

# FRONTIER NEWS

A newsletter for the ex-employees, families and friends of the "old" Frontier Airlines.



Few of you will recognize the FL pioneer above. He's one of the many unsung heroes of the FLfamily who did their jobs quietly and efficiently while making aviation history. See page 9 for more information.



**SPRING**

**2008**

**#31**



The **FRONTIER NEWS** is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter are those of the author and not the editor or the publication. Publishing dates are October for Fall, January for Winter, April for Spring and July for Summer.

Articles and photos are welcomed and subject to editing and space requirements. We cannot pay for such items but will give credit as appropriate. All submissions should deal with the "old" Frontier Airlines. Especially welcomed are stories of personal experiences with a humorous slant. All airline employees have a treasure trove of such stories. Please share them with the rest of the FLamily. We also want to publicize ALL "old" Frontier gatherings. Be sure to notify us with details: place, date, contact and so forth. They will be published in the "Timetable".

Subscriptions are \$10 per year. All back issues are available & cost \$2.50 each. First 24 issues on a CD \$5. Text ads are \$5 for 20 words, \$10 for 40 words, \$15 for a business card, \$20 for 1/8th page and \$40 for a quarter page, \$100 for a full page. Tell others in the FLamily about the newsletter. Give a gift subscription. Mail checks to Jake Lamkins, FL NEWS, 1202 Scrimshaw Cove #4, Fayetteville, AR 72701. Thanks for your support.



Ken Schultz sent a great packet on Clyde Longhart which includes many early company newsletters. Ken's a great researcher and source of FL history. Most of the material in this issue came from his packet.

I cannot overstate how important Ken's contributions have been to the newsletter's success. He included a 7/1/67 maintenance personnel roster which I've added to the FL Reports on the back page.

Ken also sent a copy of the CN/FL pilot merged seniority list dated 10/28/67. The combined airlines had 475 pilots. Art Ashworth was #1 with a seniority date of 8/20/46 while CN's #1 pilot Gordon Bourland became #48 on the combined list with a seniority date of 8/2/49. The list is available on the back page.

Reunion season is fast approaching. I have tried to provide all the info possible on all FL events. If I am missing you, please contact me. The info is also posted on the FL website as I get it.

Thanks to the FLolks who paid for ads in this issue. The ad revenue helps keep the subscription rates at \$10 per year which has remained unchanged since the NEWS' founding the summer of 2000.

Are you as tired as I am about doctors prefacing their comments to you with "as you age" or "as you get older" or "as you mature" so and so happens or so and so quits working so good? My Dad always said "getting old ain't for sissies" and I find it harder and harder to do with grace. Keeping a sense of humor helps most, I think. Have you heard about the cardiologist's diet? If it tastes good, spit it out!

**THE KANSAS CITY  
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WEBMASTER, [REDRYDER@TX.RR.COM](mailto:REDRYDER@TX.RR.COM)  
CHECK THE WEBSITES FOR FL NEWS,  
NOTICES ON UPCOMING EVENTS,  
PICTURES AND STORIES FROM THE PAST.**



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## FRONTIER REUNIONS TIMETABLE



*This is the information we currently have.  
Coordinators of FL events, please let us know the details.  
More info <http://FAL-1.tripod.com>*

### BIL REUNION

No info on a 2008 event. Last reunion was Sat July 29, 2006  
*Contacts: Dee Martenson, [adsanta@bresnan.net](mailto:adsanta@bresnan.net)  
Bob Voight, [voightr@aol.com](mailto:voightr@aol.com)*

### DEN GOLF TOURNAMENT

The 13th annual "Original Frontier Airlines" golf tournament will be held Fri., June 20, 2008 (day before the DEN FL reunion) at Park Hill Golf Course, 4141 E. 39th Ave., DEN, CO.  
*Contact Bob Reisig or Joanne Griffin, 303-920-2060, [bojos2@gmail.com](mailto:bojos2@gmail.com)*

