal Credit Union showed assets for over $1½ million. Manager, Robert Knight, said the amazing gain could be attributed to a 23% increase in loans to employees and a 10% jump in personnel savings. New employee and immediate family membership increased 5 per cent to bring the total Credit Union membership to 1,641.

Credit Union President, Warren Schuling, also credited able management of the organization by Bob Knight and his staff for aggressively developing all avenues of new business while reducing operating expenses by over 5% this past year and over 15% since he began as manager in 1962.

High point of the year's efforts was a 5½% dividend, compounded semi-annually which was paid to all share holders of record at the end of the year. The members received a total of $24,168 in dividends for 6 months savings. The total for the year to share holders was $45,366.

President Schuling said this record payment of 5½% dividend was declared by the Board of Directors to encourage Frontier's employees to begin or to increase a systematic and active savings program tailored to their income. "This is a significant return on investment" Schuling pointed out. Another fringe benefit of joining the Credit Union is the free life insurance policy furnished by the Credit Union to all members for savings up to $2,000 per member. This is in addition to the deposit insurance bond which covers total savings up to $2,000,000. In time of need, savings can be withdrawn simply by calling the Credit Union.

At the annual Credit Union dinner meeting, Frontier's Chairman of the Board and President, Lewis W. Dymond, was guest speaker. Over 600 members and their guests thronged into the Silver Glade Room of the Cosmopolitan Hotel in Denver to hear Mr. Dymond's remarks on the growth of the Credit Union and of Frontier. Frontier's annual meetings are one of the most successfully conducted affairs of any Credit Union in the United States. It is all part of the sincere interest of the members in their Credit Union.

"Employment Facts" Aimed at New Hires

JOB DESCRIPTIONS and Employment Form make up the new brochure for new hires being examined by Personnel Mgr. Gordon Shaffer and Personnel Rep. Dick Sheeley.

ABQ Dedicates $2½ Million Terminal

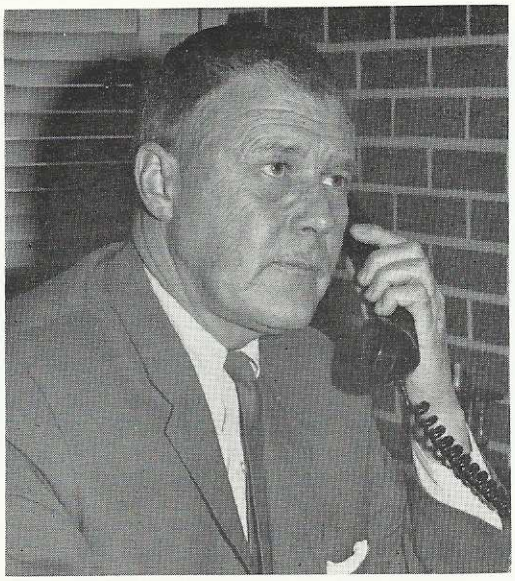
Father Spellman of Albuquerque leads an enthusiastic group of Frontiermen in a short chorus as they milled before the new Frontier Airlines ticket counter prior to a black tie dinner in the new $2½ million Sunport Terminal Building. It was all part of the official ceremonies which opened the 160,000 sq. ft., 3 story Sunport which is a blending of futuristic with traditional southwestern architecture. Along with FAL, CAL, TTA, and TWA share the facilities with air and ground services.

Government T/R Fares Discussed

Success of Frontier's new reduced fares for those traveling on government business with an Official Transportation Request was best indicated by the 534,200 revenue passenger miles flown on flights in December where the fares are in effect. This was a 79 per cent increase over totals of a year ago for the month and, despite reduced fares, brought in an increase of 65 per cent in dollar revenue for the month.

Going over the reports are FAL's JAMTO representatives working with Ken Stemler, Manager of Cargo and Military Sales are: (standing) Jack Bass, Sandia Base, ABQ; Don Brooks, Offutt AFB, OMA; John Glendenning, Hill AFB, SLC; Darwin Kerr, Ent AFB, COS and Jim Cahoy, Holloman AFB, ALM. (seated) Olin Kuehnert, formerly White Sands, now Sales Representatives, MKC; Ken Stemler and Carl Henry, Lowry AFB, DEN.

