



# FRONTIER NEWS

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## CAB Now Reviewing Findings In NW/SW Route Case

### April Earnings Up 134% — May Gains 68% — Traffic Highest In 20-Year History

May earnings for Frontier of \$121,930 are up 68 per cent over \$72,431 reported for the same month one year ago. This followed a 134 per cent increase in April for the same period in 1965.

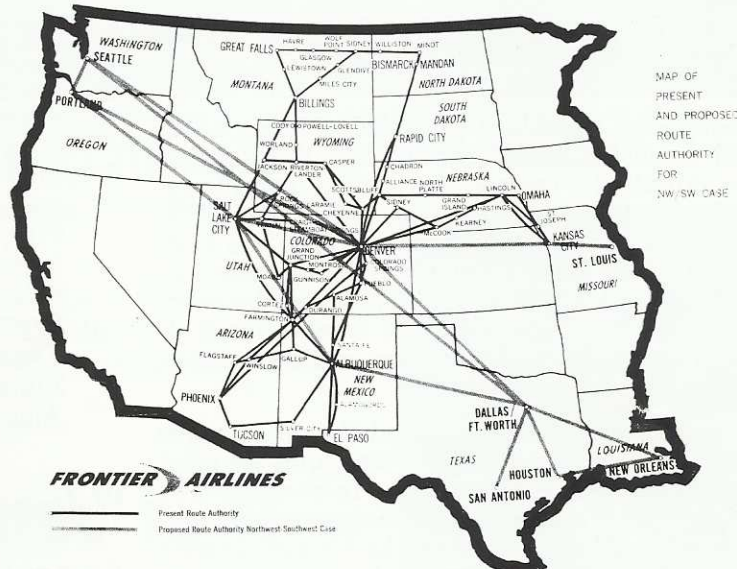
The May increase reflects a 54 per cent growth in the 24,503,000 revenue passenger miles flown for the second biggest passenger traffic gain in the 20-year history of the airline. April set an all-time record with 25,368,000 R/P/Ms.

For the first five months of 1966, an average 48 per cent gain was achieved over the same five month period of last year. Average for 1966 to date is 46 per cent.

For the first five months of this year, Frontier has had a 63 per cent increase in earnings with \$562,433 compared with the corresponding \$344,009 in the first five months of 1965, notwithstanding a Federal subsidy reduction of \$595,276 for the period this year.

Total revenues in May of \$2,341,449 increased only 19 per cent over the month's 1965 results of \$1,960,662 because of the \$161,092 or 26 per cent reduction in subsidy. In the first five months of this year total revenues of \$11,230,670 gained 19 per cent over the \$9,447,027 for the comparable period last year.

A large factor in the favorable financial results and passenger traffic increases is the general public response to Frontier's revolutionary Half Fare program offered between 20 city pairs.



Recommendations in the important Pacific Northwest/Southwest Service Investigation were issued by the Civil Aeronautics Board (CAB) hearing Examiner Ross I. Newmann in early June.

The Examiner would grant major, additional route authority to six trunk airlines producing a total of \$142,628,000 additional revenues annually. Three of these airlines, Braniff, Continental and Western, were recommended for new competitive routes between Seattle and Houston/New Orleans which would overfly and divert revenues from Frontier Airlines between Salt Lake City-Denver, Salt Lake City-Albuquerque/El Paso and Denver-Albuquerque. Eastern was recommended for new authority between St. Louis and Denver along with Braniff and Continental. Two of the world's largest airlines, TWA and United were recommended for further strengthening with money-making, longhaul operating rights between Denver-Kansas City-St. Louis markets. This would result in further substantial diversion of Frontier revenues in the Denver-Kansas City market.

In exhibits and oral testimony, Frontier Airlines presented strong proposals for trunk jet service to be operated with Boeing 727 fan jets over all routes under consideration in the case. These were backed with a solid program for reducing and eventually eliminating the carrier's present \$6.5 million subsidy need through profits which would be made from the routes. Frontier further proposed improved jet service throughout its present system, which would enhance air travel to all cities now served, including low cost coach fares.

Following the Examiner's report, the CAB, on its own initiative, stayed the Examiner's decision and ordered review of the case. To expedite their review, the CAB asks that exceptions to the Examiner's recommendations be filed by June 16. These would be backed up with briefs by July 6, followed later by final arguments before the five-man Board. Frontier does not expect a final decision before the end of this year.

Frontier Airlines will make a strong appeal to the CAB to completely re-evaluate Frontier's case. (See letter to employees, Page Two).



## **Frontier Continues Fight for NW/SW Routes**

The long-awaited Examiner's report involving Frontier's application for a trunk route in the Pacific Northwest-Southwest Case was issued June 3.

You no doubt shared my disappointment in hearing that Hearing Examiner, Ross I. Newmann, recommended rejection of Frontier's bid to join the ranks of unsubsidized airlines. His reasons for this recommendation do, however, furnish an excellent opportunity to continue our long fight to shed the shackles of subsidy and to do so without sacrificing our dedication to the public interest.

Although the Examiner quarreled with our arithmetic and concluded therefore we would be unable to **eliminate** subsidy, he ignored the issue of **subsidy reduction**. His justification for denial of our application rested, however, on a single issue: Should the Civil Aeronautics Board depart from its twenty-year history of "segregation." His feeling, shared by most members of the favored "club," the trunk airlines, is that trunks are trunks and locals are locals and never the twain shall meet.

Your management recognized at the onset, when our application was filed two years ago, that we must crack this theoretical ice if we were to succeed. The main thrust of our case has been directed toward proving that trunk and local service can be compatible with a coinciding reduction and ultimate elimination of subsidy.

That which we advocate — the granting of profitable routes with which to support uneconomic routes — has been the guiding policy of the CAB since its creation in 1938. Any scheduled airline, regardless of size, in operation at that time inherited the rank and title of trunk airline. There were really only four lines then large enough in terms of route authority and geography to be called trunks: American, United, TWA and Eastern. The others were without exception much, much smaller by any description than Frontier is today. Scheduled airlines such as Frontier, created eight years later, just plained missed the boat by historical chance.

In the twenty-three years between 1938 and 1961 (the year in which the last important route grant was made) the Civil Aeronautics Board diligently built up the profitability of each of the nation's trunk lines to the extent they became subsidy-free operations. By carefully parceling out new and extended route authority over the years to each of these companies, the CAB was gradually able to wean each from the subsidy trough.

Profits from good routes subsidized the losses from poor routes. This made **sense** in terms of public interest and parallels similar philosophy in other regulated industry. It still makes sense.

*(Continued on Page 5)*

## **CAB Approves Half-Fare Extension**

Frontier's revolutionary Half Fare Plan has been approved by the CAB for extension to July 22, 1966.

This action will permit continuance of substantial discounts for all passengers regardless of age or profession who are willing to forgo reservations on some 139 daily flights serving twenty major city pairs on the carrier's eleven-state system.

Nearly 16,000 passengers have used the half-fare discount through April since the plan started January 24, with less than 1 per cent finding it necessary to stand by for a second flight.

The wide public response to this discount plan proves that a substantial lowering of fares will attract people who otherwise would not fly. Over 56 per cent of those so far carried would have traveled by bus or train or would have passed up the trip were it not for the half-fare discount. Some 10 percent had never before flown.

Frontier's half fares are effective between the following cities:

Denver/Kansas City, Omaha, Lincoln, Salt Lake City, Phoenix, Tucson, Rapid City, Casper, Billings, Great Falls, Chadron and Alliance.

Salt Lake City/Denver, Phoenix, Tucson and Great Falls.

Kansas City/Denver, Omaha and Lincoln.

Billings and Great Falls.

Albuquerque/Phoenix and Tucson.

## **Welcomes Aboard 5 Millionth Passenger**

Mrs. James L. Mielke of Logan, Utah, Frontier's 5,000,000th passenger, gasped in surprise at Salt Lake City's Municipal Airport as newspaper and television cameras flashed and a Frontier delegation approached her with gifts, flowers and congratulatory kisses as she stepped aboard her Convair 580 flight.

H. Gail Godby, Frontier sales representative in Salt Lake City, lead welcome delegation which intercepted Mrs. Mielke before her Albuquerque departure.

Nearly one year ago Frontier recorded its four millionth passenger and its one billionth air mile.





