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NET EARNINGS IN 1966 UP 36%



CHANGING TRENDS TOWARD larger, more modern aircraft is evident with Frontier Airlines as a lone DC-3 (upper left) sits on the outer apron at Stapleton International Airport waiting for flight time. This is in sharp contrast with the carrier's two 600 mph Boeing 727 aircraft (lower left, upper right) and five of 18 jet-prop Convair 580's. Each day at noon, these aircraft converge on Denver for passenger and cargo connections.

Frontier Airlines, completing its twentieth year of service, had its most profitable year in 1966. Net earnings of \$1,742,000 for the year were announced by Lewis W. Dymond, president and chairman of the board.

Operating profits of \$3,489,343, up 42%, were realized on total revenues of \$30,896,986, which were up 27% over 1965. Passenger revenues for 1966 totaled \$23,010,369, up 41%. Cargo brought in revenues of \$1,464,680, up 33%, while federal subsidy declined \$1,293,588, or 20%. Total expenses amounted to \$27,407,642, up 26% over 1965.

Earnings per share based on stock outstanding December 31, 1966, amounted to \$1.26 compared to earnings of \$.93 per share in 1965.

The importance of Frontier's efforts to attain a subsidy-free operation is reflected in financial results

which would have been recorded for 1966 had the subsidy figures remained at the 1965 level. If total subsidy dollars remained constant, Frontier's 1966 earnings would have been \$2,542,230 or \$1.83 per share. Had the subsidy per mile flown remained constant, the earnings would have been \$3,271,042 or \$2.36 per share.

The carrier also introduced the first two of its 99-passenger Boeing 727 jets and built its jet-prop Convair 580 fleet to 18 aircraft.

A 5% stock dividend was declared by Frontier's Board of Directors at the Winter Quarterly Meeting held in Phoenix. The dividend is payable to stockholders of record on February 10, 1967. This is the fourth stock dividend paid by Frontier in the last four years.

**PASSENGER
TRAFFIC UP 52%
STORY ON PAGE 8**

"How Can We Reach You?"

Frontier's growth has not been accidental. It represents an effort with a force behind it directly proportional to the gains we have realized.

Our plan of action is similar to a play in a football game. When we execute this plan properly and energetically, we improve our position as does the football play in moving the ball.

A team of eleven men is subject to the possibility of making eleven mistakes each time a play is called. A corporation with sixteen hundred employees is subject to quite a few more. To determine who is most important on the eleven man football team is difficult. Some hold more critical positions than others, but they all must perform first class. As a company, we are similar since our level of efficiency is based on each individual's performance regardless of department, job title, or type of work performed.

In a smaller organization, such as a football team, it is easier to realize job responsibility. Each individual can identify his contribution. In a corporation of our size, this is difficult for the individual to see, and the larger we get the more difficult it becomes.

To get some feel for this, I suggest you do a little research concerning the department you work for. What is its purpose, what does it produce, and what effect does its efficiency have on the Company? Each of you, I'm sure, will come to the conclusion that your department is not a spoke in the wheel, but the hub of the entire organization. Sales people will feel who needs airplanes if they do not provide customers. Reservations will wonder, who needs seats if they are not properly booking customers. Flight Operations will take the position that without them the airline would not get off the ground. Customer Service will determine if they are not available to properly service the flights, no one will move. Maintenance will decide without flight-ready aircraft, who needs anyone else. Finance will conclude if funds are not accounted for properly, everyone else has wasted his time.

Most important, your study should enlighten you as to why this is so. Once you understand the department you are a part of, you will understand the importance of your job and those of your fellow workers. This then gives you the opportunity to contribute more effectively, gain increased recognition, ultimately paving the way for your advancement.

How can we reach you? We cannot unless you want us to. Those of you who have not thought of your place in the Company will find upon investigation that you are more deeply involved than you have imagined.

Frontier's future growth means opportunity for you, and we would like you to be in a position to take advantage of it. Understand your job; set your goals; participate energetically; be critical of yourself and your department. Company growth, as well as personal growth, always seems too slow and too painful; nevertheless, to the persistent person it is most rewarding.

W. H. Schuling
W. H. Schuling, Vice President
Maintenance and Engineering

Remember ???



RECOGNIZE THEM? Just twenty years ago, these steely-eyed stalwarts were flying the Continental Divide Country of Colorado, Utah and New Mexico. Left to right are: Stewards Jerry Fox, Jack Weiss, Vern A. Carlson; Captains Hank Dreyer, John A. Myers, Everett Aden, A. F. Clark, W. R. Hurt and A. R. Harvey. (Photo Credit—John A. Myers)

TWENTY YEARS AGO, shrouded in the blue haze of memory, seems but yesterday for those Frontiersmen wearing the emerald studded twenty-years pins.

At that time, three brand new organizations, Monarch Air Lines, with operations primarily in Colorado; Challenger Airlines, with routes crisscrossing Wyoming and Arizona Airways, with a certificate for routes in Arizona and New Mexico were building fleets of converted C-47's to air link smaller intermediate communities with their terminals in Denver, Salt Lake City, Billings, Albuquerque and Phoenix. This was a time when these fledgling airlines were taking off high on hope, low on cash and with the blessing of both the Civil Aeronautics Board and local Chambers of Commerce.

In the first full year of scheduled operations, these predecessor companies of Frontier carried a total of 28,062 passengers for a total of 6,405,000 revenue passenger miles. Into the cargo pits went a total of less than 100,000 pounds of freight, mail and express. This is in sharp contrast to the 1,031,617 passengers who



RIVERTON, WYOMING'S TERMINAL WASN'T TOO FANCY in 1947; however, it was a major point of call for Challenger Airlines which air linked eleven communities in Wyoming along with Salt Lake City, Denver and Billings.

It All Began Just 20 Years Ago



THESE THREE CARRIERS PRECEDED FAL. A very rare picture of all three of the airlines which were the predecessor companies of Frontier Airlines; Arizona Airways, with headquarters in Phoenix, Challenger Airlines, headquartered in Salt Lake City and Monarch Air Lines, headquartered in Denver. The three carriers merged to officially form Frontier Airlines on June 1, 1950.

flew in 1966 for a total of 330,768,000 revenue passenger miles, along with 19,679,200 pounds of cargo.

This past year, 1966, was the first year in which a million or more passengers were carried. This was in sharp contrast to the fact that it took ten full years to fly our first one millionth passenger. Through 1966, we have carried a total of 5,882,246 passengers. At the beginning of our operations, we relied wholly upon converted C-47's which carried 24 passengers and quite a sizable amount of cargo in our DC-3 modifications of the time-tested "gooney-bird." At one time, we had a total of 26 of these work horses of the air. At the present time, we are down to just five of the "3's." Even these five have been sold and are being leased until such time as five airfields in Montana and Nebraska have been sufficiently lengthened and strengthened to accommodate 53-passenger jet-prop Convair 580's.

It was in the summer of 1959 when Frontier introduced the first of its CV-340's and gradually added to the fleet until May 1964, when the first of the jet-prop Convair 580's joined the fleet. These 355 mph planes, carrying 53 passengers, added a new measure of passenger comfort and acceptability throughout Frontierland. Lowered cost of operating these faster planes combined with the added passenger appeal were a deciding factor in the years in building Frontier's pace-setting records. At the present time, FAL has 18 of the jet-prop 580's and will add two more in the spring of 1967.