New Assignments Around Frontierland



Lynn H. Dennis — Director of Customer Services comes to Frontier with 20 years previous airlines experience. He was Vice President of Customer Services at CAL until 1960. Had his own airline consulting firm for two years. Since '63, had been in charge of air carrier sales for Jeppesen and Company.

Responsible for operations and ticketing procedures of Frontier's 60 stations and their personnel and their training in the introduction of new 103-passenger B727 jets.

James B. Montgomery — Manager of Inflight Services. Veteran of over 18 years with FAL in customer relations. Responsible for an expanded program of cabin and inflight services for Frontier's new B727 operations. Will coordinate stewardess selection and training along with commissary cabin passenger services for the entire system.

Moving Up With Frontier

OLIVER BRUNZ, Cheyenne's new sales/service manager. Previously from Pueblo station.

CHARLES CARPER, assistant sales/ service manager at Albuquerque.

DANNY FOREMAN, new Santa Fe's sales/service manager. Transferred from Williston.

VERNON McMULLEN, in Rapid City as sales/service manager. Formerly at North Platte.

KEYTE NORTON, new sales/service manager at Wolf Point, Montana. Transferred from Phoenix.

RAY SEYBOLD, new sales/service manager in Pueblo, moved from Cody-Powell, Wyoming.

GARY VANDEBERG, in North Platte as sales/service manager. Transferred from Santa Fe.

CARL ROSS is Frontier's new city sales manager in Omaha. Previously FAL's sales representative in Denver.

OLIN KUEHNERT is a new FAL sales representative in Kansas City. Formerly Frontier's representative at the airline ticket office at White Sands Missile Range in New Mexico.

JAMES DITZENBERGER is a new sales representative in Denver.

DANIEL KRABER joins Denver sales staff as new representative.

WILLIAM NOVAK is new airline ticket office representative at White Sands Missile Range in New Mexico. Previously at Great Falls, Montana.

RICHARD SHEELEY is new to Frontier Airlines working as a personnel representative with Gordon Shaffer in Denver.

ORVAL E. BOWEN — Frontier's new manager of scheduling.

Convair 580's Now Serve 46 FAL Cities

Ribbon-cutting ceremonies continue across Frontierland as the 54-passenger Convair 580's are introduced to additional Frontier-served communities.

At the present time, 46 of Frontier's 65 cities are receiving Convair 580's. These operations are being flown with 14 of the jet-powered 580's, replacing 24-passenger DC-3 services. Frontier's DC-3 fleet has been reduced from 27 of the venerable "ladies of the skies" to a present fleet of 9. During 1966, additional DC-3's will be retired as 3 more 580's join the fleet.

Introduction of the CV580 has been followed in almost every instance by a 20% to 30% increase in passenger boardings. Reduced flying time, added cabin comfort, and improved inflight service have contributed to this passenger growth.

HUNDREDS OF INTERESTED PERSONS looked over the first CV 580 which landed at Winslow for first flight. Other ceremonies officially dedicated the new service.