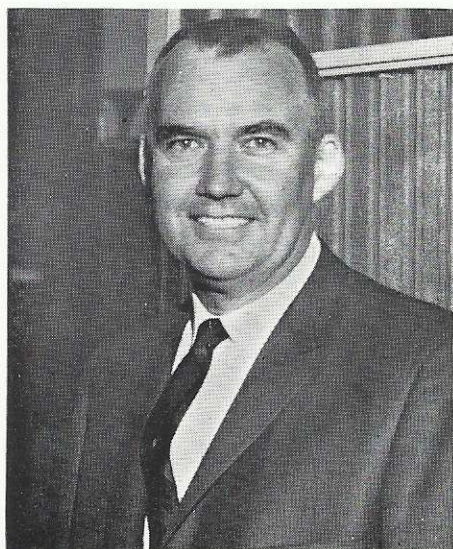
## Stockholders Re-Elect All Directors and Officers

All eleven directors and seven officers of Frontier Airlines were unanimously re-elected by the stockholders of Frontier at their annual meeting in Denver. Lewis W. Dymond was renamed as Chairman of the Board as well as President of the carrier.

A record number were in attendance for this meeting of Frontier shareholders. In addition to the re-election of all directors the public accountant firm of Peat, Marwick and Mitchell was approved to again serve as auditors for Frontier during the year.

## Directors Name Three To New Executive Positions

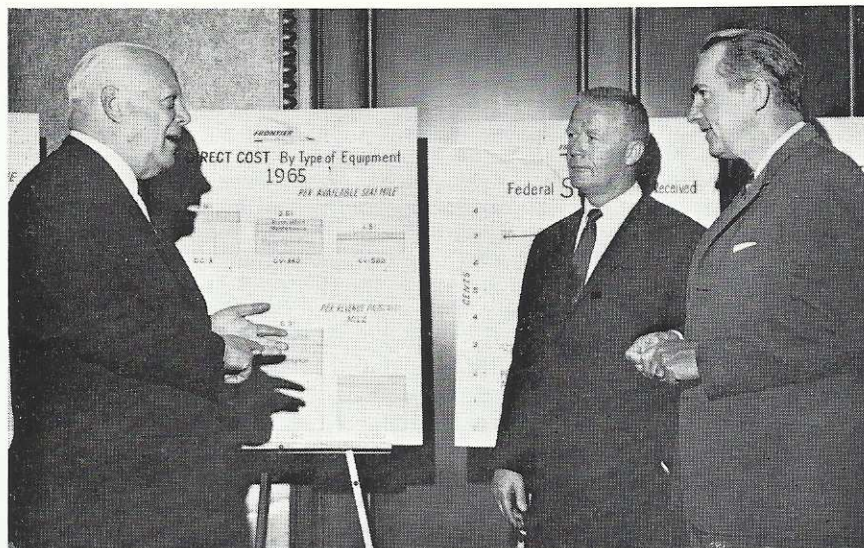
Following the stockholders meeting the airline's board of directors named Mr. Richard A. Fitzgerald to the newly created executive position of senior vice president-legal and Mr. M. Edward O'Neil as senior vice president of operations and maintenance.



**M. EDWARD O'NEIL**  
Senior Vice President of Operations  
and Maintenance

They also named Warren H. Schuling to the new position of vice president of maintenance and engineering. Schuling has been Frontier's director of maintenance and engineering since September, 1962. During his four years with the carrier he is credited with guiding its ten-month conversion program in which 15 piston-powered Convair 340 aircraft were modified into a faster and larger 53-passenger Convair 580 fleet. He has also helped direct the maintenance program to where Frontier has one of the lowest operating hourly cost per aircraft mile in the airline industry. Schuling was 16 years with National Airlines in Florida where he managed the entire maintenance department.

*Three*



**EDWIN C. McDONALD** (left), Chairman of the Board, The Royal Bank of Canada Trust Company and a member of the Board of Directors of FAL; **Lewis W. Dymond**, President and Chairman of the Board, FAL and **Allan Shivers**, Former Governor of Texas, 1949-1957 and newest member of the Board of FAL, discuss the carrier's record traffic increases.



**RICHARD A. FITZGERALD**  
Senior Vice President-Legal and Secretary



**WARREN H. SCHULING**  
Vice President of Maintenance



## Service To Las Vegas And Chicago Proposed By FAL

New air service between Denver and Las Vegas by way of Grand Junction, Colorado to be operated with jet equipment has been applied for to the Civil Aeronautics Board by Frontier.

This is Frontier's third attempt to serve the Las Vegas market. It was twice rebuffed by the CAB on the basis that additional air service was not needed. At present there is only one daily round trip flight between Grand Junction and Las Vegas flown by another carrier with propeller-powered aircraft.

A little over six years ago Frontier first applied for non-stop, non-subsidized service between Grand Junction and Las Vegas. Two years ago it applied again for non-subsidized service from Phoenix to Las Vegas via Grand Canyon. At the time of Frontier's first application for Grand Junction-Las Vegas service, flights offered under the other carrier's monopoly franchise consisted of a single non-stop Denver-Las Vegas and a single one-stop between the two cities via Grand Junction. Six years later except for the substitution of jet equipment on the DC-6 non-stop Denver-Las Vegas, there has been no improvement on the level of service.

Frontier's application for an expedited CAB hearing, which is based on the repeated stated policy of the CAB to grant expedited hearings on applications offering subsidy reductions, points up the inadequacy of Denver-Las Vegas service. This contrasts with several other markets bidding for tourist and other pleasure seeking passenger business such as the Denver-Phoenix market. Frontier's application stresses that despite the widely accepted fact of Las Vegas' superiority as a tourist haven over Phoenix, Phoenix because of the competitive factor of two carrier's services has nine daily round trip flights including four non-stop and one one-stop contrasted with two daily round trip flights between Denver and Las Vegas.

Frontier's analysis of the market potential with adequate competitive service indicates that the carrier's need for subsidy assistance in performing its present system requirements would be reduced \$650,000 annually if the CAB grants its approval for Frontier to serve Las Vegas through Grand Junction.

### CHICAGO ROUTE ASKED

New non-stop service between Chicago and Lincoln and between Chicago and Omaha, Nebraska with additional service between Chicago and Omaha via Des Moines, Iowa have also been applied for by Frontier Airlines.

Highpoints of this application are that it would provide first non-stop air operations between Lincoln-Chicago and the first competitive non-stop service Omaha-Chicago, Omaha-Des Moines and Des Moines-Chicago. Frontier proposes to extend the eastern terminal of its two "trans-Nebraska" routes from Omaha to Chicago to provide one-plane or one-carrier service from Nebraska cities to Chicago. With this proposal, Frontier would also be able to provide one-stop, jet-powered service between Denver and Chicago via Lincoln as an intermediate stop.

### IN MEMORIUM

"He was a pilot's pilot. The kind of fellow who built aviation in this country." Quietly, sincerely, this was the tribute expressed by a fellow pilot friend at learning of the death of Captain Dallas W. Taylor (52) in Tucson, Arizona.

Always a top rated pilot, Captain Taylor devoted much of his effort and thought to aviation from the time he began flying in 1935. As a crew member with Frontier Airlines, he occupied the left seat since joining the company in 1947. For a number of years he was based in Denver before moving to the Phoenix Domicile in November, 1963.

Shortly after Dal began his aviation career, he became interested in aerial acrobatics. He was stunt flying in and around San Antonio in the late '30s. Recently, he acquired a 15-foot long "Pitts Special" bi-plane. Captain Taylor had been selected by the United States as a team member in international acrobatic flying competition to be held in Russia this summer. He was putting his plane through its paces of exhibition flying at Davis-Monthan Air Force Base when the engine failed during a maneuver.

During World War II, Captain Taylor piloted C54's with the Air Transport Command across the Atlantic and over the Hump in China.

All of us with Frontier Airlines express our deepest sympathy to his wife, Jeannie.

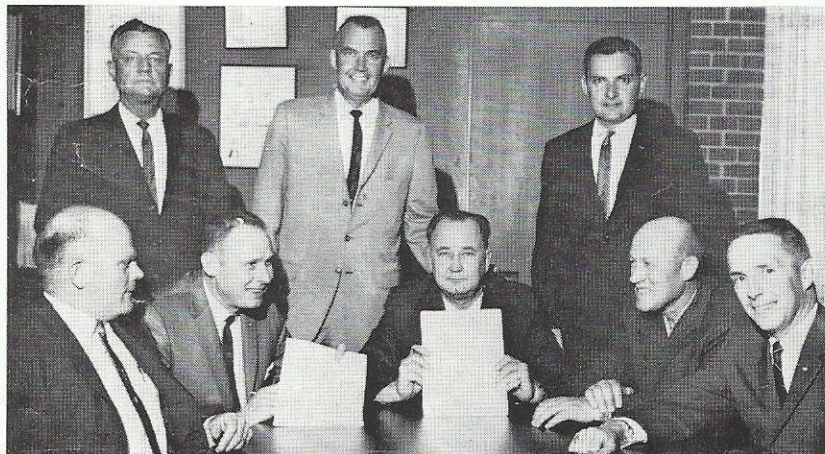
## Frontier Pilots Sign Agreement

Negotiations for a new working agreement between the pilot personnel of Frontier Airlines as represented by the Airline Pilots Association (ALPA) and the carrier have been completed making it the longest term contract to be signed by ALPA and Frontier.