Real history was made in the progress of Frontier's fleet modernization program when the first 99-passenger, 600 mph Boeing 727 was inaugurated into scheduled service in September, 1966. At the present time, we operate two of the 727's and will receive delivery of three more of the 600 mph aircraft in the late spring of 1967. In addition, we have option for five more of the tri-jet powered aircraft.

Yes, FAL has more than fulfilled the expectations of those who pioneered its humble beginnings with the routes of Monarch, Challenger and Arizona. A few of the twenty-year pin wearers retired in 1966 after two decades of helping Frontier to grow to its present eminent position in the airline industry. Such aviation pioneers as Captain Floyd Ririe of Salt Lake City and mechanic Harry Miller left their indelible imprint on the progress Frontier has sustained particularly in recent years when public acceptance established Frontier as a pace-setter in the aviation industry. For 1967, all systems are "go"!



MONARCH AIR LINES was big news in 1946. Whenever the silver wings, MAL's DC-3, landed, it was a major event in the communities which it served in Colorado, New Mexico and Utah. (Note the gravel-covered ramp) Photo Credit—John A. Myers.



IN BILLINGS, Frontier Stewardess Sandra Murray received plenty of help in sizing up the slices from Frontier's Twentieth Anniversary cake. With Sandra are (left to right) Addison Bragg, Billings Gazette; Gordon Bost, FAL Sales/Service Manager in Billings; Richard White, Billings Airport Commission and Fred Liguin, Aviation Committee.

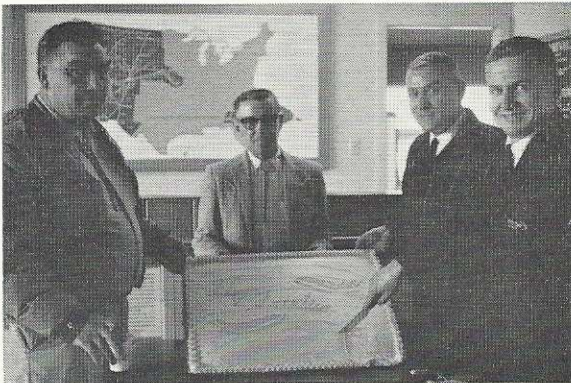
HELPING FAL CELEBRATE its Twentieth Anniversary in Bismarck are (left to right) Bernard Hillyer, Jack Watts and J. C. Kochendorfer of the Bismarck Chamber of Commerce Aviation Committee; Mayor E. V. Lahr; Rienhold Saylor, FAL Sales/Service Manager in Bismarck and Robert Berson, Aviation Committee.



68 Cities Cele



AN ANNIVERSARY OPEN HOUSE at the Cheyenne terminal was headed by (left to right) Oliver Brunz, FAL Sales/Service Manager in Cheyenne; V. M. Nelson, Airport Manager; George Dubois, City Commissioner; Carrol Orrison, Chairman-Aviation Committee of the Chamber of Commerce; Cheyenne Mayor Herb Kingham and Floyd Holland, City Commissioner.



PROUDLY POSING PRIOR TO cutting first slice of cake is FAL's Cody Sales/Service Manager, Tony Illich (right). Joining in celebration are (left to right) City Councilman George Frank; Cody Club Manager, Henry Dais and City Councilman Harry (Pete) McGee.



IN GALLUP, FAL Sales/Service Manager, Bob Bricker (right) celebrates the carrier's Twentieth with (left to right) Ira Cato, President-Gallup-McKinley County Chamber of Commerce; Bill Petranovich, City Manager; Martin Hanks, Aviation Committee Manager and Jay McCollum, Aviation Committee Chairman.



PRESIDENT AND BOARD CHAIRMAN, Lewis W. Dymond and Denver Mayor Tom Curigan share the honors in Frontier's Twentieth Anniversary celebration at Stapleton International Airport. With President Dymond and Mayor Curigan are several officials representing FAL and the City of Denver. Left to right are: W. H. Schuling, Vice President, Maintenance and Engineering; D. Brady, Director, Fleet Maintenance; Ann Johnson, Service Rep.; W. M. Groody, Treasurer, FAL; Don Martin, Director of Aviation, Stapleton and Stewardess Jackie Ferguson. Behind President Dymond and Mayor Curigan are M. E. O'Neil, Senior Vice President, Operations and Maintenance; Gordon Linkon, Director of Industrial Relations; Ben Bezoff, Director of Airport Information, Stapleton and Stewardess Nannette Glauser.



CELEBRATING FRONTIER'S RAPID GROWTH in Rapid City is Mayor Henry Baker, who does the honors of cutting the first slice while Tom Lane, (left) Chairman, Rapid City Aviation Committee and Gail Godbey (right), FAL City Sales Manager add moral support.

IN LINCOLN, OBSERVANCE OF FAL'S TWENTIETH ANNIVERSARY was held in the Compass Room within the air terminal. Taking part in the ceremony are (left to right): Glenn Emmons, FAL Sales/Service Manager; John Campbell, President of Miller & Paine—representing the C of C; Walter Mitchell, Director of Personnel, City of Lincoln; James Mallon (cutting cake), Director of Finance, City of Lincoln; John Auer, Nebraska Department of Aeronautics; Dick Cummins, FAL City Sales Manager, Lincoln and Rolly Harr, Director, Lincoln Airport Authority.



brate FAL's 20th Anniversary



FRONTIER BOARD MEMBER, PRESTON WALKER, (holding guest book) leads the celebrating delegation for the carrier's Twentieth Anniversary gathering in Grand Junction. With Mr. Walker are (left to right) Lou Berets, FAL Sales/Service Manager; Clyde Lowe, County Commissioner; Jack Trece, Chairman Aviation Committee; Mr. Walker; Ray A. Meacham, Mayor; Gerri Welch; Richard Gray, City Manager; Gus Byrom, Airport Manager and Floyd Eicher, FAL, Senior Agent—Grand Junction.



RUSHE CLARK (LEFT), CHAIRMAN OF NORTH PLATTE AIRPORT AUTHORITY; Gary Vandeburg, Frontier Sales/Service Manager; Bob Phiffer, Station Agent and John Hurt, North Platte Airport Authority, celebrate at the North Platte terminal.



NORTHERN ARIZONA UNIVERSITY FOLK SINGING GROUP, The Splinters, take time to celebrate Frontier's Twentieth Anniversary at Flagstaff. The group was departing this day for a tour of Job Corps Camps and military installations in connection with U.S.O. Christmas entertainment. Pictured with the group is FAL Station Agent, Lee Davis, front left.

CAKE 'N' COFFEE were enjoyed in Williston by (left to right) Clark Jorgensen, Secretary, Chamber of Commerce; John (Jack) W. Snyder, Mayor; Clarence Wehrman, Member, Chamber of Commerce Transportation Committee; Cliff Oylo, City Finance Commissioner; Charles Scofield, Chairman, Chamber of Commerce Transportation Committee and Ivan Newell, Sales/Service Manager FAL, Williston.



A FANCY ANNIVERSARY CAKE in Kansas City was enjoyed by (left to right) Herb Schmidt, FAL Regional Sales Manager; Max Norman, Manager, Aviation/Transportation Committee of the C of C of Greater Kansas City; Jeff Hillelson, City Councilman-Chairman of Aviation Committee for Kansas City, Mo. and Kerry Allen, FAL Sales/Service Manager.