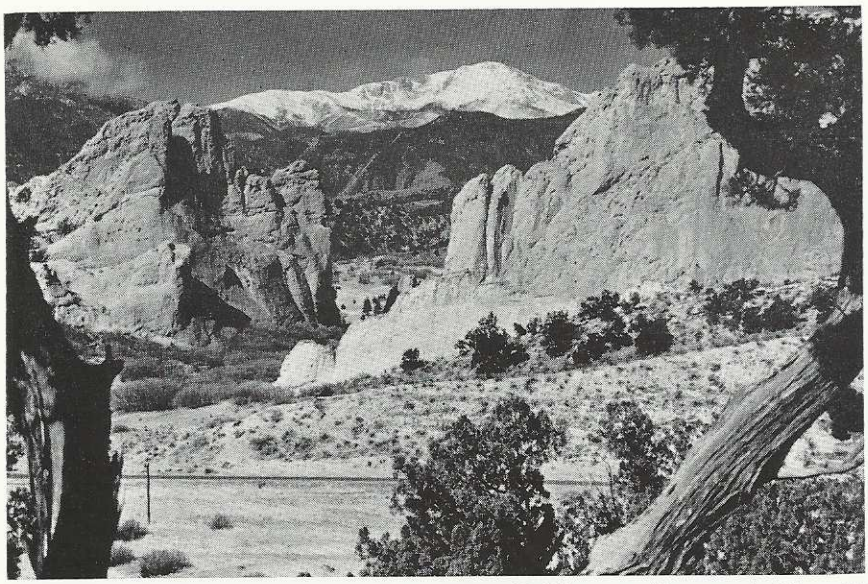
KEARNEY AVIATION ENTHUSIASTS were on hand to cut the official ribbon inaugurating the first CV 580 service to their community.

DESPITE A WINTERY BLAST AT GALLUP, an official delegation was on hand to receive a framed picture of the CV 580 which began service at Gallup. The airport had been closed for a number of months to completely repair the runway to accommodate the large aircraft.

UNITED STATES REPRESENTATIVE David T. Martin (R) (right) from Nebraska's Third District discusses with Vern Carlson, Frontier's Assistant to the President, the importance of new jet service to Kearney and other southern Nebraska cities.

AT HASTINGS, NEBRASKA, the first long awaited CV 580 service was greeted by a cheering group as the plane pulled up on the ramp. The official ribbon was duly cut by city leaders with an assist from Frontier representatives.

PROFILE... Colorado Springs



A YOUNG ARMY LIEUTENANT, Zebulon Pike, in 1886 said, "No man will ever scale this peak" (Pikes Peak) — Thousands of people from all over the world, every year, view from its 14,110 ft. summit a panorama of nature unsurpassed on the North American Continent.

Enjoy golfing, swimming, horseback riding, skiing, touring, fishing and the other fun things in life? Of course you do . . . so fly to Colorado Springs and see why this one-time sleepy little tourist town, where "America The Beautiful" was written is rated one of the ten most fascinating cities in the United States as well as one of the nation's fastest growing communities.

Colorado Springs, laid out in 1871 by General William J. Palmer at the foot of Pikes Peak, was planned as a city of beautiful homes, wonderful parks and exceptionally wide streets. In 1874 General Palmer established Colorado College in the city and thereby began the development of Colorado Springs as a center of culture as well as of natural beauty. Originally attractive to those searching for the most healthful climate in the United States, Colorado Springs received its first real boom in the 1890's from the gold of fabulous Cripple Creek, located southwest of the Springs on the other side of Pikes Peak. The city's second boom came with the advent of the military during World War II. Since 1954, Colorado Springs has been one of the fastest growing cities in the United States and has absorbed this growth without lowering its reputation for beauty, culture, and outstanding attractiveness as an area in which to live, work and vacation.

With a population of over 50,000 in the late 1890's, Cripple Creek mines produced $340,000,000 in gold during the period from 1891 to 1916.

By comparison figures in late 1965 show population of Colorado Springs to be approximately 184,000 with retail sales totaling $246,495,000.

Frontier Airlines serves Colorado Springs daily with regularly scheduled jet-prop Convair 580 service to and from Denver and non-stop to and from the Sun Country of Phoenix. Service to intermediate cities enroute to Phoenix is available on certain flights.

Colorado Springs offers fun and entertainment to suit any taste. Moreover, it is an ideal tourist community for the entire family. Many tours taking in the most interesting points of interest are on the docket for visitors who usually linger a little longer than planned.

An awe-inspiring trip to the top of famous Pikes Peak is a must. From the summit of this 14,110 ft. mountain one can see 125 miles eastward to the Kansas Border and a panoramic view of the Continental Divide across the invigorating Rocky Mountains. Pikes Peak is the location of the famed "Pikes Peak Auto Hill Climb" held each summer.

