

Men Behind the Scenes

Guardians of Frontier Flights



Capt. Ed O'Neil and Dispatcher Lawton Mitchem wrap up the paper work before the start of a flight, always sure that every detail of the operation plan is complete.

Around the clock every day of the year Frontier's flights are assiduously guarded by the Dispatchers. These men are ever on the alert for the slightest change in weather, field conditions, and to assure proper function of radio equipment or navigational aids; the prime problems which mean sound cooperation between Dispatchers and Captains of the flights.

It's a three-man team working in three eight-hour shifts a day. Two dispatchers, one for the northern and one for the southern segments of Frontier's route, and a dispatch clerk take care of all the minute details, which they receive from the stations, CAA weather printers, and the flights.

As Frank Blair, Superintendent of Flight Control, stated, "Denver Control is a collection and dissemination center of this data, thus coordinating their decisions with Captains, stations, and Load Control to plan and execute the best operation possible."



Charles Buckingham, Dispatch Clerk, contacts a Frontier flight, giving the latest weather information.

And as in most offices it falls to the Dispatch Clerk to follow the trips on the trip following board, keep radio contact, file flight plans with the Air Route Traffic Control, to file all information according to trips, prepare forms, and accumulate all types of forecasts. And when on the night shift to operate the teletype from 10 p.m. to 6 a.m.

While the Dispatch Clerk is so occupied, the Dispatchers are equally busy. They, along with the Captain of each flight, approve thirty flights per day, except on Saturday and Sunday when only twenty-eight flights are in the air. They are constantly cognizant of changing weather conditions, especially during the winter months, which can bring about alterations to operation plans. Along with the weather factor, the Dispatcher must keep in mind the load factor, and especially how much fuel remains till the next fueling point.

Dispatchers came into their own in 1938 in the Civil Aeronautics Act, making it a requirement that commercial carriers have licensed Dispatchers. However, some carriers already had their own dispatch centers prior to the CAA Act. Thus the long distance phone call was eliminated along with the sudden landing in some wheat field, as was often the case in the early flying days.

Frontier has ten Dispatchers and five Dispatch Clerks. The Dispatchers have an Airman's Certificate, and prior to becoming Dispatchers trained as clerks and took four general exams. Once a year they must fly the route to become familiar with the local terrain, station, and observe such conditions that have been just on paper.

The majority of Dispatchers and Dispatch Clerks have been with Frontier nearly ten years, and are married with a 4.7 average of children.

And so that you may know these men behind the scenes, that their names may no longer be just a signature on the flight release, we have created this "rogues gallery."



C. C. DIXON



J. A. DOUSSARD



W. HILBERT



E. R. KEENE



J. R. KLINGENSMITH



R. C. MILLER



S. S. MILLIS



E. MILLS



V. R. STEVER

PETITION

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The implications are obvious. Frontier's subsidy requirements would be increased immediately if any of these routes were granted. The Salt Lake City-Casper segment provides a good example. During the first year of Western's operation Frontier suffered a diversion of \$125,000.

Because of this situation Frontier is asking the Board to consider all phases of Frontier's route structure rather than a piecemeal consideration along with the hearings in connection with the trunk's application.

Although the petition is filed with the Board it is too early to determine when action will be taken. Extra copies are available through the Public Relations Department for those who would like to examine the petition as it was submitted.

C.A.B. NEWS

MINETTI REPLACES JOSH LEE—G. Joseph Minetti has been appointed by President Eisenhower to succeed Josh Lee as Member of the Civil Aeronautics Board, effective January 1, subject to Senate confirmation.

Minetti is currently a Member of the Federal Maritime Board, a post he has held since August, 1954. He is a Democrat, a native of Brooklyn, New York, and has served as Commissioner of the Board of Transportation in New York and also as a Commissioner in the Department of Marine and Aviation of that city. Minetti's term with the C.A.B. is for six years, through 1961.

PHOENIX CASE STARTED—A new route proceeding involving proposed services to and from Phoenix, Arizona, has been activated by C.A.B. with announcement of a prehearing conference to be held January 16. Applications of Frontier, TWA, Western, Continental and City of Phoenix will be considered along with other requests filed prior to the prehearing conference. Initial proposals include proposed service between Phoenix, on the one hand, and Denver, Los Angeles, and Salt Lake City plus various intermediate services. Examiner James S. Keith has been assigned the case.

GURNEY'S ASSISTANT NAMED—Robert M. Johnson has been named Assistant to Board Member Chan Gurney, replacing Fred Davis who resigned at the end of December.

Mr. Johnson has been an attorney in the Board's Office of Compliance and has served in various positions on the Civil Aeronautics Board's staff, as well as with the Federal Housing Administration, since 1941.

A native of North Dakota, Mr. Johnson was educated in the public schools of Minot and furthered his education at the University of North Dakota and George Washington University.

USE
AIR
MAIL

SHORT HOPS

The first transport of air mail under contract from the United States to a foreign country was flown the 74 miles from Seattle, Washington, to Victoria, British Columbia, on October 14, 1920.