Capt. Ririe is First FAL Pilot to Retire

With 25,000 air hours registered in the log books, Frontier Captain Floyd Ririe at Salt Lake City, on Dec. 4th, stepped from his jet-powered CV-580 to become the first Frontier Airlines pilot to retire. There to greet him were several fellow pilots and friends whom all show great admiration for him as do all others across Frontierland.

Captain Ririe was truly Frontier's first pilot — the first to fly for the carrier and the first to retire. Actually, his flying as a commercial pilot for Frontier dates back to even before the beginning of Frontier Airlines.

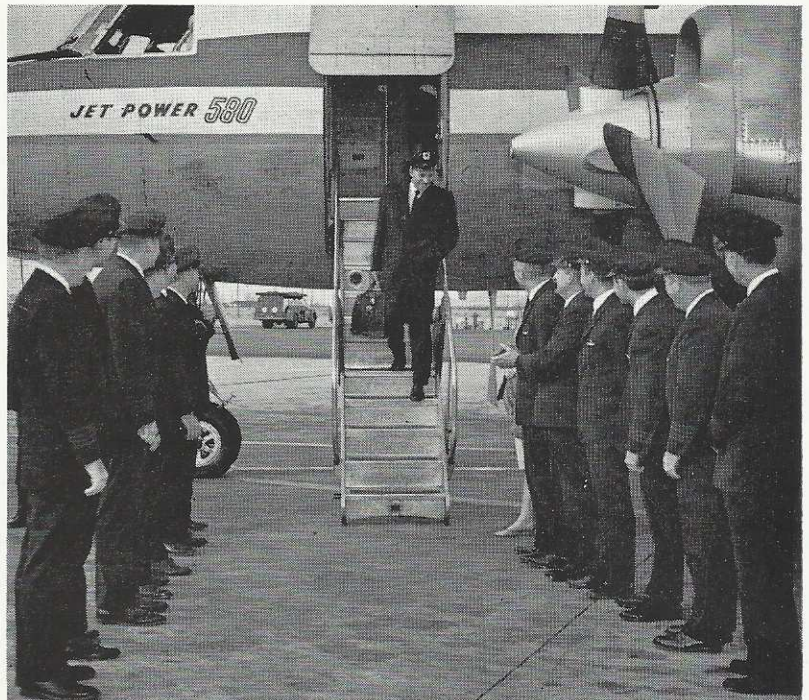
Frontier having been formed by the merger of three smaller airlines, Challenger, Monarch and Arizona Airways, got its start as Frontier in November, 1946. Captain Ririe had gone one better when he started flying as the first pilot for Challenger Airlines. At this time, Challenger was operating as a non-scheduled airline flying twin D-18 Beechcraft. Later, Challenger became a scheduled carrier before its joining in the merger to re-hatch as Frontier.

Laughing, smiling and gesturing as though it were just two minutes ago he had done it all, Captain Ririe recalled how really great he thought the "old babies" of the sky were at that time. He remembers well, the many comments by people who wondered how the old crates would ever make it.

It began for Captain Ririe with flying lessons in April of 1927 at the Salt Lake City airport. It was with Tommy Thompson's Flying School and the aircraft was a Hisso Standard 150. "Boy, what a plane that was!"

Soon after graduating from pilot training, Captain Ririe took a job repairing aircraft and engines in Salt Lake City. This was then intermixed with barnstorming throughout the state of Utah, flying such aircraft as an Eagle Rock and the Lincoln Page.

During these early years of operation, 1929, what we now know to be the Boeing Company was at that time called the Boeing Air Transport Company. Captain Ririe went to work for them as a co-pilot. He flew Boeing 80's and 80A tri-motors.



AT SALT LAKE CITY Floyd Ririe steps from his last commercial flight as Capt. Greeting him are his fellow pilots and wife (partially hidden).

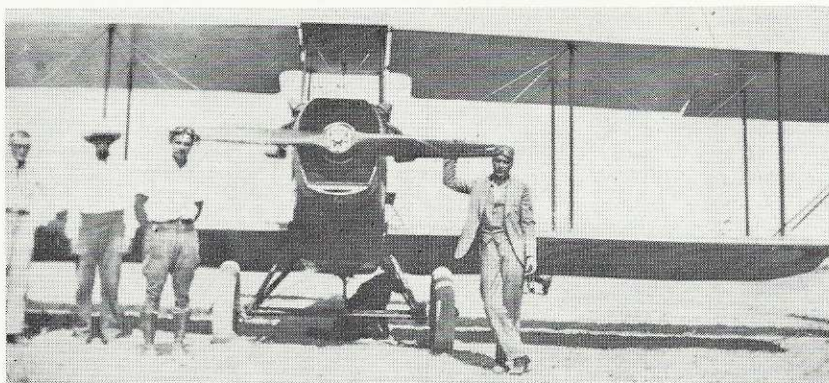
Often Talked With Amelia

"Amelia, gosh how I remember Amelia Earhart! She used the Salt Lake City field quite frequently during the time I was teaching flying and barnstorming."

"She was really a regular gal. She could keep up with the best of pilots in discussions about aviation. I remember how we used to kid her about although she had flown over these mountains so many times, she had never really seen them, because she was always flying so high. Amelia, at this time was testing and experimenting with new aircraft which we thought were really big time. Heck, she'd fly in there with a 650 h.p. Pratt-Whitney and we would all stand around gawking at it like one five-year-old watching another slurp down an ice cream cone. At that time, the most powerful plane I, and for that matter, most of the other fellows had flown was a 300 h.p. craft. So, you can see how big time she was to us."

Captain Ririe is also quite proud of his FAA license, which holds the number 8481. This low number itself indicates that the Capt. has been in the cockpit for a good length of time. He joined the Air Corps in 1942 and flew ferry command and air transport command throughout the states as well as Australia, Africa and Alaska. He finished his hitch with the Air Force in January of 1946 which marked the beginning of what would be his 20-year career with Frontier Airlines. While with FAL the Capt. flew DC-3 piston powered Convair 340's and the new jet-prop Convair 580.

Congratulations and thanks to you Captain Ririe for a safe and memorable 40 years of flying and for spending 20 of them with Frontier.



MYNTON, UTAH, JULY 4, 1929. Captain Ririe is third from left—boots, goggles, open cockpits and all. "Those days stand out in my mind as though they were moments ago." Gentleman on the left was City Manager of Mynton at that time. Earl Foster, fellow pilot of Captain Ririe is on the right.

Carrier's 20th Year Marks Retirement for Harry Miller

As Frontier Airline's Twentieth Anniversary of operation falls upon us, many more fond memories come to head. At this time, those pioneers who began with Frontier in the days of Monarch, Challenger and Arizona and worked diligently through the years are now handing down their responsibilities to others who have since joined the carrier. Harry T. Miller, Denver-based lead mechanic is one of these hearty pioneers.

December 31, 1966 was Harry's retirement date, but you would never know it. He worked as hard and fast as the day he first joined the carrier in 1946. "I'll finish it," Harry said—and he did. Harry was assembling a carburetor component which was to be his last piece of work before retiring. He stuck it out and finished right on the dime.

Like many other pioneers in the aviation industry, Harry looks back on many momentous occasions with the fondest of thoughts.

Throughout the Rocky Mountain Region, Harry is remembered as being the chap to do it first. He had the first air mail contract in Denver, was one of the first gentlemen to receive a civilian job in the aviation field with Colorado Airways, which flew from Denver to Cheyenne/Pueblo and he was also the first pilot to use



FOR SECURITY PURPOSES, the Spirit of St. Louis was assigned to Harry's section. This photograph was taken at old Lowry Field, Denver.

the Alamosa field, Alamosa, Colorado. At that time, it was just an open field west of where the town is now situated.

