



Dick Cochran, Rudy Witthus and Don Lockwood, Frontier Station Agents, are taking no chances with the baby mountain lion they received by air freight in Denver. It was captured in the Canon City area, and then shipped from Pueblo to a zoo in the state of Pennsylvania.

MEET THE REGIONAL STATION SUPERVISORS

Frontier's present forty stations are under the direct supervision of the "Three Musketeers," as they are sometimes called: Virgil Alvey, H. E. Davis, and John Griffiths, Regional Station Supervisors.

These three undoubtedly are the most traveled on the system; checking the stations' upkeep and personnel, and often rolling up their sleeves to accomplish some modifications that will improve service. They also act as liaison between the Station Operations Division and other departments within the company, thereby assisting the Superintendent of Stations E. L. Snoke in making a smooth "all for one and one for all" operation.



VIRGIL ALVEY, who always wears a smile and loves to fish, covers the state of Utah, southern Wyoming, and northern Colorado. He has been with Frontier 9 years, starting as a Station Manager in Albuquerque, New Mexico. He is married, and has a daughter. His home is in Denver.

H. E. DAVIS, known as Red and a sports enthusiast, has Montana, northern Wyoming, and North Dakota. He has been with Frontier 9 years, starting as Station Manager at Greybull, Wyoming. He is married, and his home is in Billings.



JOHN GRIFFITHS, humorist and horticulturist, especially of roses, has Arizona, New Mexico, and southern Colorado. He has been with Frontier 6 years, starting as Station Manager at Phoenix, Arizona. He is married, and has two sons. His home is in Phoenix.

FRONTIER'S "AIR SHOW" AND 10th ANNIVERSARY CELEBRATIONS OFF TO A GOOD START

More than 15,000 people jammed the highway and airport grounds to make the first celebration of the 10th Anniversary of scheduled air service at Grand Junction the biggest event in the history of the Western Slope country. The "Air Fair Day" took place on Sunday, April 29.

Besides a big delegation of dignitaries from Denver, which included Colorado's Lt. Governor Stephen McNichols, Denver's Mayor Will Nicholson, and United Air Lines' Vice President Eddie Nicholson, there were mayors from Montrose, Delta and Meeker. Representatives from Buckley Field Naval Air Force Base and the Colorado Air National Guard, headed by Brig. General Joe Moffitt were also in attendance.

On hand to thrill the awed crowd was the 140th Fighter Group of the Colorado Air National Guard, which put on a super demonstration of the jets as they zoomed in formation down the runways. Frontier Airlines took 585 passengers for a scenic ride of the Colorado Plateau country.

Vern Carlson, District Sales Manager for Frontier Airlines, in Grand Junction, had all of the service club luncheons during the foregoing week loaded with speakers from Denver. John D. Lindsay, Vice President of Traffic and Sales, Harvey P. Barnard, Direc-

tor of Maintenance, Ed Gerhardt, Manager of Publicity, and Tollie Graves, Superintendent of Mails, were the principal speakers. Stewardesses from Salt Lake City added a spark to the program by their many radio and TV appearances during that week.

On Sunday, May 7, the second "Air Fair Day" of the 1956 parade of Frontier air shows was held in Greybull. It too marked the 10th Anniversary of air service to Greybull and the Big Horn Basin. The Air Fair was sponsored jointly by the Greybull and Basin Clubs.

A highlight of the celebration at the airport was the demonstration of low altitude flying by two Wyoming Air National Guard jet planes.

Jack Stephens was chairman of the Air Fair Committee and was assisted by Gordon Dahl, District Sales Manager for Frontier in Billings, Montana.

Guests included Postmaster and Mrs. Anthony Reis of Cheyenne, and Mr. and Mrs. Julius Mosley, District Post Office manager for Wyoming.

Boy Scouts, Girl Scouts, the VFW Auxiliary, Civil Air Patrol and Flying Farmers had active parts in the program, attended by an estimated crowd of 2,000.

NEW PUBLICATIONS TELL FRONTIER'S STORY

Frontier Airlines recently issued two new publications: "Miles Become Minutes" and "People like to work for Frontier Airlines." The first one is being issued by the Public Relations Department, and the latter by the Personnel Department.

"Miles Become Minutes" is a pictorial, graphic brochure spanning ten years of service in the Rocky Mountain area. It tells what has been accomplished, what the future holds, what the year 1955 meant: Permanent Certification and the Petition for Investigation to Explore Methods of Reducing Frontier's Subsidy . . . It also is the story of the various operational departments that keep the "Sunliners" in the air, and the efforts expended toward having satisfied passengers. This brochure is being effectively used in the various service cases before the Civil Aeronautics Board.

Personnel Department's leaflet is a pictorial story of why people like to work for Frontier Airlines. It not only shows them at work, but at play. The area the "Sunliners" fly covers the most scenic vacationland in the nation, offering wonderful opportunities to fish, ski, swim, and hunt. It is being used by the Personnel Department in recruitment of personnel in a rapidly expanding airline.

SHORT HOPS

Silver City Postmaster Clyde Betts announced that 1550 First Flight covers were dispatched via the inaugural trip to Albuquerque, April 1. Also, the volume of air mail to and from his office has increased more than 100% by April 7.

C.A.B. NEWS

SERVICE TO LIBERAL CASE—On May 24, 1956, Examiner F. Merritt Ruhlen issued his initial decision in the Service to Liberal Case. Examiner Ruhlen recommended that Central Airlines not be extended into Denver over the route Central was proposing from Guymon, Oklahoma, and Liberal, Kansas to Lamar, Colorado Springs and Denver, Colorado. Instead the Examiner recommended that Guymon and Liberal receive service as intermediate points on Central's present route between the presently served cities of Woodward, Oklahoma, and Borger, Texas. Lamar was found to require air service, but was included on Continental's local service route 29 as a temporary intermediate between La Junta, Colorado, and Garden City, Kansas.

TUCSON SERVICE CASE—On June 13, 1956, Scott C. Whitney, Attorney for Frontier Airlines, will present Frontier's position in oral argument before the C.A.B. in the Tucson Service Case. The central question in this case is whether Tucson should be included on TWA's route 2 as:

- an intermediate point between Phoenix and Albuquerque, or
- an intermediate point between Los Angeles and Amarillo, or
- whether Tucson should be put on TWA's route at all.

Frontier will take the position that if TWA serves Tucson at all, Tucson should be an intermediate point between Los Angeles and Amarillo, thereby avoiding a situation in which TWA could compete with Frontier between Tucson and Phoenix and Tucson and Albuquerque. Frontier will also urge that

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