Just to the north of Colorado Springs is this Nation's newest military school, the United States Air Force Academy. Here visitors can watch the military proficiency of Academy cadets as they pace through their precisioned drill amid a backdrop of spacious mountains.

Limousine tours take in all points of interest for visitors including the attractions mentioned earlier. Also, as a part of limousine tours are Famous Seven Falls, Garden of the Gods and Cave of the Winds. Always a lot of fun for all is the Cheyenne Mountain Zoo. This zoo has one of the world's most complete and unusual zoological collections. The surrounding walks and gardens are beautiful to stroll along. Further up the mountain (walking distance) is the "Shrine of the Sun" dedicated to the late Will Rogers.

The North American Air Defense Command is headquartered at Ent Air Force Base in Colorado Springs. In addition, it includes the Royal Canadian Air Defense Command. NORAD Headquarters is the only Federal Government building in the United States flying both the United States and Canadian flags.

Colorado Springs Fine Arts Center maintains an active program of art exhibitions in its four galleries which are free to the public. In this same catagory are concerts by the Colorado Springs Symphony Orchestra featuring world-famous artists and attractions. Town Hall series of international speakers, the Opera Association and Chorale groups also provide the finest in cultural programs.

CONVAIR 580 JET-PROP SERVICE by Frontier Airlines serves Colorado Springs daily. Just west of Peterson Field lies the panorama of Colorado Springs nudging against the spectacular Rocky Mountains with famed Pikes Peak and Cheyenne Mountain.

Frontier Wins National Recognition For Successful Tour Program

National recognition of Frontier Airlines' successful summer tour packaging program, which attracted both American and overseas vacationists to "See the Best of the West," won for Denver-based Frontier the National Association of Travel Organizations' plaque and trophy of merit.

During NATO's silver anniversary convention held in Dallas, Texas the award was presented to Lawrence C. Sills, Frontier's director of sales, "For its Frontierland tour program packaging 'Best of the West' summer attractions and for providing needed sales tools to both travel agents and other airlines." Frontier was the only scheduled domestic air carrier to receive such an award.

In 1965 Frontier Airlines developed a complete series of three to five day vacations in the many national parks and other scenic vacation areas directly served by the carrier. Individual, colorful folders for such well known national parks as Yellowstone, Grand Teton, Grand Canyon, Mesa Verde, Canyonlands and Carlsbad Caverns plus the historical and scenic areas of the Black Hills, Sante Fe/Taos and the Mexican Border, gave all of the who, what, when and where facts. In addition, an interesting eight-page vacation tabuloid journal, the FRONTIER ENTERPRISE, told the many colorful stories of the great American west and its vacation attractions, all done in a gay 1890 style of printing.

This material was first introduced in early spring to thousands of travel agents and the sales offices of other airlines through a direct mail campaign. The mailing was followed up with couponed advertising in major metropolitan dailys across the country and in leading national travel publications. Cooperative sales and advertising campaigns were then conducted with many connecting air carriers in dozens of cities in the east, midwest, southwest and west coast areas. Further travel interest was generated in Europe, Latin America and Asia through the combined efforts of many transoceanic air carriers and the overseas officies of the United States Travel Service.

To make the package vacations even more appealing to both American and overseas vacationists, Frontier Airlines offered a liberal $100 Vacationland Fare which permitted up to 30 full days of unlimited air travel anywhere on Frontier's 11-state system in the Rocky Mountain West, Southwest and Midwest. This low cost air travel was available to anyone living in states east of the Mississippi River, the Pacific Coast states of California, Oregon and Washington plus Hawaii and Alaska and from overseas.

Passenger traffic on Frontier's fleet of jet-powered Convair 580 aircraft was up 21 per cent during the summer months over the same period of 1964. A very large portion of this travel was the direct result of successful summer tour packaging program for which Frontier Airlines won national recognition from NATO.