During his career, Harry tested new aircraft and new devices for use on those sturdy old planes of the day. He taught many a young flier, many of whom are today flying commercially or for their own private recreation.

Many pressing moments come to Harry's mind now when he thinks about some of the tight situations he encountered in the air during World War I. He spent a total of 12 years — 1917-1929 — in the service with the United States Army Signal Corps, which later became the Air Corps.

Harry joined Frontier as a mechanic in Denver and worked his way through inspector and crew chief to lead mechanic, that position which he retired from in December.

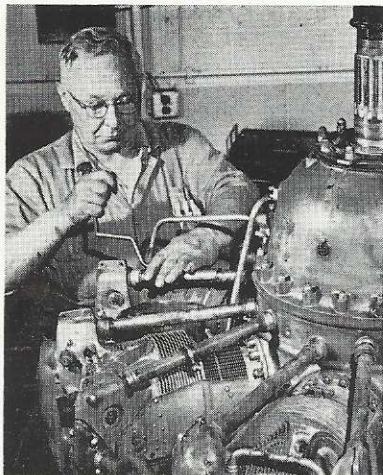
Still an active pilot, Harry holds FAA license No. 6,006 and mechanics license No. 1,509. His emerald studded 20 year pin was presented to him on his last working day as was a gold inscribed wrist watch, given by his fellow workers.



M. E. O'NEIL, Senior Vice President, Operations and Maintenance, presents Harry with his 20-year gold pin with emerald star.



IN APPRECIATION for his companionship with fellow workers and his pioneering works, Harry is presented with a gold inscribed wrist watch. Presenting the watch is Jack Mericle, Lead Mechanic, Electrical Section, on behalf of Harry's fellow workers in the Engine Overhaul Shop.



WITH THE SAME enthusiasm he started with 20 years ago, Harry works on one of few remaining piston type engines still pulling for Frontier.



HARRY FLEW THE San Luis Valley mail, instructed and flew passengers in and around the Colorado Rockies. He was the first to have the air mail contract out of Denver and the first to land at the Alamosa field.

Frontier Records A 52% Increase In Passenger Traffic In 1966

A 52% increase in revenue passenger miles was the climactic high point of Frontier's spectacular growth record in 1966.

During that 12 month period Frontier flew 330,768,000 revenue passenger miles compared with 217,319,000 in 1965. The resulting pace-setting percentage increase established a high for growth in 1966 among all scheduled airlines.

Flying Frontier during the year were 1,031,617 passengers. This total reflected a 40% gain over the 734,405 passengers of 1965. It was the first time that the airline had carried over 1,000,000 passengers in a single year. In retrospect, this contrasts with the first ten years, from 1946 through 1956, which elapsed before Frontier carried its first millionth passenger.

Commenting on the company's successful showings in 1966, Mr. Dymond said, "Records established by Frontier in 1966 were the culmination of the airline's efforts to develop the proper mix of attractive jet-powered aircraft, adequate flight scheduling and appealing, low-cost fares which are attracting an ever-growing number of travelers. The airline expects to even better these fine showings in 1967. We are confident that improved route structure and expansion of our jet equipment and fare programs will set an even higher pace in 1967."

Directors Decide On Dividend



A 5% STOCK DIVIDEND was declared for the fourth consecutive year at the carrier's quarterly Board of Directors Meeting which was held in Phoenix. Directors include (left to right): Hoadley Dean; John P. Dahl; Edwin C. McDonald; Lewis W. Dymond; Thomas F. O'Neil; John B. Poor and Richard A. Fitzgerald.

CHARLES H. BROMAN, General Manager, Tucson Airport Authority, extends a hand of welcome to President Dymond and Frontier Board Member, Hoadley Dean, to join with the Tucson Chamber of Commerce in a Salute to Aviation Day. Mr. Dymond was invited as the principal speaker at the luncheon meeting.

New West Yellowstone Service Recommended For FAL

New air service to West Yellowstone, Montana by Frontier Airlines serving Yellowstone National Park was recommended by Civil Aeronautics Board (CAB) examiner, Edward T. Stodola.

Frontier will operate new service as an extension of its present Denver-Jackson non-stop service. This flight would terminate in Billings to provide new service between Billings and West Yellowstone. Frontier was also recommended for a second route which would extend its present service Denver/Rock Springs/Jackson to terminate in West Yellowstone. The new route extension would be on a non-subsidized basis between Jackson and Billings via West Yellowstone.

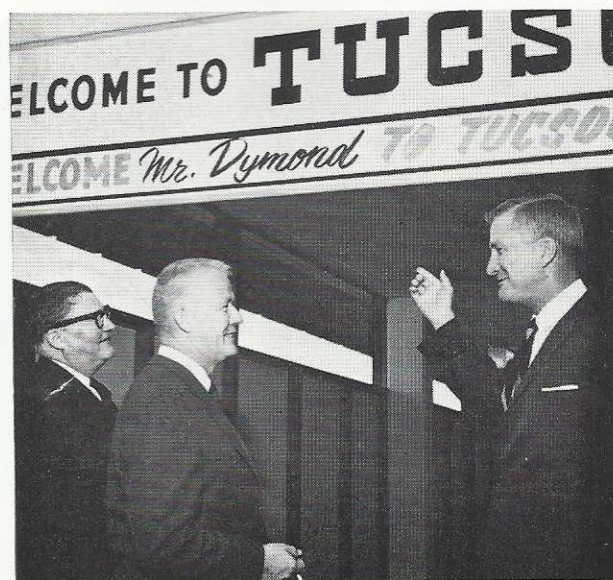
The CAB is currently considering a petition for discretionary review filed by Western Airlines.

Board of Directors Meet in Phoenix

At the regular Winter Quarterly Meeting of the carrier's Board of Directors which gathered in Phoenix, a 5% stock dividend was announced. The dividend was applicable to stockholders of record on February 10, 1967. Delivery of such dividend is payable March 10.

This is the fourth stock dividend paid by Frontier within the last four years. The 1966 dividend was also at 5%.

President Dymond Speaks At Tucson C of C Meet



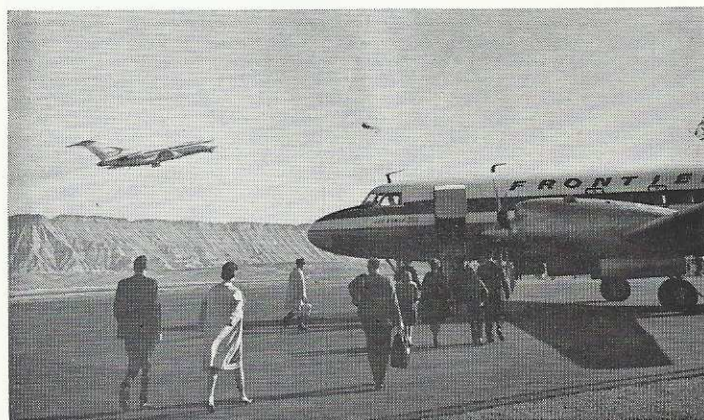
Grand Junction Receives Arrow-Jet Service



BACKDROPPED BY THE GRAND JUNCTION CONTROL TOWER and the business end of Frontier's new B-727 Arrow-Jet, civic leaders from Grand Junction and Frontier officials join in for publicity pictures inaugurating new "Arrow-Jet" service to that city. Non-stop, round-trip Denver/Grand Junction service is provided with the 99-passenger jet.