Changes in rules, wages and working conditions for pilots operating Frontier's jet-prop Convair 580 and DC-3 aircraft and for operation of the Boeing 727 pure jet aircraft of which five have been purchased by the carrier, were written into the contract.

Continued good working relations between Frontier and its flight crews are demonstrated in signing the new two-year contract six months in advance of the first scheduled service with Boeing 727 aircraft and eight months before expiration of the old agreement.

Better than 230 Frontier flight personnel based in Denver, Billings, Phoenix and Salt Lake City are affected by the new agreement which extends to January 1, 1969.



NEW WORKING AGREEMENT is signed by Frontier and its pilot personnel as represented by the Airline Pilots Association (ALPA). Representing ALPA are: (seated, left to right) L. A. Allen, Capt., DEN; W. D. Wayland, Co-pilot, DEN; John Ulm, ALPA Negotiator; G. H. Nettleblad, Capt., DEN and G. D. Goss, Co-pilot, DEN. (Standing, left to right) J. G. Carney, Div. Chief Pilot, DEN; M. E. O'Neil, Senior Vice President of Operations and Maintenance and Gordon Linkon, Director of Industrial Relations.



# Frontier Continues Fight for NW/SW Routes

(Continued from Page 2)

During this period of trunkline expansion, the CAB wisely adopted a policy of creating a number of smaller airlines whose primary purpose and responsibility would be to serve uneconomic routes and cities in need of air service backed up by taxpayer supported subsidy. Many cities once served by the so-called trunks now receive their only service from the locals. Additionally, many new cities are receiving air service for the first time because of the local service airline role.

The growth pattern of the locals closely approximates the earlier development of the trunks. The obsolete DC-3 equipment purchased from the trunks and the military, is today primarily replaced with pressurized twin-engine transports, many of which are now of the prop-jet variety. The trunks were unable to eliminate their subsidy while flying these unproductive aircraft even over better routes than the average flown today by the locals. It was really not until the pure-jet aircraft came into use that the trunks commenced realizing a fair return on investment.

Frontier and other local carriers lack only the route authority which will permit economic operations with the most efficient jet equipment in order to eliminate this subsidy requirement.

Today we are at the brink of a completely new era of airline prosperity. The trunk airlines are achieving an industry-wide return in excess of that considered reasonable, if continued. The profit and return element is still climbing.

Today, also, we have in Frontier and other locals companies which already fly or will be flying pure-jet aircraft capable of providing trunk caliber service on a competitive basis. The limitations of a decade or so ago no longer exist. The locals are financially responsible and the trunks no longer need protection against reasonable and needed competition, particularly when such protection is furnished at taxpayer expense — continued unnecessary subsidy to the locals. Subsidy cost is on the downward trend but still unnecessarily high — \$65 million last year for the industry.

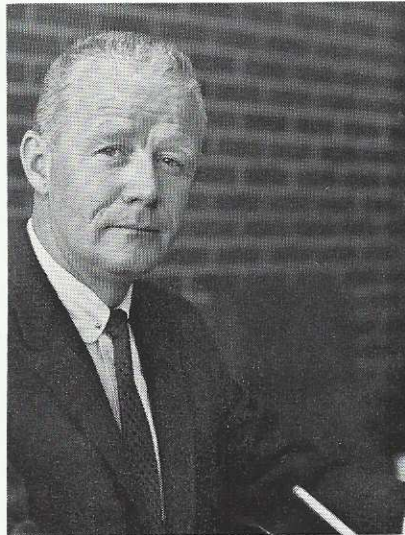
Until the past two years, the CAB has rightfully been concerned with insuring against undue diversion of trunk line revenues because of their modest earnings. The picture has changed radically since, and the CAB is now calling for fare reductions. Grants of further highly profitable routes will serve to aggravate this situation. Let me say we are not against profits, nor are we against fare reductions as evidenced by our record on this score. On the other hand, it is incongruous that the major portion of an industry the size of ours is enjoying record profits with the trend still up while the minority group, doing about 5% of the business, is still costing the general taxpayer better than \$60 million a year.

Should not a portion of the present economic benefits be set aside for the taxpayer who may not fly airlines and also to enable those taxpayers who must use the smaller airlines an opportunity to fly also in new, modern equipment and at the low rates now available only to those who by reason of geography may fly with the trunk lines?

We think so, and we also believe this feeling is shared by the members of the CAB — those who in the final analysis will make the decision in this case.

Examiner Newmann concluded that Frontier if awarded a profitable route with which to subsidize its loss routes would be under strong pressure to eliminate such loss routes. Frontier today operates a large

number of routes at a loss despite the subsidy given for such operation. It, however, makes good money on other routes and is therefore able to carry such losses. This is no different with the trunks which subsidize their losing operations with excess profits from good routes. Delta Air Lines subsidizes the country's most extensive local system with its highly profitable overlay of trunk routes. With the good must come some of the bad. It is ever thus, be it with an airline, a transit company, or a public utility. Possession of a public franchise carries with it the responsibility to meet the **over-all** public convenience and necessity even though greater profits could be made by pruning from the tree certain needed facilities which operate at a loss.



LEWIS W. DYMOND  
President

To accept the Examiner's rationale would be to relegate forever Frontier to a subsidy supported operation. For if we were to attain a subsidy-free status by other suggested but not disclosed means, we would (under the Examiner's theory) still be under pressure to drop losing routes for they will always exist in any airline. The answer to this is obvious. The Civil Aeronautics Board determines when and if an airline may suspend service. If an airline is making a profit as a whole, they will as they have in the past deny any such request if the service is needed in the public interest.

In conclusion, I will state that there is no diminution in our enthusiasm, our optimism, nor in our intent to pursue vigorously this policy to a successful conclusion. Meanwhile, we must continue our objectives to improve our present system. The growth in business this year over last year — 34% in January, 51% in February, 47% in March, 56% in April and 54% in May — has been gratifying and would not have been possible except for the hard work and loyal support of each of you. I thank you and solicit the same continued dedication.

A handwritten signature of Lewis W. Dymond in dark ink. The signature is cursive and stylized, with the first name 'Lewis' and last name 'Dymond' clearly legible.

Lewis W. Dymond, President



## Jet-Prop 580's Now Serve All FAL Colorado Cities

Inauguration of Frontier's 14th jet-prop Convair 580 aircraft retired the carrier's last piston-powered Convair 340 and provided the Colorado city of Alamosa with jet-powered air service for the first time. It also means jet service is now provided for all nine Frontier-served cities in the Rocky Mountain state of Colorado.

Vern A. Carlson, Assistant to the President of Frontier Airlines participated in the Alamosa inauguration ceremonies, and interesting enough, Mr. Carlson was also a member of the crew on the first flight by a commercial air carrier into Alamosa during 1946. At that time the carrier was Monarch Airlines, a predecessor to present day Frontier.



RIBBON CUTTING CEREMONIES in Alamosa were shared by (left to right) J. L. Abbott, Sales/Service Manager, FAL Alamosa; Gene Lambert, City Manager; Isaac Ortega (front) and Jim Groves (rear) both City Council Members; Cliff Hartman, Mayor; Harold Foster, County Commissioner and Airport Board of Control member; Martin Husong, former mayor, member of City Council and member of Airport Board; Carl Bergman, Airport Manager and Vern A. Carlson, Assistant to the President of Frontier.

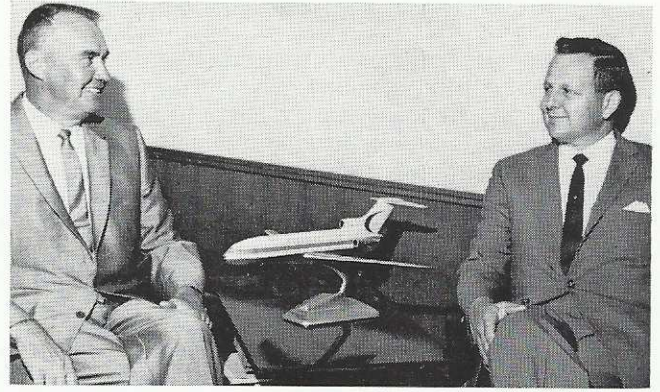
## Black Appointed To Montana Aeronautics Commission

Montana Governor Tim Babcock appointed Peter H. Black, Frontier's city sales manager at Billings to the Montana Aeronautics Commission.