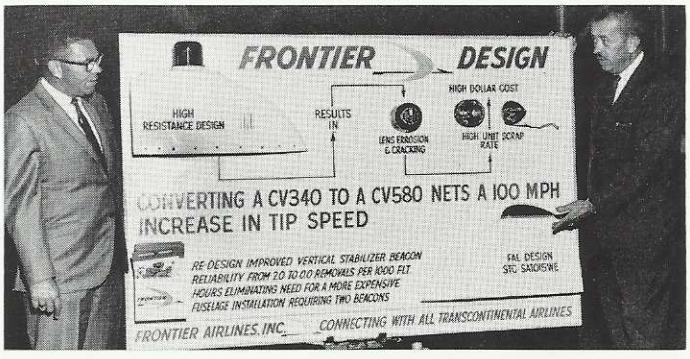
Former Stewardesses Form "Silent Fliers" Chapter In Denver

Former stewardesses of FAL in the Denver area have formed a Denver chapter of the Silent Flyers. The group meets the first Monday evening of each month in the general offices of Frontier Airlines at 5900 E. 39th Ave. So far 55 ex-stewardesses have been contacted.

President of the Denver chapter is Miss Jan Neilson; vice president, Mrs. James Appleby (Carolyn Jackson); secretary is Mrs. Robert Gerinstead (Jullie Santangelo); treasurer, Mrs. Michael Eton (Rita Rathbun).

Former FAL stewardesses interested in joining the group, should contact Mrs. H. E. Lux (Peggy Mulligan) at 238-0863.

The Salt Lake City chapter of the Silent Flyers is headed by Mrs. Scott Keller (Carol Ann Asnicar).



TIP DESIGN ENGINEERED BY FAL — A new vertical stabilizer tip which is used to accommodate a modern rotating beacon on CV 580s has been developed by Frontier's Engineering Dept. It cuts down high speed buffeting and fatigue which was experienced in the older design which it replaced. Warren Schuling, Director of Maintenance (left) and Asa W. Tompkins, Director of Quality Control and Engineering look over a display which highlights the FAL designed tip.

TIPS FOR TRIPS ANN YANULAVICH

SKIING IS GREAT IN FRONTIERLAND and if the weatherman was right in his recent predictions, that's just exactly what you ski enthusiasts are out to prove right now.

People living in states east of the Mississippi and California, Oregon, Washington, Hawaii and Alaska can really take advantage of our fabulous skiing and for $100 spend 30 days skiing all of Frontierland by using the "Frontier Ski Lift" to each area.

Everyone all over the country seems to be talking about the new Jackson Hole Ski Area just 12 miles northwest of Jackson, Wyoming. This beautiful area features a 2½ mile jig-back aerial tram and 3 double chairlifts capable of carrying a total of 3,400 skiers per hour up a vertical rise of 4,135 ft. to 50 miles of superb skiing. Three lodges are now completed in Teton Village with many more to come in '66.

Traveling down south to New Mexico we find Taos Ski Valley just a short drive from Santa Fe, featuring high speed lifts avoiding the usual long waiting lines. Taos features 11 slopes ranging from 75 ft. to a 2,600 ft. vertical drop which affords skiing especially suited for all skills including the beginner. After a full day of skiing, how about a Sauna in the true Finnish style? Taos features many hotels and lodges.

Before we journey back up north to Colorado, I must mention one thing about ski lodges that never ceases to amaze me. After a long day of skiing, it now seems to be the "thing" to dive into a heated outdoor pool for a quick dip and then to my amazement, out of the pool come a couple of the real outdoorsy type, jump into the snowbank beside the pool (brr) and back into the heated pool.

How is Colorado skiing? All I have to say is—Switzerland look out! World-renowned Aspen, Colorado offers three large ski areas with 18 lifts and 120 miles of endless terrain for some of the best skiing available, bar none! Buttermilk is the largest area in the world especially designed for beginners and intermediates. Aspen Highlands is the highest of the three areas with 38 open slopes and boulevard trails on a beautiful terrain. Aspen Mountain with a network of 46 slopes and trails has some of the most famous runs in the world of skiing. Aspen features 57 lodges with 22 swimming pools and 15 saunas. Night life—there are 29 restaurants and night clubs offering plenty of after-ski entertainment.