Grand Junction air travelers are only 39 minutes away from Denver since Frontier Airlines began pure jet air service with the new, modern jet, the Boeing 727. Daily round-trip service between Grand Junction and Denver is operated with the carrier's 600 mph Arrow-Jet.

Both first class and coach services are provided. In the first-class section there are 24 luxury seats and in the coach section there are 75 three-abreast seats.



AT GRAND JUNCTION, FRONTIER'S PROGRESSIVE STORY is viewed as passengers, boarding their CV-580 jet-prop flight, watch the carrier's new Arrow-Jet streak off non-stop to Denver.



COLORADO SENATOR WAYNE N. ASPINALL (left), Lewis W. Dymond, Chairman of the Board and President of Frontier and Preston Walker, Frontier board member and publisher of the Grand Junction Sentinel discuss Arrow-Jet service for the Colorado city of Grand Junction.

Second Round Trip B-727 Flight Added for Denver, Lincoln and Kansas City

A second round-trip jet service between Denver and Kansas City via Lincoln, Nebraska is being flown daily. The additional Boeing 727 service is operated early evening from Denver with an arrival flight from Kansas City and Lincoln mid-evening.

The new Arrow-Jet service provides both first-class and coach accommodations between Denver, Lincoln and Kansas City. Frontier's unique Half Fare Plan is available to standby passengers between the two terminal cities of Denver and Kansas City.

Most recently, the carrier received approval from the Civil Aeronautics Board for reduced night fares aboard its 99-passenger Boeing 727 between Kansas City, Lincoln and Denver. Comparing first-class fares, as much as \$13.50 can be saved by travelers flying Frontier between Kansas City and Denver and as much as \$8.10 savings between Lincoln and Denver.



PASSENGERS AT LINCOLN board Frontier's second round-trip Arrow-Jet service provided daily for that city. Kansas City, Missouri also receives the twice-daily jet service which terminates in Denver.

CAB Plans Hearing On Frontier Las Vegas Service

A Denver/Grand Junction/Las Vegas route investigation has been instituted by the Civil Aeronautics Board (CAB) for an expedited hearing. This was the result of Frontier Airlines' recent application for new routes Denver/Grand Junction/Las Vegas.

The original application of Frontier was to extend its existing Denver/Grand Junction service to Las Vegas. The CAB has since expanded the investigation to determine if a need exists for competitive non-stop service Denver/Las Vegas as well as Frontier's original application.

Yampa Valley Service Inaugurated



FIRST COMMERCIAL AIR SERVICE for Northwestern Colorado was officially dedicated by Colorado Governor John A. Love (fourth from left with scissors). Flanking the Governor (left to right) are: Vern A. Carlson, Assistant to the President, FAL; Richard A. Fitzgerald, Senior Vice President-Legal and Secretary, FAL. Other gentlemen pictured are Yampa Valley officials.

Daily, non-stop, jet-prop air service between Denver and the Yampa Valley communities of famed Ski Town U.S.A., Steamboat Springs, Craig and Hayden in Colorado was inaugurated this fall. This is the first regularly scheduled commercial airline service to be operated into scenic Northwestern Colorado.

City and state officials from Denver and the Yampa Valley communities were on hand at the newly dedicated airport for inauguration ceremonies.

Frontier's winter schedule provides one daily round-trip service to Yampa Valley providing easy connections at Denver and Salt Lake City for skiers headed to famed Mt. Werner at Steamboat Springs, as well as other air travelers flying to the Yampa Valley.

Need For New Route Stressed

Need for a new air route to link the cities of Great Falls, Billings, Rapid City, Omaha, Lincoln and Kansas City was stressed at a meeting held in Rapid City recently.

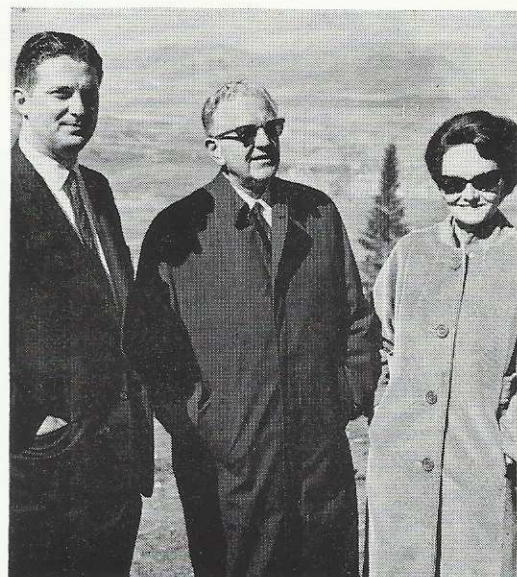
Fifty interested persons representing the six cities, the states of Montana, South Dakota and Nebraska plus three airlines: Frontier, North Central and Western met to seek ways for an expedited Civil Aeronautics Board (CAB) hearing. Route applications for the route were made a year ago by Frontier Airlines and

Salt Lake City-Las Vegas-Los Angeles-San Diego Routes Applied For

New air route between the terminals of Salt Lake City and San Diego with intermediate service to Las Vegas and Los Angeles has been applied for by FAL.

The newly proposed route would provide connecting service to and from California and Nevada cities from Frontier-served communities in Montana, Wyoming, Nebraska, Colorado, Utah and New Mexico. The airline proposes to use 99-passenger Boeing 727 jets. At the present time, Frontier operates two of the 600 mph aircraft and has three more on order for delivery in the spring of 1967. It also holds options for five additional Boeing 727 aircraft.

Frontier will operate the proposed route without subsidy. Moreover, it proposes that all profits from operations over the routes proposed over and above a reasonable rate of return on investment will be applied to the reduction of Frontier's local service subsidy.



SENATOR (COLORADO) AND MRS. GORDON ALLOTT and Hank Perry tour new ski facilities at famed Mt. Werner ski area in Steamboat Springs—known as "Ski Town U.S.A." From atop the 10,000 foot Mt. Werner, the threesome view the 360 degree panorama of the Scenic Yampa Valley.

by North Central Airlines for a route between Omaha and Rapid City. Attending the joint meeting was Colonel John Dregge, Director, Community and Congressional Relations for the CAB.

Need for the air route was based on the fact that there is presently no direct existing air, rail or bus transportation connecting these cities. There is also a fast-growing community of interests between all points involved based on cattle raising and processing, merchandising, recreation and military travel.

Frontier Airlines, which has the most extensive proposal for the cities, would operate twice daily round-trip service on a subsidy-free basis. This would replace present indirect connecting air services. It would also reduce travel time from one half to two thirds present elapsed travel time by air, while also reducing the cost of air travel.

In an effort to get a CAB hearing, the civic parties intend to file the necessary legal documents applying for the service on an expedited basis.

C. A. B. Board Director Inspects Yampa Valley Airport

Colonel John W. Dregge, Director, Office of Community and Congressional Relations, Civil Aeronautics Board, on a special inspection of the newly dedicated Yampa Valley Airport serving Steamboat Springs, Craig and Hayden in Colorado indicated his keen pleasure with the joint airport/civil endeavor.

Meeting with civil officials from all three communities at the airport, Colonel Dregge commented, "Just three years ago, it was my pleasure to visit Yampa Valley with the beloved Bud Werner. At that time, there were no air service and no airport capable of accepting commercial air service. The need for air service was there—but no means of satisfying that need. It was indeed a challenge."