Black will serve the unexpired term of Herbert F. Jungemann which ends June, 1969. As a member of the seven-man commission, Black is the commercial aviation representative for the group.

During the past year Black has been in charge of sales and service activities for Frontier throughout the state of Montana and the Wyoming cities of Powell/Cody and Worland. He joined the carrier in 1964 at Salt Lake City after attending the University of Utah, also at Salt Lake City.

## New Flight Engineer Appointed



M. EDWARD O'NEIL (left), Senior Vice President of Operations and Maintenance, announces the appointment of Sherwood P. Ruster as FAL's new Chief Flight Engineer.

**SHERWOOD P. RUSTER** — Chief Flight Engineer comes to Frontier with 23 years background in aviation and 20,000 hours flying time. Before joining Frontier, he was chief flight engineer with the Boeing 720 unit of the Federal Aviation Agency Academy in Oklahoma City. His previous aviation experience includes 14 years with Eastern Air Lines where he established a flight training program for the Douglas DC-8.

## Durlin Heads Quality Control



**WILLIAM B. DURLIN**  
Director of Quality Control

Bill Durlin has been named Frontier's new Director of Quality Control. He joined FAL in January, 1964 as the carrier's representative at the Allison Division of General Motors in Burbank, California. At Burbank, Durlin worked as liaison between the airline and Allison in Frontier's Convair 580 jet-prop conversion program.

Before joining Frontier, Durlin was Director of Quality Control with West Coast Airlines.

## Frontiersmen Of Year Get Awards



LEFT TO RIGHT: Charles Demoney, Regional Sales Manager, PHX; Royal Burt, Sales/Service Manager, DEN and Phyllis Geck, Stewardess, SLC. President Lewis W. Dymond, congratulates winners. Carey Massey, Finance Department, DEN; George Cramton, Quality Control Inspector, DEN; JoAnn Rutt, Reservations Agent, DEN and C. A. "Larry" Beardsley, Flight Captain, DEN.

(Story on Next Page — Col. 1)



# FAL Sales Sell "See America First", World-Wide

"See America First" is being strongly emphasized by Frontier Airlines through a special 12-man sales team who are visiting every major city across the nation selling Frontier's scenic Frontierland of 9 major national parks.

Details of Frontier's special packaged 3 to 5 days vacations are being personally given by the carrier's "See America First" team in larger cities across the nation to travel agencies and major trunk airlines who provide air service to the West. Color slide presentations show how area residents can take in an 11-state Vacationland region of the Rocky Mountain West, Southwest and Midwest through award-winning vacations and special low cost air fares to nine great national parks, over 30 national monuments, more than 40 Indian Reservations and countless major points of interest.

Following the carrier's personal sales calls are tens of thousands of full color vacation brochure packets which are being mailed throughout the world to travel agencies and airlines.



SELLING "SEE AMERICA FIRST" in major cities throughout the United States is Frontier's flying-wedge sales team of: (left front to back) Don Doty, City Sales Manager, DEN; Bill G. Rowley, Manager of Agency, Tour and Interline Sales, DEN; Kaye Burgon, City Sales Manager, ELP (second from left to right) Pete Black, City Sales Manager, BIL; Carl Ross, City Sales Manager, OMA; Don Grover, Agency and Interline Representative, DEN; Carl Ross, City Sales Manager, OMA; Don Grover, Agency and Interline Representative, DEN; Gerry Bacon, City Sales Manager, TUS; Bob Boyle, Regional Sales Manager, SLC; Tom Morphis, Regional Sales Manager, DEN; Jack Zabriskie, Sales Representative, PHX and (right front) Dan Goodyear, City Sales Manager, RAP.

## Flight Simulator Cuts Costs And Increases Proficiency

Cutting pilot training costs while improving flight operating techniques of crew members is simultaneously achieved by Frontier's new recently FAA certified \$350,000 Convair 580 aircraft flight simulator.

Realistically duplicating various flight conditions, the simulator also provides in a cockpit environment, the functioning of fuel, de-icing and anti-icing control, electrical and hydraulic systems and the entire flight procedures of jet-powered Convair 580 from takeoff, through cruise, down to the final squeal of the tires on landing.

Using the simulator, the only one of its kind in the world, Frontier Airlines will have checked out 156 of its nearly 200 pilots by July 1 of this year. "Learning by doing," crew members will each receive half

of their proficiency checks in the simulator and half in one of the 16 Convair 580's in Frontier's fleet. The use of the simulator will save the airline over \$80,000 a year in flight proficiency checks alone.

Other regional airlines using the Convair 580's have been sending their executive pilots to Denver for Frontier's three weeks' training package. This consists of 80 hours of ground school along with simulator and aircraft flight training. Lake Central Airlines' pilots from Indianapolis, Indiana have just completed the course. Soon pilots from Butterworth Systems, Inc. and the aviation division—Standard Oil Company of New Jersey, will begin the program.

In the past, Frontier has also contracted for Convair pilot training with Federal Aviation Agency (FAA), the United States Air Force, United Air Lines and Alaska Airlines and the corporations of Libby-Owens Ford, IBM and Mead-Johnson Pharmaceutical.

## FRONTIERSMEN OF THE YEAR GET AWARDS

*(Continued from Page 6)*

Seven personnel have been named outstanding employees of the year 1965 at Frontier's 1966 annual sales and service meeting in Denver.

Selected from among 1,300 employees throughout the carrier's system, these award-winners were chosen for their outstanding ability in their profession, aggressiveness, continued efforts through idea contributions, dependability and for being the type of individual that most typifies that of an FAL employee.

## Negotiations Completed

Negotiations were completed for a renewed three-year working agreement between Frontier Airlines and the carrier's dispatcher personnel as represented by the Airline Dispatchers Association.

Increased wages and revision for sick leave and vacations were agreed upon within the contract. This new agreement, effective to July 1, 1969, is the second consecutive three-year contract to be signed by FAL and the Airline Dispatchers Association.

Frontier employs 22 dispatchers in Denver who are affected by the new agreement. Negotiations between the dispatch personnel and Frontier ended after only two days of meeting.

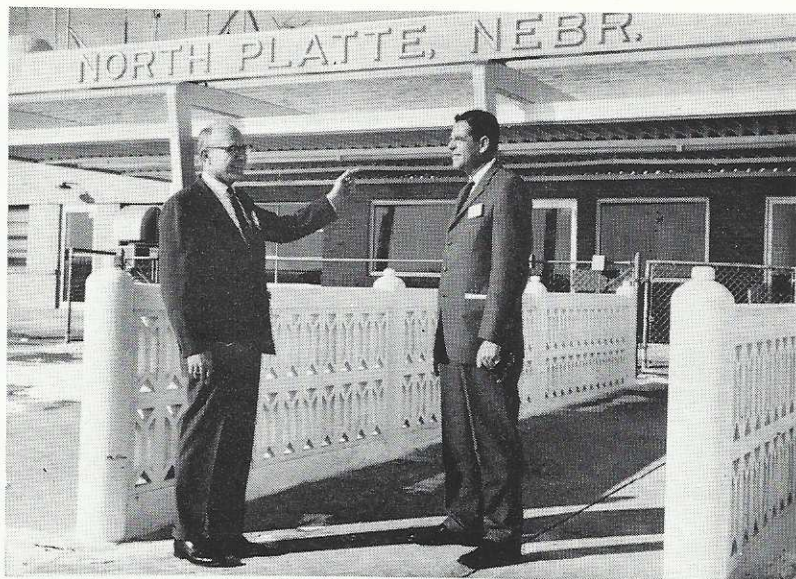


## New Terminals Open In Frontier Cities

Air travelers at North Platte, Nebraska's Lee Bird Field are getting plush carpet service. A complete remodeling program now has wall to wall carpet throughout the terminal building as well as a new distinctive stone exterior, automatic doors, new ramp area and lighting.

Within five years the new carpet will have paid for itself through less maintenance than required for tile flooring as used previously.

Dedication ceremonies for the new building were attended by officials from the city, state and Frontier Airlines, Denver.



NEW DESIGN and construction modifications at the Lee Bird field terminal building in North Platte, are discussed by architect Robert Murphy (left) of North Platte and William J. Mitchell, vice president of Sales and Service for Frontier Airlines.