Two 63-passenger aerial tramway cars will make the 7½ mile run up the slopes of Jackson Hole in just eight minutes. (Completion of the tram is scheduled for late winter)

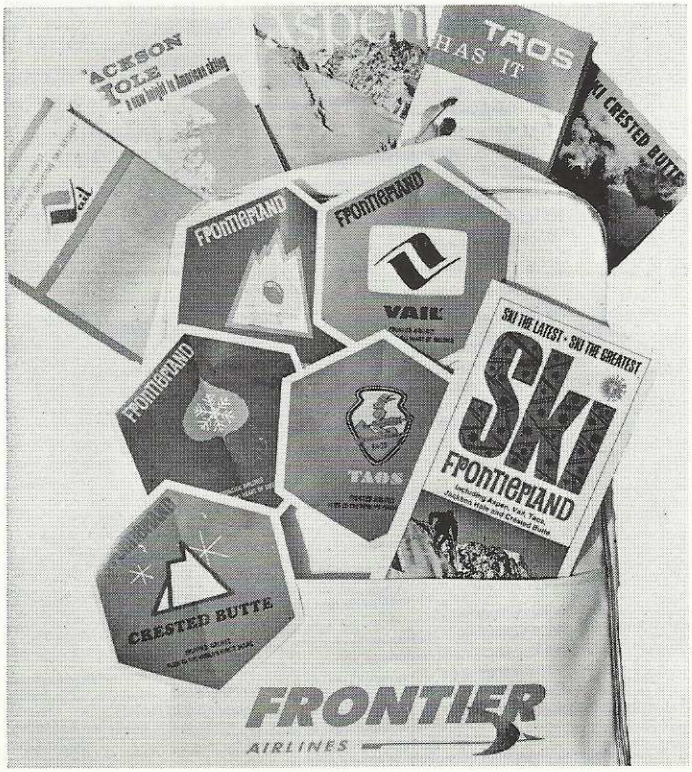
Vail Village, Colorado, a Tyrolean-type ski village is approximately 110 miles west of Denver at the foot of Vail Pass. Gondola four-passenger cable cars pick up skiers at the village and take them up 2,000 vertical feet and then, a double chairlift climbs to the summit at 11,250 feet. There are 5 Riblet double chairlifts serving both north and south-side slopes with a total capacity of 5,830 skiers per hour. There are many modern lodges, apartments and chalets in the village. The main center of Vail Village featuring many shops, restaurants and clubs, is without a doubt one of the most charming and quaint places you've ever been.

Crested Butte, Colorado, a short 30-minute ride from Gunnison features a 10-minute ride on a 7,500 ft. Telecar gondola which rises 2,000 ft. to 23 miles of trails and slopes. This delightful little town with its false front old-time buildings has many fine lodges, restaurants, clubs and even a bierstube.

Of course, all of these areas offer ski schools featuring the finest instructors for the beginner and expert alike and ski rental facilities at the area or nearby.

Still not weary of skiing — Frontierland does have more. Arizona—the Snow Bowl; Colorado—Arapahoe Basin, Berthoud, Breckenridge, Loveland, Monarch, Purgatory, Steamboat Springs, Werner Mountain, Winter Park; Montana — Red Lodge Grizzly Peak; New Mexico — Sandia Peak, Sante Fe Basin; South Dakota — Terry Peak; Utah — Alta, Brighton, Park City, Solitude and Wyoming — Medicine Bow.