Colonel Dregge went on to say that the County of Routt along with the cities of Craig, Hayden and Steamboat Springs had the courage and vision to meet that challenge as evidenced with this modern and wonderful accomplishment.

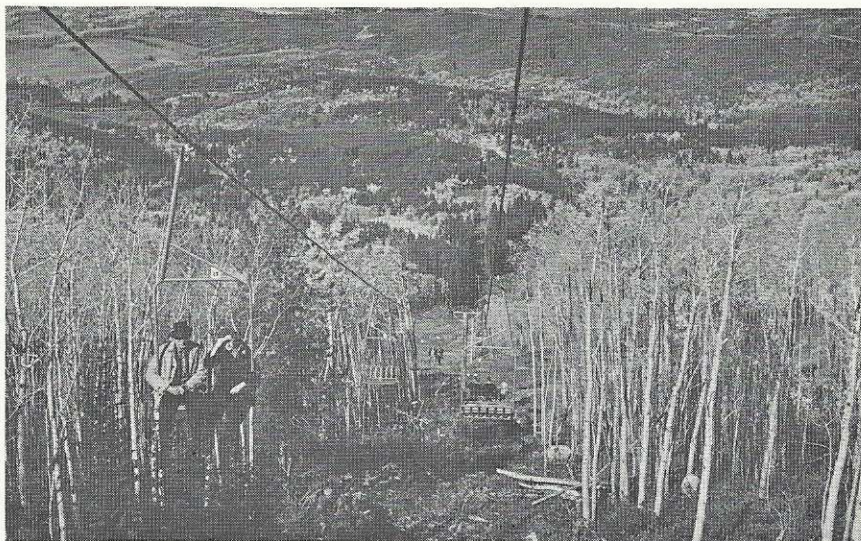
Colonel Dregge also added, "It is up to the citizens of Yampa Valley to insure that this new air service will continue" and that he sincerely hoped that it will be utilized to the fullest, for only in that way can Yampa Valley be assured of a permanent place in the air age of today.

New Group Discount Fares Announced

Substantial discounts are being offered to passengers traveling in groups on Frontier Airlines. This is intended to attract persons traveling to conventions, spectator events and business meetings.

Frontier's group fares offer a progressive type of discount for both one-way and round-trip. With groups of 10-14 persons, the one-way discount is 20%; the round-trip discount, 25%. With 15-19 persons, one-way discount is 25% and 30% for the round-trip. For twenty or more persons, the one-way fare is discounted 30% and the round-trip fare is 33 $\frac{1}{3}$ %.

Serving an outdoor paradise consisting of over thirty major ski areas throughout its system as Frontier does, the carrier's new graduated group discount fares provide a natural inducement to skiers heading for any one of their favorite nationally and internationally known ski areas throughout Frontierland.



SPECTATORS OF THE YAMPA VALLEY AIRPORT and Frontier inaugural service dedication ceremonies were also treated to chair lift rides at the nearby Mt. Werner Ski Area. Photo was taken during the fall before snow. Presently, Mt. Werner boasts several feet of snow providing a good base and fresh powder.

Skiers Get Special Air Fare And Accommodations Plan At Reduced Rate

Frontier is offering to skiers a new dollar-saving excursion fare for flying non-stop from Denver or Salt Lake City to ski Mt. Werner in Steamboat Springs, Colorado. Better than 30% in air fare savings can be made as well as receiving substantial discounts on accommodations.

The carrier's new ski/fly plan applies to passengers flying round-trip from Denver or Salt Lake City to the Yampa Valley Airport serving Steamboat Springs, Hayden and Craig, Colorado. Under this new plan, round-trip air fare between Denver and the Yampa Valley is \$20; between Salt Lake City and Yampa Valley, \$32.

Adding to the already appealing air fare are specially reduced accommodation package plans. Skiers may choose from three different discounted plans — \$22, \$33 and \$44. Each plan includes two, three and four nights lodging with as many dinners and breakfasts and also lift tickets for three, four and five days respectively.

Daily jet-powered flights with 53-passenger Convair 580 aircraft depart Denver mid-morning non-stop to the Yampa Valley with return trips arriving in Denver late afternoon. Daily service departs Salt Lake City for the Yampa Valley mid-afternoon with return service arriving in Salt Lake City daily, early afternoon.

THOMAS NAMED AS DIRECTOR OF COMPUTER SERVICES

O. Ben Thomas has been named to the newly created position of Director of Computer Services for Frontier.

Thomas joins Frontier with 18 years of airline background. He was formerly with Aloha Airlines in Honolulu for five and one half years working in Finance and Treasury. In his new position with Frontier Airlines, Thomas will co-ordinate the development and completion of the carrier's new \$3.5 million airline reservations system made up of an IBM Model 360 Computer System.

Moving Up With Frontier



AL OLINGER
Supervisor—Line Maintenance

Olinger Is New Superintendent Of Line Maintenance

Al Olinger, Jr., an 18½-year veteran with Frontier, has been appointed Superintendent of Line Maintenance. During the past three years Al worked for the carrier as Superintendent of Technical Services. He joined FAL in 1948 (Monarch Airlines) as an electrician. He later transferred into maintenance training and other closely related positions. In his new assignment, Al's responsibilities include supervision of line maintenance, heavy check and outside maintenance stations.



NEIL HAWES

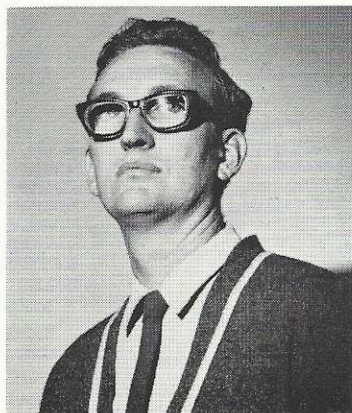
Neil Hawes is Frontier's new Cargo Representative, working with A. Kenneth Stemler, Manager of Cargo Sales for the carrier.

Hawes joins Frontier with a strong cargo sales background. Previously, he worked as terminal manager for a leading Western trucking firm.



LAVONNE PETERSON

New Division Chief Stewardess for Frontier in Salt Lake City is Lavonne Peterson. Lavonne, in 1964, received the carrier's first Stewardess of the Year Award. Canadian-born, she began flying for Frontier in 1961 on flights between Denver and Omaha.



RICHARD RICKERT

RICHARD RICKERT is now Foreman of Line Service. He was Lead Mechanic in Aircraft Accessory Overhaul.

CHARLES SCHLENER has been appointed Superintendent of Fleet Service. Previously he was Assistant Sales/Service Mgr. - Denver.



CHARLES SCHLENER

SERVICE AWARDS



20 YEAR SERVICE PINS—

Aden, E. L., Capt., DEN
Almquist, C.M., Tariff Super., DEN
Almquist, P. B., Sls.Svc. Mgr., FMN
Alvey, V. L., Sys. Mgr.

