



Sunliner News



VOL. 3—NO. 5

Published by Frontier Airlines

APRIL, 1954

EXAMINER RECOMMENDS WILLISTON EXTENSION

NEW FARMINGTON TERMINAL DEDICATED

The people of Farmington took time out on March 28 and some 3,500 residents of the area spent most of the day inspecting their new \$163,000 terminal.

It was a day of special significance to the "old timers." Only a few years ago Farmington was a small community with an economy based primarily on agriculture. There is no rail service so the highways were the only arteries of commerce. Suddenly two things happened. Frontier started air service and extensive oil and gas discoveries were made. From that time to the present, Farmington has known progress that comes to few cities.



The new Farmington terminal building forms a modern background for part of the large crowd that was present to welcome New Mexico's Governor Ed Mechem and other dignitaries who participated in the formal dedication ceremonies.

It is significant that Frontier deplaned more air freight at Farmington during 1953 than at any other station on the entire system, a total of 462,595 pounds.

It was no surprise then when some 2,000 proud citizens were at the airport to meet their governor, Ed Mechem, when he, along with other leading state figures, deplaned from a special Frontier flight from Santa Fe. The group was met by a local delegation headed by Farmington's Mayor, Tom Bolack.

Formal dedication ceremonies took place at 2:00 p.m. with Lincoln O'Brien, president of New Mexico Newspapers, acting as Master of Ceremonies. Governor Mechem very neatly summed up the city's progress when he said, "Farmington has come along further than any other community in the state and the area you have here is just opening up." He predicted that the San Juan Basin will probably be the largest gas area in the United States, if not in the world. He commended the people of Farmington for their foresight in providing such modern facilities for all phases of aviation, the light plane operator, the scheduled carriers and transient aircraft.

(Continued on Page 2, Col. 1)



L. E. Leverone, President of Nationwide Food Service, Inc., of Chicago, and newly-elected Chairman of the Board of Directors, Frontier Airlines.

Annual Meeting of Stockholders Held on April 13

Stockholders of Frontier Airlines elected L. E. Leverone, of Chicago, Chairman of the Board of Directors at the annual meeting held at the company's general offices in Denver April 13. Two new directors, Ben Regan and A. J. Frank, were elected to fill existing vacancies.

The new board chairman is President of Nationwide Food Service, Inc., of Chicago, and has had a life-time association with aviation. He is presently serving as Vice-President of the National Aeronautic Association and during the past year headed the Governor's Committee for the 50th Anniversary of Powered Flight. Mr. Leverone is also State Chairman of the Illinois Manufacturers' Association; Illinois State Chairman of the Crusade for Freedom; member, Advisory Board, State Aeronautic Department; a Director of the Michigan Avenue National Bank; and a Director of Contemporary Publications. He was graduated from Dartmouth with a B.S. degree in 1904 and received his LL.D. from Bradley University in 1951. During 1941 and 1942 Mr. Leverone was President of the Illinois State Chamber of Commerce.

Ben Regan, Executive Vice-President of Nationwide Food Service, Inc., Chicago, says his aviation activities "stemmed from a school-boy enthusiasm for flying which started back in 1926." In 1939 he was named to the Illinois Development Council and served as Chairman of the Aviation Committee of that group and also as Aviation Advisor to the

(Continued on Page 2, Col. 3)

Great Falls and Intermediate Points Turned Down

The initial decision of Civil Aeronautics Board Examiner Paul N. Pfeiffer, issued April 14, 1954, recommends the extension of Frontier's service from Billings to Bismarck-Mandan, North Dakota, and further recommends against the expansion of Frontier to "High Line" cities and Great Falls.

After reviewing the tremendous development of the oil industry in the Williston Basin area, Mr. Pfeiffer concludes "(1) That the public convenience and necessity require the amendment of Frontier Airlines' certificate of public convenience and necessity so as to extend route No. 73 from the intermediate point Billings to the intermediate points Miles City, Glendive, Sidney, and Wolf Point, Mont.; Williston and Dickinson, N. D.; to the terminal point Bismarck-Mandan, N. D., with the right to operate nonstop turnaround service between Billings, Mont., and Williston, N. D., until March 31, 1955. (2) That Frontier Airlines is fit, willing, and able to conduct the operation found required and to conform to applicable laws, rules, and regulations. (3) That the public convenience and necessity do not require the extension of Frontier's route No. 73 to Great Falls, Shelby, Havre, Malta, and Glasgow, Mont.; and Minot, N. D. (4) That the public convenience and necessity require the suspension of Northwest Airlines, Inc., at Miles City, Mont., until March 31, 1955. (5) That the public convenience and necessity do not require the substitution of either Frontier Airlines, Inc., or Northwest Airlines, Inc.; for Braniff Airways, Inc., at Minot, N. D.; and (6) That the public convenience and necessity do not require the extension of either Northwest Airlines, Inc., or Braniff Airways, Inc., to Williston, N. D."

Since there will be exceptions filed to the examiner's report it will be necessary for the C.A.B. to hear the case and issue the final order. Due to the procedural steps required, and assuming that the Board follows the examiner's recommendations, it will probably be August or September before actual operations can be started.

During the month of April, Frontier carried 46,391 pounds of preferential surface mail on Flights 9 and 10 between Denver and Phoenix. Figuring 32 letters per pound of mail this means that 1,484,512 letters were expedited.