## Jet-Age Terminal Dedicated At Bismarck



FRONTIER SERVICE at Bismarck's new Jet-Age terminal provides six daily flights, including new non-stop service to Denver.

Dedication ceremonies at Frontier's Bismarck, North Dakota station recently gave the green light for occupation and use of the new \$600,000 predominantly stone and glass structure. Frontier passengers using this new modern facility call it one of the most outstanding air terminals in the north west.

Financing was achieved through revenue bonds approved in January 1965. Construction began in April 1965. In addition to terminal costs, field construction completed in December 1965 amounted to \$401,000.

Frontier serves Bismarck with non-stop jet powered service to Denver as well as providing flights between Denver and Minot, North Dakota with intermediate service Rapid City and Bismarck.



FAL'S BISMARCK STATION personnel include: (left to right) Virgil Ortgies; Clarence Wortham; Donald Kadrmas; Herbert Kaul and Reinhold Saylor, Manager.



RUSH CLARKE  
Chairman—North Platte  
Airport Authority



## SERVICE AWARDS



### 20 YEAR SERVICE PINS

March, May and June

Hall, A. R., Capt., SLC  
Nettleblad, G. H., Capt., DEN

### 15 YEAR SERVICE PINS

April, May and June

Stelter, J. A., Capt., DEN  
Benton, B. O., Capt., DEN  
Stevens, W. B., Co-pilot, PHX  
Elmer, H., Sls. Svc. Mgr., INW  
Merrill, F., Sls. Svc. Mgr., VEL  
Field, E. H., Sup. Psgr. Sls. Audit and Ref., DEN.

Heidrich, J. C., Sr., Agt., GJT  
Meshko, G. M., Capt., DEN  
Hawthorne, E. K., Sr. Agt., BIL

### 10 YEAR SERVICE PINS

March, April, May and June

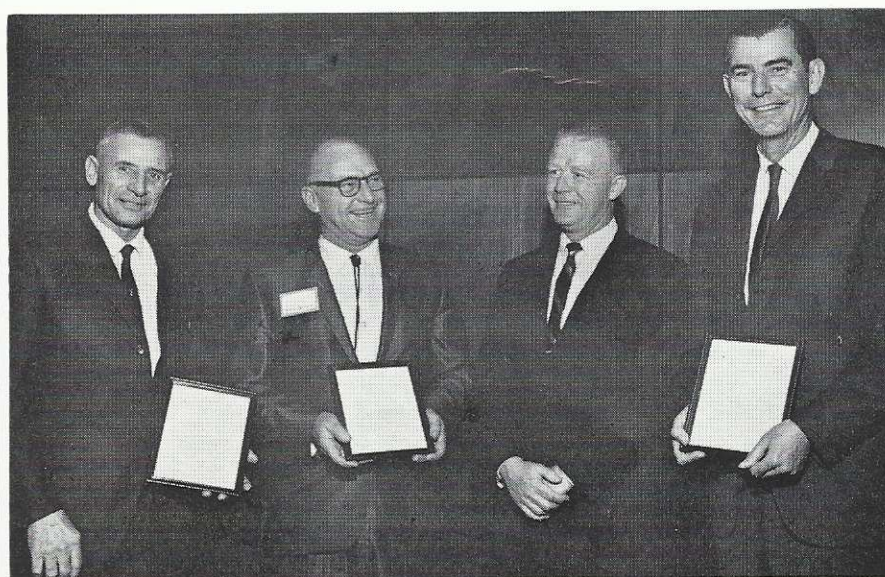
Francis, J. R., Capt., DEN  
Houston, W. T., Sr. Stock Clerk, DEN  
Lamkin, P., Capt., DEN  
Howard, T. P., Capt., DEN  
Cauthon, H. D., Sr. Agt., RIW  
Martin, E. F., Sls. Svc. Mgr., MLS  
Pfau, T. J., Stn. Agt., ABQ  
Taylor, C. G., Capt., DEN  
Kohler, D. S., Capt., DEN  
Carper, C. E., Asst. Mgr. Sls. Svc., ABQ  
Hunt, K. L., Stn. Agt., MTJ  
Keck, A. B., Stn. Agt., CYS  
Kennedy, O. J., Sr. Agt., LNK  
Kerr, D. J., JAMTO Rep., COS  
Knapp, J. V., Sr. Stn. Agt., DEN  
Schiermeyer, H. E., Sls. Svc. Mgr., EAR  
Leprich, T., Psngr. Agt., PHX  
Hershfeldt, J. J., Mech., DEN  
Yanulavich, A., Secretary, DEN

### 5 YEAR SERVICE PINS

March, April, May and June

Schuster, V. L., Counsellor and Asst. Treas. Trainee, DEN  
Waples, J. F., Foreman, DEN  
Willard, E., Grd. Rdo. Mech., DEN  
David, L. E., Psngr. Agent, DEN  
Boyle, T. R., Reg. Sls. Mgr., SLC  
Dahr, J., Stk. Clerk, DEN  
Estey, R. W., Sr. Stk. Clerk, DEN  
Davis, D. A., Stn. Agt., OMA  
Allen, K. E., Secretary, DEN  
Lether, J. R., Stn. Agt., SLC  
Sheehy, A. W., Stn. Agt., OMA  
Simmons, K. B., Pyld. Cntrlr., DEN  
Voight, R. C., Stn. Agt., BIL  
Peterson, L., Stewardess, DEN  
Spieler, D., Psngr. Agt., BIL  
Huseth, E. N., Stn. Agt., ISN  
Kaul, H. H., Stn. Agt., BIS  
Zabriskie, J. E., Sls. Rep., PHX  
Staves, G. C., Stn. Agt., DEN  
Pryor, G., Fueler, DEN  
Young, V., Secretary, DEN  
Mercer, A., Secretary, DEN  
Barnes, D. R., Stn. Agt., FLG  
Rommel, C. M., Stn. Agt., TUS

## First To Receive 20 Year Pins



F. H. RIRIE, Captain, SLC; Albert Clark, Regional Station Manager, PHX and John A. Myers, Director of Flight Operations, DEN receive the first 20-year pins to be issued by Frontier from Lewis W. Dymond (second from right), President and Chairman of the 20-year old carrier.

## Moving Up With Frontier

GARY BOLLSCHWEILER is a new Sr. Stn. Agent at DEN. He was a station agent at Salt Lake City.

DANNY BOONE is now S/S Mgr. at Wolf Point, Mont. He formerly was a Sr. Stn. Agent at DEN.

TONY ILLICH has been named the new S/S at Cody, Wyo. He transferred from Lewis-town where he was S/S Mgr.

ART GIFFIN has been named City Sales Mgr. at Albuquerque. Previously he was a Sales Representative at DEN.

BEN GUTIERREZ is a new Sr. Stn. Agent at DEN. He was a station agent at Denver.

MARK HEERBOTH is now Sr. Stn. Agent at BFF. He formerly was a station agent at Kansas City.

JULIE OATS is the new Assistant Division Chief Stewardess in DEN. Previously, Julie was flying the line out of DEN.

ELDON SMITH is now Scheduling Representative. Eldon transferred from Jackson where he was a station agent.

DAVID SPEICHER is a new Sr. Stn. Agent at the carrier's Tucson station. Formerly he was a relief agent in ABQ.

ORVILLE WHITE is FAL's new S/S Mgr. at Glendive, Mont. He transferred from Scotts-bluff, Nebr. where he was a Sr. Agent.

IVAN NEWELL is the new S/S Mgr. at Williston, N.D. Previously he was S/S Mgr. at Glendive, Mont.



ARTHUR A. GIFFIN  
City Sales Manager, ABQ



JULIE J. OATS  
Asst. Chief Stewardess, DEN



# On-Line And Interline Around Frontierland

## Banner Welcome At El Paso



**BANNER WELCOME** by the City of El Paso, new Hotel Camino Real and Frontier greets interliners on international tour of El Paso/Juarez.

April, May and June are topping all previous records for interline travel throughout scenic Frontierland. Interliners from nearly every domestic air carrier and travel agents from across the nation covered Frontier's fun-filled system like a giant web.

In the historic four corners area of Colorado at Durango, the ancient cliff dwellings in Mesa Verde National Park were being inspected by travel agents from Boston while interliners were puffing their way up to Silverton, Colorado from Durango on this nation's last regularly scheduled narrow gauge steam powered train.