Ground Stn. Equip., DEN
Buckley, W.J., Insp., DEN
Buethe, R. F., Mech., DEN
Coe, J.C., Dir. Econ. Plng., DEN
Cook, K. T., Insp., DEN
Cramton, G. F., Insp., DEN
French, H. C., Insp., DEN
Fischer, E. W., Insp., DEN
Garcia, A. R., Ld. Mech., PHX
Gregory, L. W., Ld. Mech., DEN
Gulliksen, H. V., Insp., DEN
Harvey, A. R., Capt., DEN
Hays, W. E., Capt., DEN
Landis, W. P., Mech., DEN
O'Neil, M. E., Sr., V. P.,
Opns. Mtc., DEN
Meisenbach, C. R., Supt.,
Service Shops, DEN
Mericle, J. D., Ld. Mech., DEN
Miller, H. T., Ld. Mech., DEN
Mills, E., Chief Dispatcher, DEN
Mitchell, L. E., Dispatcher, DEN
Myers, W. R., Mech., DEN
Nothafft, L., Ld. Mech., DEN
Ralston, J. S., Ld. Mech., DEN
Romano, J. L., Capt., DEN
Ruppel, H. W., Tech. Asst., DEN
Stuart, L. G., Ld. Insp., DEN
Stuart, B. L., Capt., DEN
Willmann, C. V., FAL
Resident Rep., SEA

15 YEAR SERVICE PINS—

Burt, R. J., Sls. Svc. Mgr., DEN
Butler, J. W., Sls. Svc. Mgr., TUS
Evans, L. E., Sr. Agt., DEN
Williams, R. B., Jr., Capt., DEN
Willis, M. L., Sr. Agt., PHX

10 YEAR SERVICE PINS—

Barber, E. H., Janitor, DEN
Buehrer, D. E., Mech., MKC
Doud, L. R., Mech., DEN
Hotchkiss, D. G., Mech., DEN
Ju, C., Mech., DEN
Kearns, L. D., Stn. Agt., TUS
Kirksey, D. E., Stn., Agt., ABQ
Kruger, H. L., Mech., DEN
Krieger, A. E., Tech. Asst., DEN
Northrop, L. B., Sls. Svc. Mgr., SDY
Poell, C. J., Ld. Mech., DEN
Roberts, B., Computer Opr. B., DEN
Somers, O. A., Mech., DEN

ALTA ELECTS DYMOND CHAIRMAN



LEWIS W. DYMOND
Board Chairman and President

Frontier Airlines' president, Lewis W. Dymond, was elected chairman of the Association of Local Transport Airlines (ALTA) for the forthcoming year. Presidents of the 21 regional carriers with scheduled operations across the Continental United States, Alaska, Hawaii and the Caribbean chose Dymond to head the group at their Annual Meeting held in Washington, D.C.

Following the Annual Meeting, he made a presentation before the Civil Aeronautics Board (CAB) to sum up the progress made through 1966 by the regional carriers and presented their optimistic program for growth during the coming year.

In his presentation to the CAB he said, "Commercial revenues of the local regional carriers increased 30% in 1966, from \$225,000,000 to \$293,000,000. At the same time, subsidy payments were reduced by \$6,000,000."

Dymond further called attention to the 56 turbine-powered aircraft introduced by the local carriers during the first nine months of the past year. He added, "Estimated investment in jet and turbo-jet aircraft acquired and on order by the local service carriers is \$369,000,000, more than double the 1966 investment level."

Paul L. Benscoter Named New Vice President—Sales and Service

Frontier Airlines has a new vice president of sales and service, Paul L. Benscoter, a 25-year veteran in the aviation industry. He was named to fill the position by the carrier's president, Lewis W. Dymond. He succeeds William J. Mitchell, who recently joined Continental Airlines.

Benscoter has been with Northwest Airlines all 25 years of his extensive aviation career. Before coming to Frontier, he had been Vice President of Transportation Services, where he directed the activities of more than half of the com-

pany's 7,000 employees engaged in ground stations, reservations, communications and inflight services.

During his years with Northwest, he held positions as operations manager in Shanghai, Tokyo and Chicago. From these assignments, he moved to the office of Vice President of the Orient Region with offices in Japan.

While in Japan, he also served as president of the American Chamber of Commerce in Japan, was an active officer on the executive committee of the Far East Boy Scouts Organization and was a vice president of the U.S.O. in the Far East. He also served as technical advisor to Air Vietnam's management in directing training programs.

Originally a native of Phoenix, Arizona, he attended the University of Illinois.



PAUL L. BENSCOTER
Vice President—Sales and Service



EDWARD H. GERHARDT
Director of Publicity

Gerhardt Elected Vice Chairman of Airline Editors Conference

Edward H. Gerhardt, Director of Publicity for FAL has been elected Vice Chairman of the Airline Editors Conference.

Gerhardt, who has been with Frontier for 20 years, was named

at the Eleventh Annual Meeting which was held in Montreal, Canada.

Martha (Pat) Zahrt, Editor of Braniff International's employee publication, the B-LINER, was elected Chairman at the Conference.

FAL Credit Union Presents Facts and Figures

Employees Savings Are Up

By mixing business with pleasure, Frontier Airline's Federal Credit Union was able to present its year-end report to members while at the same time hosting them to what turned out to be the biggest gathering of the year for employees of the carrier.

The agenda for the evening included dinner, business and dancing. In a report made by the Treasurer, Bob Knight, it was revealed that savings for the year 1966 were up 16½%. This was the first year the Credit Union had topped 11% in savings.

In spite of the economic situation throughout the country which arose mid-year, 1966, the Credit Union assets were \$1,826,777. Loans had increased by 23½%.



CREDIT UNION SAVINGS increased by 16½%. Reporting on the Credit Union gains for the year are (left to right): Lawrence C. Sills, FAL C.U. Vice President-Director of Sales for FAL; Robert Knight, Treasurer and Managing Director, FAL C.U. and Warren H. Schuling, FAL C.U. President and Vice President of Maintenance and Engineering for Frontier.

In 1967, it was revealed that a greater effort will be made toward reduction of the debt by advocating increased savings.

Knight went on to say that the Credit Union broke all records by providing members with a 5¼% dividend semi-annually on their savings. This amounted to \$53,176 which represented better than a 17% jump.

Facts and figures can become boring, and to alleviate that, the Credit Union added figures to carry the figures. Frontier Airline's stewardesses dressed in garb depicting that which was worn in "A Funny Thing Happened on the Way to the Forum" effectively carried placards bearing the percentage increases.

After the effective business meeting, employees settled down to a delightful evening of dancing.



HELPING TO OBTAIN the undivided attention of the Credit Union members by carrying placards showing Credit Union increases, were these long-haired beauties. Left to right are: JoAnn Evatz; Susan Kutscheid; Rita Thomas; Janet Jackson; Barbara Schaefer and Diane Hall. Beaming with approval from behind the podium is FAL C.U. President Warren Schuling.

Frontier and United Open Joint City Ticket Office

Ribbon cutting ceremonies marked the opening of a new joint ticket office for Frontier and United Airlines in Colorado Springs.

The two airlines will share equally all leases and concession costs for the ticket office facility. Located at the corner of Pikes Peak and Cascade Avenues, it contains 650 square feet of space for a four-position ticket counter with check-out and office space behind the counter.

Reservations, ticketing and flight information services are provided at the new office.



THE JOINT OFFICES of Frontier and United Airlines are officially opened in Colorado Springs. The combined operation will facilitate reservations, ticketing and flight information for Colorado Springs air travelers. Attending the ribbon cutting ceremony are (left to right) Deanna Hinkle, FAL ticket agent in the new office; Lawrence C. Sills, Director of Sales, FAL; Colorado Springs Mayor Harry Hoth; William S. Davis, Assistant to the Regional Vice President of UAL; Thomas Pelican, President of the Colorado Springs C of C and Dixie Henny, ticket agent in the office for UAL.