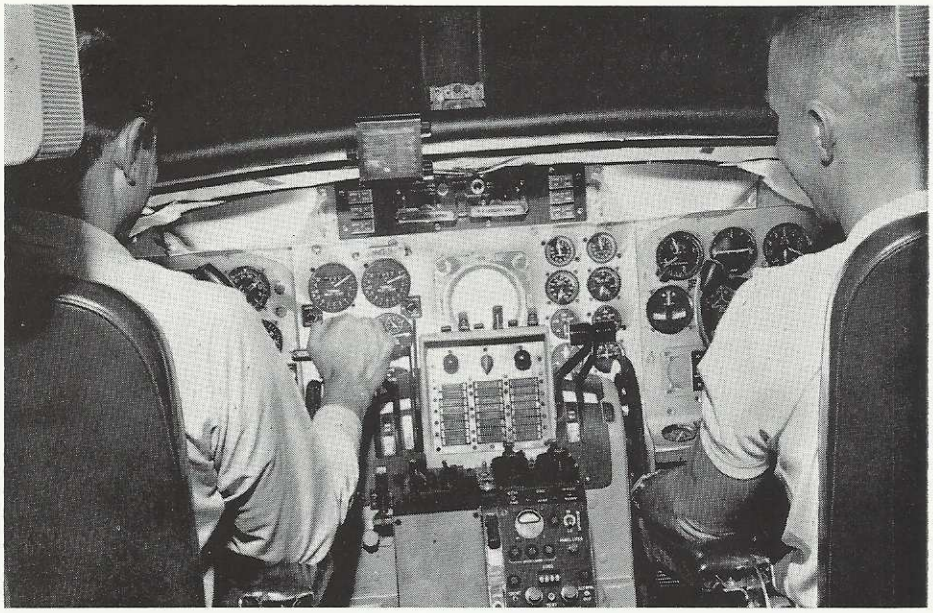
Here's to a great winter of skiing with no broken bones and no sitz marks!!



← **Free luggage ski area stickers and ski area maps are available upon request from Frontier Airlines Tour Department. For a nominal price Frontier makes available to skiers an attractive, sturdy canvas ski carry bag designed to fit any size pair of skis together with poles.**

Convair 580 Flight Simulator Now In Operation

Frontier Airlines is now the sole airline in the country to own and operate a new Convair 580 Flight Simulator. It was extensively modified from our CV 340 simulator by Aircraft Armaments, Inc. of Cockeysville, Maryland at a cost of approximately $200,000. The simulator received official FAA approval in late December. It was immediately put into use giving 47 proficiency checks to flight crews before the year was out.



TWO CREW MEMBERS, Captain John Leslie and First Officer Don Carmon, run through procedures of simulated flight on Frontier's new CV 580 flight trainer.

Captain Ken Dealy, Director of Training, reports that the new Convair 580 Flight Simulator will be a major factor in the training and qualifying of flight crews and in the training of maintenance personnel. At the same time it will effect great dollar savings by cutting down on the cost of actually using an aircraft in all phases of training and qualifying.

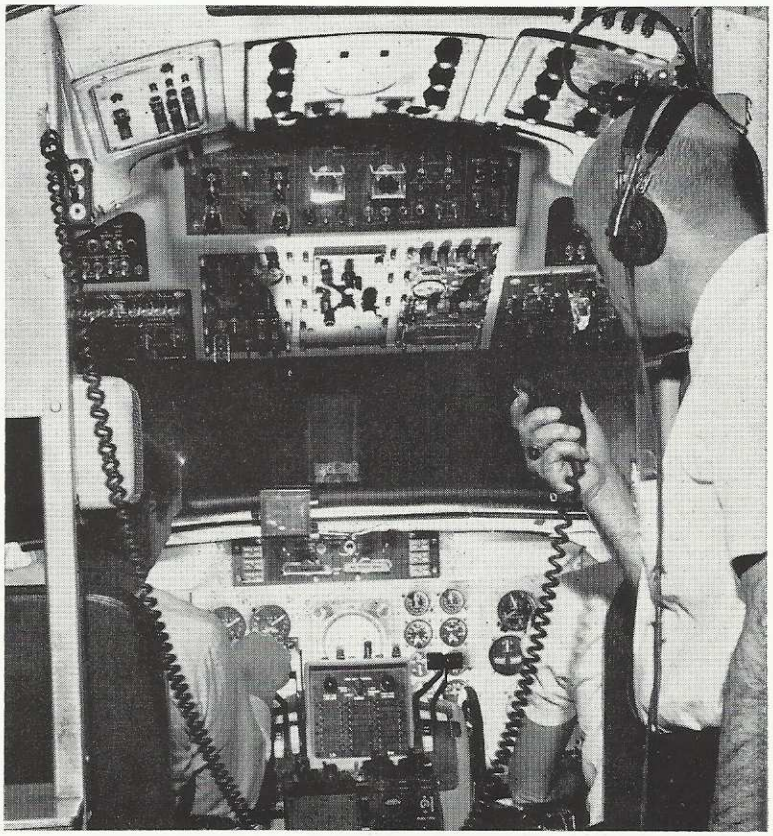
During 1966 Captain Dealy said that 72 captains and 72 1st officers will each receive half of their proficiency checks in the simulator. For the captains this will amount to one of their semi-annual check rides of four hours in the simulator. The semi-annual check-ride is done half in the simulator and half in the aircraft.