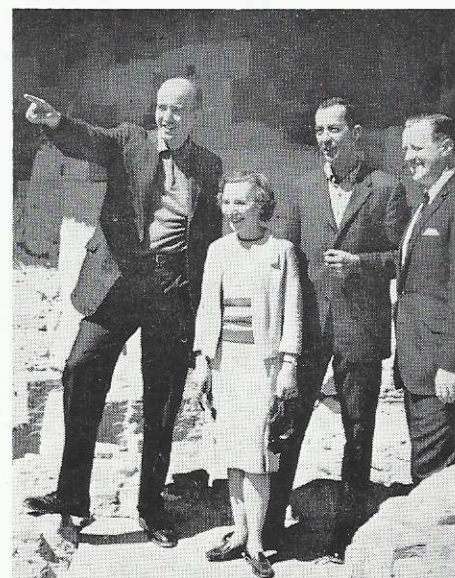
Meanwhile down in the international cities of El Paso/Juarez another group was taking in the bargain shopping at the Juarez market and touring the new and fashionable Hotel Camino Real. A familiarization tour of the facilities at the Carefree Inn at Carefree, Arizona for other interliners included three fun days in the sun. Over at Grand Canyon still another party of travel agents and interliners were clicking camera shutters from atop high overlooks across the vast and awesome canyons.

## ... And Carefree It Is!



**INTERLINERS FROM BRANIFF, Continental and United Airlines** gather at Carefree Inn, Carefree, Arizona for Frontier familiarization tour of Sun County facilities.

## Travel Agents See Mesa Verde

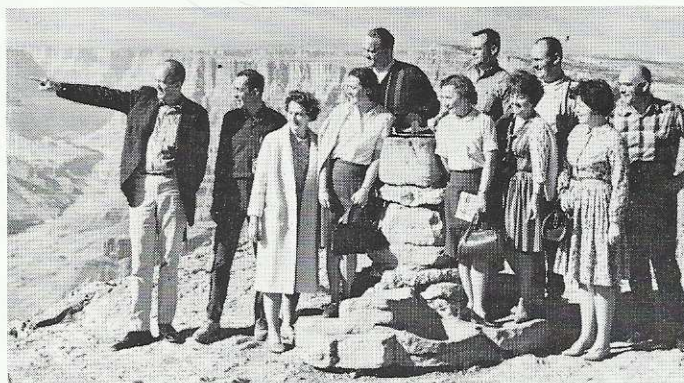


**ANCIENT HOMES** of early cliff dwelling Indians in Mesa Verde National Park are inspected by (left to right) Don Grover, Interline Representative, FAL; Esther Luiz, Luiz Travel, New Bedford, Mass.; Tom Makurat, District Passenger Sales Manager, TWA and Jim Penler of Paragon Tours, Fall River, Mass.

The grisslies were out in full force at Yellowstone as many travel agents from El Paso, Albuquerque, Phoenix and Tucson saw. This tour consisted of personally visiting the town of Jackson Hole, Wyoming, Grand Teton and Yellowstone National Parks.

Familiarization tours for interliners and travel agents are also in the offing for other national parks, monuments, Indian reservations and countless major points of interest located throughout Frontier's 11-state system of the West.

## TWA/FAL Host Boston Area T/Agents At Grand Canyon



**GRAND CANYON'S** vibrant, multi-hued colors are taken in by travel agents from: McGrath Travel Service, Wolburn; Luiz Travel, New Bedford; Paragon Tours, Fall River; Travel Bureau, Needham; Shoreline Travel, Lynn; Heritage Travel, Boston; National, Boston; Fox Travel, Newton; Hudson Travel, Watertown; Columbus Travel, Dorchester; Parker Travel, Boston. All in Mass. Also included are Tavel Inc., Newport Rhode Island and American Auto Club, Portland,



## TIPS FOR TRIPS BY ANN YANULAVICH

With fond memories of a recent BOAC trip to England, Frontier to Tucson and Nogales AND plans for an upcoming trip to Hawaii, here I am to tell you all about still another fun vacation spot—the international cities of El Paso/Juarez and nearby Carlsbad Caverns National Park. I hope I'm not the only one the travel bug bit.

El Paso and nearby Juarez offer a tremendous variety of things to see and do. If you enjoy history, the 300-year-old Guadalupe Mission in Juarez, the Spanish Colonial Chapel in San Elizario in El Paso County and the hideouts of Billy the Kid and Panchos Villa—to mention a few—should keep you busy. Your tastes run a different direction?? Well, I personally have never seen a racetrack to compare with the Juarez Racetrack featuring both thoroughbred and greyhound racing. From the minute you walk into the lobby and start up the circular ramp offering you a beautiful view of the huge glass mosaic mural depicting the history of Mexico, the dancing fountain and a 46-foot handmade chandelier, it is obvious this is not the usual racetrack. From the upper level, whether you choose the free Grandstand area, the luxurious Club House or a box in the private Jockey Club, you have an unobstructed view of the action below. This is truly the "Taj Mahal" of racing. Between this racetrack and beautiful Sunland Park, featuring a beautiful lake around which the track is built, located in nearby New Mexico, no matter what time of year you visit this area, you racing fans are "in business."

Like to do a little touring — a short trip from downtown to the international border brings you to Mount Cristo Rey. And, for a little exercise, walk up the winding footpath lined with Stations of the Cross to the top and view a 42-foot statue of the Christ of the Rockies.

Or, for another short trip from downtown El Paso, board the world's only international streetcar to Juarez where you will find many shops to browse through and often find tremendous buys on glassware, silver, copper, straw, leather goods, paintings, etc. My biggest weakness in Juarez is the Glass Factory. Here you can sit in the factory and actually watch these craftsmen



SHOPPING AT THE MARKET in Ciudad Juarez, just across the Rio Grande River from El Paso is an unusual experience for visitors to the border where many bargains in hand-crafted items can be found.

at work making large vases, ash trays and every kind of glassware imaginable. A small shop is located in front where this beautiful merchandise may be bought at very reasonable prices.

Modern Mexico is displayed in the Border Redevelopment program which includes a moat-surrounded cultural museum, convention center, many shops and the beautiful Camino Real Hotel all located a short drive from the Cordova Bridge. The Camino Real, a Western International Hotel, is truly a combination of Old Mexico architecture and the most modern guest rooms, service and entertainment.

A three-hour motorcoach trip, via scenic El Capitan Pass, will take you to Carlsbad Caverns National Park, where you may take guided tours through this wonderland conducted by the National Park Service. These caverns are so huge, it is difficult to fully realize how big they actually are. For example, would you believe—a single room within the Caverns has as much area as 14 football fields and a ceiling as high as a 22-story building and completely columned with stalagmites and stalagmites, hung with crystalline draperies and dotted with gem-like lakes. More than 700 ft. underground is a lunchroom, seating 1,200 people, which makes a welcome break in a day of touring this beautiful area. Needless to say, bring comfortable shoes. Of course, if you're the lazy type, you may take an elevator from the Visitor Center down to the lunchroom. If you want to observe a really different sight—flying from the Caverns each evening from April through October, bats in incredible numbers spiral upward out of the entrance and fly southward over the rim to feed in the valleys of the Black and Pecos Rivers below. They return to the cave just before dawn. The mere thought of bats makes my skin crawl but as the park naturalist will explain, most of the species found here are quite harmless and actually beneficial as they feed on insects.

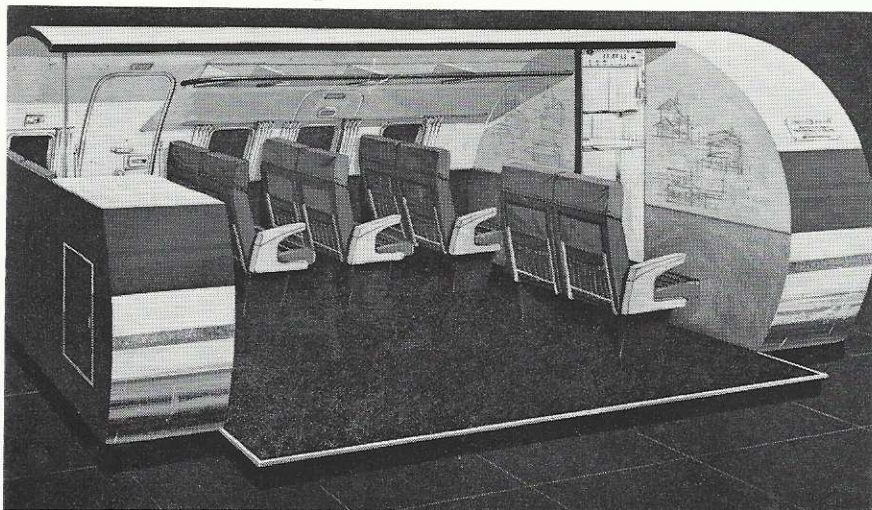
Both Juarez and El Paso offer a wide variety of nightlife entertainment no matter what your taste—The LaFiesta, LaCucaracha in Juarez and the El Camichin Supper Club in the Camino Real offer the latest in top name entertainment and heavenly dance bands in a magnificent setting.