TIPS FOR TRIPS

BY ANN YANULAVICH

Even though the ski season is now underway and many of you have made a number of trips down the slopes, I daresay I was among the first at the top of a ski slope this year. In early season, thanks to the congenial owners of the Mount Werner Ski Area, we made our way clear to the top of Mt. Werner in a '47 jeep—an experience not to be equalled by any roller coaster I've been on.

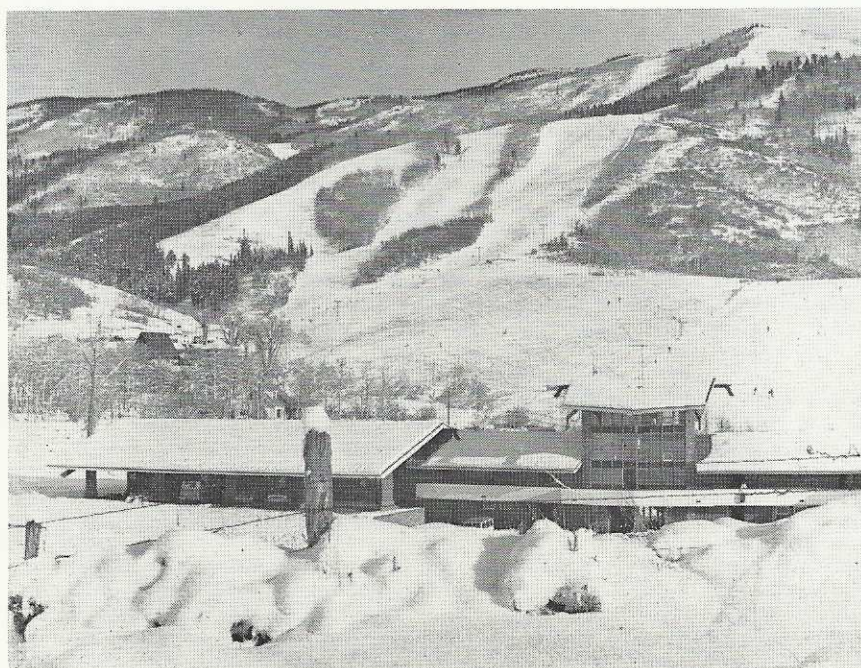
Overlooking the lovely community of Steamboat Springs, 10,600' Mt. Werner has some of the most beautiful runs you've ever seen including a great beginners slope. The names of the runs are enough to keep you coming back; "Why not; Giggie Gulch and Rotsaruck" to name but a few. For beginners, Mt. Werner has a ski school run by Skeeter Werner and staffed by many of the townspeople who have been skiing since childhood. At the base of the mountain, a beautiful spectator center and warming house with snack bar and lounge awaits the weary and chilled skier.

Enjoy staying right at a ski area — Mt. Werner Lodge Condominium boasts not only of lovely appointed accommodations complete with fireplace and modern kitchen but also a beautiful view of the mountain and is located within walking distance of the lifts.

It is truly fascinating to see what this hardworking group of people at Mt. Werner, Inc. have done to date and hear their plans for the future — a large resort hotel and golf course, etc.

Located right on the edge of Steamboat Springs, long known as "Ski Town U.S.A.," is Howelsen Hill, the pride and joy of this little community. Here, where so many of the Olympic skiers have developed their ski jumping ability, is probably the best known ski jump in America. The area also has several small jumping inclines and a 1500 ft. T-bar for ski practice. For a

Condominium Is Within Walking Distance Of Lifts



Olympic Champions



EXPERT MANAGEMENT AND TEACHING is offered enthusiasts at Steamboat Springs by a dynamic pair of Olympic champions, Marvin Crawford, Area Manager and Ski School Director, Skeeter Werner.

most different experience — how about a ski run after dark. The ski tows are operating right in the village on Saturday night with flood lights illuminating the slopes just off the main street.

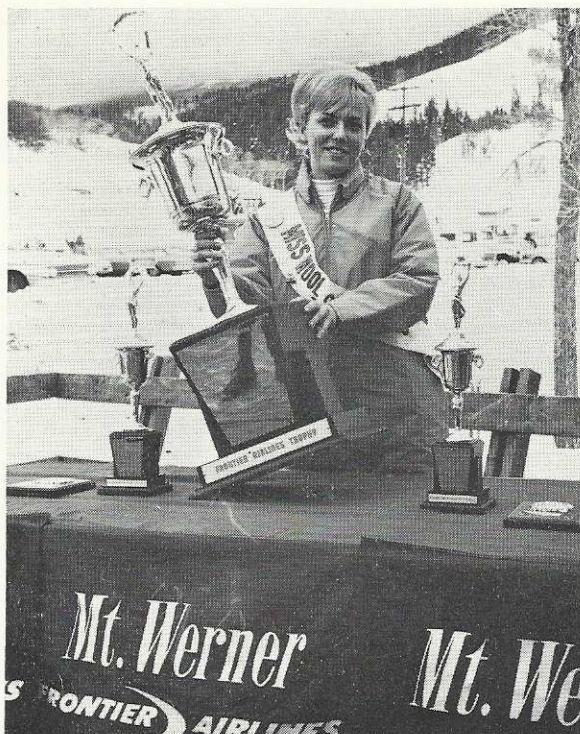
Saturday night is fun time in Steamboat Springs where there are many little places to "live it up" ranging from the Steinkeller to the Barn—a way out place on a back road which is completely informal and features folk singing for the young and young-at-heart.

Steamboat Springs really comes to life in February during the annual Winter Carnival. Competitors come from far and wide to compete in the many ski jumping and racing events. A night show is held each evening featuring jumping through flaming hoops, torch light parades and snake dances down Howelsen Hill. If you plan to come up for this event next year, reservations should be made far in advance at one of the many fine motels located right in town.

Yampa Valley College, located on a hillside at the edge of Steamboat Springs proper, now has an enrollment of approximately 250 students and continues to grow each year. Each student's schedule includes skiing as a requirement. —Sounds Good!

Since the opening of the Yampa Valley Airport, served by (you guessed it) Frontier Airlines, this entire Yampa Valley area (Craig/Hayden/Steamboat Springs) is only a short flying distance from Denver or Salt Lake City. A Limousine service is available at the airport to the entire area as well as rental cars. Even if you don't make the trip this winter, this area is a definite "must" in the fall as few areas in Colorado begin to compare with the color and splendor to be found here.

← ATTRACTIVE ACCOMMODATIONS are provided within the Mt. Werner condominium, which is only a few steps from the Mt. Werner slopes, providing great skiing for both experts and beginners.



FRONTIER STEWARDESS Susan Kutscheid, who just weeks ago won the honor of Miss Wool of Colorado, 1967 also reigned as queen over the Mt. Werner Classic held at Steamboat Springs. Susan holds a trophy awarded to race winner.



UNLOADING SKIS, boots and poles as well as seeing passengers deplaning in ski togs has become a familiar sight at Frontier's Yampa Valley Terminal.



ALL EYES ARE FOCUSED on the hill as a skier fireballs through racing gates vying for the best time in the Mt. Werner Classic. This group of racers are checking and comparing their own times as they are posted on the timers board.



HAVING JUST STREAKED through the final gate of the giant slalom, a racer in the Mt. Werner Classic strains hard to stop himself after having reached speeds up to 50 mph.



Edited by the

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