The 72 1st officers will use the simulator extensively for initial qualification in the CV 580 and their proficiency checks will be accomplished in the same manner as the captains on an alternating annual basis. It all adds up to sizeable savings in dollars and in aircraft time to be able to duplicate entire flight proceedures from takeoff, through cruise and down to the squel of the tires touching down on landing with the aid of the CV 580 Flight Simulator.

Maintenance crews who taxi the CV 580s between the hanger and the terminal and out on the ramp for test runups will also use the simulator for approximately 1,000 hours of training this year. Each mechanic gets initial training of six hours in the simulator during the first six months of 1966. After that they will receive two hours of training per year.

Airplane simulators provide a realistic environment in which to "learn by doing" . . . afford the opportunity for practice without the hazards which the use of aircraft for training could impose and, as a consequence, increase proficiency at greatly reduced training costs.

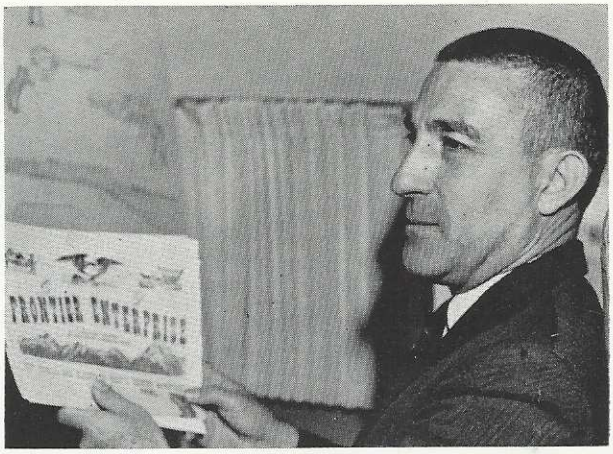
Handling the flight training program for Frontier besides Captain Dealy who is also a Simulator Instructor as well as Director of Training are: Captain Charlie Weed and Captain Elmer Burson. Keeping the simulator in good working order are Simulator Technicians George Bradley and S. J. Cuellar.



SIMULATING ALL SYSTEMS, Instructor Captain Charlie Weed works with flight crew Captain John Leslie and First Officer Don Carmon in running the CV 580 flight simulator through its paces.

Faces In The News — Flying FRONTIER

MOVIE ACTOR ROBERT TAYLOR flies to Scottsbluff, Nebraska for pheasant hunting. Adding to the pleasure of his flight is Frontier stewardess Sharon Wyatt.



SECRETARY OF INTERIOR Stewart Udall, key figure in America's national park system, relaxes aboard a Frontier flight enroute to one of nine national parks served by the carrier.

WALTER CRONKITE (center) with CBS news is welcomed in Rapid City, South Dakota by Larry Owen, (left) Manager of Rapid City Chamber of Commerce and William Turner, General Manager—KOTA radio/TV—Rapid City.

FAMED BAND LEADER and pianist Duke Ellington boards a Frontier flight at Albuquerque enroute to next show.

PAT HAMBURGER, Miss Rodeo Nebraska, makes connections at Denver on way to the Miss Rodeo America contest.

FRONTIER NEWS

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