CRISTO REY, the Christ of the Rockies, stands on a peak overlooking El Paso and Juarez. The shrine is the object of pilgrimages several times each year.



# Training Department Utilizes Cv-580 Cabin Mock-Up



SAVING THOUSANDS OF DOLLARS in time and inflight training is this new Convair 580 cabin mock-up model which functions from emergency exits to coffee maker.



STEWARDESS TRAINEES increase inflight proficiency without leaving ground by pacing through all procedures which add to the safety and comfort of FAL passengers. Trainee, Miss Osborne, demonstrates correct use of public address system in welcoming passengers aboard.



AFTER THREE AND A HALF WEEKS of thorough training, the golden wings of Frontier Airlines are received by new stewardesses: (left to right) Ernestine Childers, DEN; Sandra Brimacomb, DEN; Shir-lene Giles, SLC; Melynda Unrein, DEN; Danna Lundy, DEN; Sandra Schmoker, DEN; Vonnie Schoenek, DEN and Holly Doyle, SLC.

From artist's conception to final reality, Frontier's stewardess training program took a decided giant step forward with the completion of its new Convair 580 cabin training mock-up. Utilizing specially designed plywood fuselage and deck formers identical to the aircraft blueprints and templates, the 20 foot section of airplane was skinned with an aluminum exterior and painted in Frontier's modern and up-to-date color scheme.

Interior of the mock-up takes advantage of actual Convair 580 galley and cabin equipment direct from the airline's stores and maintenance departments. Construction was accomplished by Condit Corporation of Denver in a manner which provides complete working operation of all details including air supply in passenger service units.

In addition to stringent emergency procedures, training and evacuation practice conducted in the mock-up prepares the cabin attendant to complete emergency evacuation of a full load of passengers in less than 120 seconds. The unit is also utilized in solving the ever increasing customer service training needs. Public address announcements, complimentary snack service, liquor and beverage procedures and general items of routine passenger comfort are all included in the three and one-half weeks of initial training required of all new Frontier stewardesses. Actual on-the-job procedures are more clearly understood by trainees when conducted in a facsimile of the surroundings they will encounter after finally receiving their wings on graduation day.

Through coordination with the Customer Service training section, utilization of the Convair 580 training device during its first four months in existence has totaled approximately 837 student hours. Of the 837 student hours, 765 of these hours are credited to initial stewardess training while 50 hours were used for pilot recurrent and transition and 22 hours for dispatcher refresher courses in conjunction with the operations training program.

Heading up the training department for Frontier is David H. Burr, Manager of Training and Publications. Supervisor of Stewardess Training is Mary Palkowski and Supervisor of Station Training throughout the carrier's system is Roy Hilderman.



# Asta Group Pioneers Canyonlands

Twenty-two Southern California travel agents, all members of the American Society of Travel Agents (ASTA) and guests of Frontier and Western Airlines, pioneered their way through Canyonlands, America's newest and most different National Park, located in Southeastern Utah.

The agents, all visiting the Canyonland country for the first time, received a 24-hour whirlwind tour headed by Mitch Williams of Tag-A-Long Tours, Moab, Utah.

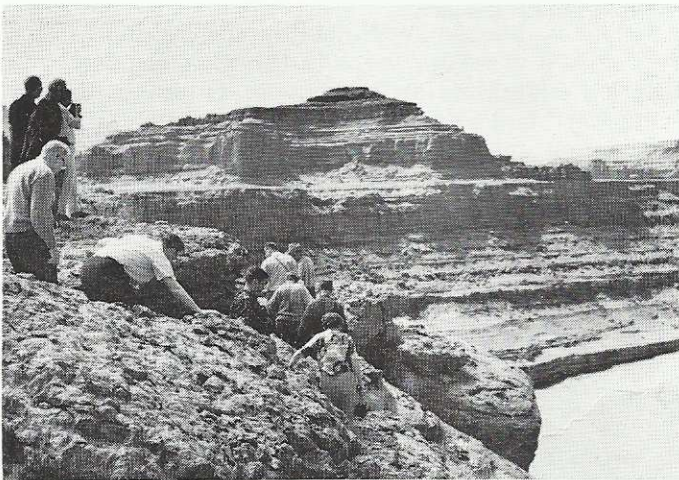
Beginning the park tour was a sunset chuckwagon dinner atop famed Deadhorse Point Overlook. These modern day pioneers later wagon trained, via seven 4-wheel drive airconditioned mountain vehicles, across colorful cactus filled desert country, droned up mountain peaks to high mesa tops and forded cool running streams. At one unnamed scenic overlook, they built a rock monument



"ASTA POINT" is christened in Canyonlands National Park as ASTA travel agents build a rock monument at an unnamed scenic overlook high above the Colorado River.

and christened it ASTA Point in honor of the American Society of Travel Agents.

At day's end they drove to the Park's boundary where a Frontier Airlines' jet-powered Convair 580 aircraft was waiting at the new Canyonlands airport from which they flew on to Denver.



HUNDREDS OF FEET ABOVE the mighty Colorado ASTA travel agents from the western U.S. climb among rocks near the sheer edge of cliffs in America's newest and most fascinating national park, CANYONLANDS, served by Frontier Airlines. Frontier and Western Airlines shared the all time first of having the 22 ASTA agents on one tour.



ENJOYING THE UNIQUE and different worlds of this nation's newest national park, Canyonlands, in southeastern Utah on a Frontier and Western Airlines familiarization tour are: (left to right) Bill G. Rowley, Manager of Agency, Tour and Interline Sales, FAL; Mr. and Mrs. Sam Sears, Owner/Manager of the Desert Lodge, Moab, Utah; Edward W. Holman, Holman Travel Service, Santa Barbara, California and Dave Holt, Manager of Agency and Tour Sales, Western Airlines.



MITCH WILLIAMS of TAG-A-LONG TOURS in Canyonlands National Park, Utah, shows western travel agents a panorama as far as the eye can see. With Mitch are (left to right), Mrs. Florence Edgerly, Burbank Travel Bureau, Burbank and immediate past president of ASTA area No. 2; Bob Burbank of Burbank Travel, Los Angeles, and president So. Calif. chapter; Mary Williams of TAG-A-LONG TOURS; Henry Chase, Sr., Chase Travel Service, Glendale and Director of ASTA area No. 2 and Landt Dennis, Coordinator Marketing Relations, ASTA, New York. Frontier and Western Airlines hosted the ASTA members.



# PROFILE . . . Rocky Mountain National Park

## Snow Capped Peaks Lure Fun Seekers

Stand tall on a high mountain ridge, head tilted back, eyes closed and slowly draw in the clean, crisp exhilarating air. Now, open your eyes and gaze in wonderment at one of nature's most spectacular works — This is Rocky Mountain National Park up in the high peaceful country of Colorado.

Designated a national park in January, 1915, this 406 square mile track which straddles the Continental Divide is truly the heart of the high country. Here, snaking its way through one scenic vista after another is famed Trail Ridge Road, the highest continuous auto road in the United States which reaches an elevation of 12,183 feet to connect the active vacation area, Estes Park (eastern entrance to park) with Grand Lake in the southwest corner of Rocky Mountain National Park. Eleven unusually scenic miles of Trail Ridge remains above 11,000 feet.

From Trail Ridge visitors may look out over wide richly colored valleys and canyons of stately forests, grassy meadows and zesty mountain streams beginning where the melting snow fields end, drop by drop under the warming sun of spring.

A natural undisturbed habitat of wilderness such as Rocky Mountain proves to be a haven for deer, elk and bighorn sheep and countless smaller game animals which have learned to beg for bits of food from generous and equally as curious tourists.

Within the seemingly endless boundaries of this picturesque park are horizons of saw-toothed mountains of granite, stripped bare of vegetation beginning at timberline (11,000 feet); towering peaks numbering in the 80's over which majestic Longs Peak, looming high above all others, juts up 14,256 feet. Longs Peak continually attracts mountaineers from throughout the world who brave its famed sheer north wall.

Rocky Mountain National Park, although rugged, is easily accessible via carefully maintained safe roads. The park is also continually patrolled by alert and courteous rangers who are more than just helpful in assisting visitors who are long on questions and sometimes short on gasoline.

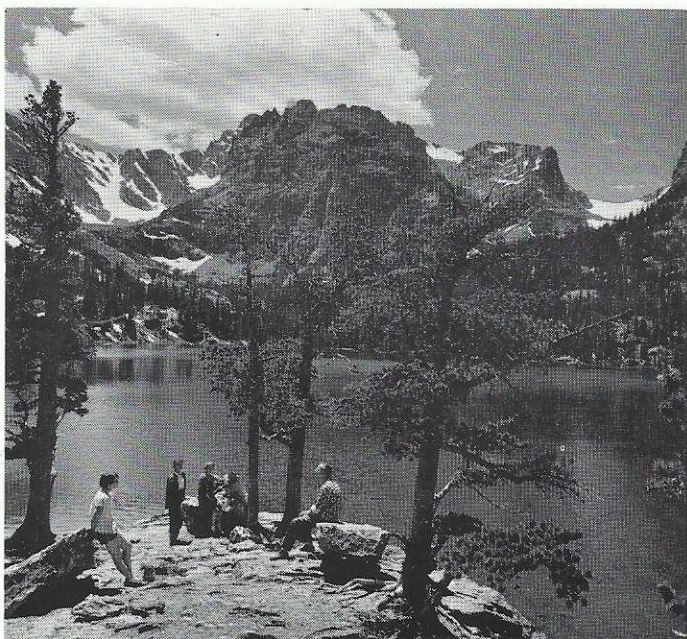
The pleasant drive through the park from the Estes Park entrance will bring into focus such named locations as: Fall River Canyon, Forest Canyon Overlook, Rock Cut, Miner Pass, Timber Creek and many more. Located in the northwest corner of the park are desolate sites of the old abandoned copper mining towns of Lulu City, Teller and Dutchtown. During the 1880's, hearty souls worked their way here on what is named "Never Summer Range" for expected get rich, quick copper, however, low value ore soon forced the disheartened miners into retreat.

Don't be surprised to see suntanned skiers in lederhosen (leather bermuda-like shorts) using the broad snow fields as ski slopes at higher elevations in early summer. In all probability you'll want to try it yourself as it looks so inviting and fun.

Denver is Frontier's gateway city on flights from Albuquerque, Phoenix, Kansas City or Salt Lake City. At Denver transfer is made to airport limousine for the Cosmopolitan Hotel for check-in and overnight.

After a hearty breakfast, depart on comfortable Gray Line motorcoach for the park. Enroute to Rocky Mountain National you'll pass through the beautiful Big Thompson Canyon north of Denver to Estes Park where a stop is made for lunch at the Estes Park Chalet. Following a leisurely lunch you're again on your way to the park entering via Trail Ridge Road. Brief stops are made enroute which allow time to capture magnificent moments on film. Approaching the top of Trail Ridge, extensive ranges of lofty peaks become visible while off into another direction the Great Plains blend into the western horizon. Continuing on you pass across the Continental Divide and gently down to Grand Lake Lodge for dinner and overnight.

All too quickly the third day arrives and after a woodsman's breakfast here in the high country, you depart for sightseeing by way of Grandby, Winter Park, Berthoud Pass, Idaho Springs and Clear Creek Canyon, all unusually different and spectacular. Arrival in Denver is at 12:00 noon. A quick change and you're off to Stapleton International Airport and enroute to your destination on new Convair 580 jet-prop aircraft, comfortable and relaxed with only one thought — returning again next year.



PICTURESQUE SETTINGS of high mountain lakes glistening with mirror-like reflections of snow capped Rockies, dot the high mountain landscape throughout Rocky Mountain National Park.



## FAL Power Unit Used By USAF



Distinctive features of the four-bladed Aero-Products propeller geared to the efficient, powerful General Motors-Allison Turbo Engine which powers Frontier's Convair 580 jet-prop aircraft are also prominent features on U.S. Air Force aircraft in which President Lyndon B. Johnson and other U.S. Government dignitaries fly.

Frontier Airlines was the first scheduled carrier to use the jet-powered 580 which cruises at 355 miles per hour. This jet is 100 miles an hour faster and has three times the rate-of-climb of the piston-powered Convair 340 which it replaces.

## Manager Man Of Two Hats



... "But you're not LaVonne!" ... of course he wasn't LaVonne, but he still did a good job of serving.

J. Abbott, FAL Sales/Service Manager at Alamosa, Colorado proved he could work a flight as well as he works his Alamosa station. When the regular stewardess became ill, J. filled in, much to the surprise of his passengers, wearing the stewardess' hat. Remarkd one passenger "If I were blindfolded, I wouldn't have noticed a bit of change from the regular good service."

## Continental / Frontier Have Joint Parley



CO-CHAIRMEN BILL ROWLEY (left), Manager of Agency, Tour and Interline Sales, Frontier and Tom Dempsey (right), Director of Interline Sales, Continental, headed sales program discussion at field meeting in El Paso. Spearheading discussions relating to customer service, interline cargo sales and sales development are Jack Russel (second from left), Director of Customer Services, Continental; Lawrence C. Sills, Director of Sales, Frontier; Lee Slay, Director of Cargo Sales, Continental and Lynn H. Dennis, Director of Customer Services, Frontier.

## DO YOU HAVE YOUR COPY?

Frontier Airlines' annual report is a primary source of news about this growing airline. From this report you can obtain information about the carrier's past, present and future.

So well thought of is this report that FINANCIAL WORLD presented to Frontier the certificate of "Merit Award" for the 1964 annual report. This is the third consecutive year that "Merit Award" has been presented to Frontier Airlines.

Employees of Frontier and other interested persons may receive a copy of the carrier's 1965 annual report by filling out the coupon below, clipping it out and mailing it in an envelope to: Office of the Treasurer, Frontier Airlines, Inc., 5900 East 39th Avenue, Denver, Colorado 80207.



PLEASE PRINT

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Scottsbluff Star-Herald Photo

## FAL Campus Rep Takes Top Trophy In Duel Pagents

Miss Cathi Hansen, 18-year-old freshman at The Hiram Scott College in Nebraska and Frontier Airlines' campus representative captured top honors in being crowned Miss Hiram Scott 1966. Cathi is the first Miss Hiram Scott to be crowned for the new aggressive 4 year college which opened its doors to students in 1965. She now goes on to compete in the Miss Nebraskaland contest sponsored by the Tourism Division of Game, Forestation and Parks Commission.

Weeks later Miss Hiram Scott also became Miss Scottsbluff 1966 at the 10th annual Miss Scottsbluff Pagent sponsored by the Junior Chamber of Commerce of that city. By winning this crown, Cathi is awarded a full tuition scholarship to The Hiram Scott College for eight trimesters, a \$100 wardrobe and expenses to York, Nebraska where she enters competition in the Miss Nebraska pagent in June. During this summer, Cathi will be in Denver assisting with Frontier's flight reservations.

## Agent's Career Highlighted



WILLIAM J. MITCHELL (fourth from left), Vice President of Sales and Service, FAL, spearheaded a compliment of well-wishers at a gathering highlighting the career of Ed Johnson (plaid jacket), FAL's Sales/Service Agent in Albuquerque. Joining in the party, left to right, are: E. Knudson, S/S Mgr., ABQ; L. H. Dennis, Director of Customer Services; Mrs. E. Johnson; W. J. Mitchell, Vice President of Sales and Service; S/S Agent Ed Johnson, retiring agent; C. Carper, S/S Mgr., OMA; E. Snoke; A. F. Clark, Regional Sales Manager, PHX and A. Giffin, City Sales Manager, ABQ. Johnson joined Frontier in 1953 in Denver.

## Denvoys Visit Nebraska Cities



MEMBERS OF the Denver Chamber of Commerce Denvoys, making business calls in North Platte and McCook, Nebraska, include (left to right): Marvin Smith, Woehrmyer Printing Company; Eugene Veraldi, Central Bank and Trust Company; Wayne Neil, Continental Oil Company; William Sageser, Brown Palace Hotel; Lewis Olmstead, Denver U.S. National Bank; Walter Englert, Adolph Coors; Dagley Arnold, Arnold Design and Equipment; Marwan Jallili, Cherry Creek Inn; Jay Thurman, Capitol Life Insurance Company; Tom Morphis, Frontier Airlines; Dallas Cook, Denver Chamber and Burt Summers, Adolph Coors.



Edited by the  
PUBLICITY DEPARTMENT  
Frontier Airlines, Inc.  
5900 East 39th Avenue  
Denver, Colorado

E. H. GERHARDT, Dir., Publicity  
NEAL AMARINO, Mgr. News Bureau  
SANDY IRTUM



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## FRONTIER AIRLINES

5900 EAST 39TH AVENUE  
DENVER, COLORADO 80207