### DEN REUNION PICNIC

Our Denver picnic has been confirmed for June 21, 2008 at the Aurora Reservoir on East Quincy Avenue 2.5 miles east of Gun Club Road (S470) or 7 miles east of Chambers Road on East Quincy

*Contacts: Carolyn Boller, 303-364-3624, [CKBoller@comcast.net](mailto:CKBoller@comcast.net)  
or Julie Dickman, 303-654-1116, [DickmanRanch@aol.com](mailto:DickmanRanch@aol.com)*

### DFW CN/FL REUNION

No information on 2008 event. Jim emailed Oct 5, 2007, "We are planning to have something in the Spring." Last held Friday, October 28, 2006,

*Contact: Jim Ford, 817-268-3954, [JEFord15@tx.rr.com](mailto:JEFord15@tx.rr.com)*

### DFW FRONTIER BASH

Have no info for 2008.

*Contact: Rusty Lambert, 6633 Ann Drive, Murchison, TX, 903-852-3970, [RustyLGolf@cs.com](mailto:RustyLGolf@cs.com)*

### FL RETIRED PILOTS

#### DFW:

Luncheon, every odd month, 3rd Monday, noon @ Ernies, 8206 Bedford-Euleess Road, North Richland Hills, TX  
*Contact: Jim Ford 817-268-3954, [JEFord15@comcast.net](mailto:JEFord15@comcast.net)*

#### DEN:

Luncheon, every second Tuesday, 11:30am at Mr. Panda Chinese Restaurant (North Room) 2852 S. Havana, Aurora, CO  
*Contacts:*

*Ace Avakian 303-688-3852, [AceAvak@comcast.net](mailto:AceAvak@comcast.net)  
or Jim Hanson 303-750-6478, [BlackCatVP54@msn.com](mailto:BlackCatVP54@msn.com)*

#### SLC:

Luncheon, every third Thursday, 11:30 am at Chuck Arama Buffet, 744 East 400 South, Salt Lake City, UT  
*Contact: Jack Schade 801-277-5479, [Captain-Jack20@juno.com](mailto:Captain-Jack20@juno.com)*

### FYV-FSM MEMORIAL PIGNIC

Saturday, August 16, 2008, 11am-5pm, Burford Pavillion near the FSM airport.

*Contacts:*

*Phil Green, 479-783-2981, [SusiGreen0609@aol.com](mailto:SusiGreen0609@aol.com)  
or Jake Lamkins, [ExFAL@Yahoo.com](mailto:ExFAL@Yahoo.com)*

### GJT REUNION

It doesn't look like there will be a GJT reunion in 2008 per Jim 3/22/08. Last took place Saturday, August 19, 2006.

*Contact: Jim Wilds, [JimWilds@netzero.net](mailto:JimWilds@netzero.net), 970-858-7577*

### LNK REUNION

The Knolls restaurant on October 11, 2008 for our 2nd reunion. We had a great turnout in 2006 and we hope to get everyone together again.

*Contact: Gerald 'Cork' Guenther, 402-798-2102, [saylor@inetnebr.com](mailto:saylor@inetnebr.com)*

### MCI FLIGHT CREW LAYOVER

No 2008 event per Phil & JoDelle 3/23/08.

Last held MAY 18, 19 & 20, 2007

*Contacts: Phil Stallings, [RedRyder@tx.rr.com](mailto:RedRyder@tx.rr.com)  
JoDelle (Davidson) Burwell, [jodelleburwell@comcast.net](mailto:jodelleburwell@comcast.net)  
Lisa Sachetta, [lsachetta@yahoo.com](mailto:lsachetta@yahoo.com)*

### MCI REUNION

Re 2008, nothing planned yet...but is usually in the Fall.

*Contact: Rose Dragen at 816-741-1995 or [mhdragen@juno.com](mailto:mhdragen@juno.com)*

### PHX PICNIC

Sunday, November 2, 2008, 11:00 AM, Desert Breeze Park in Chandler.

*Contacts: Cyndy Camomile, 480-831-1660, [cynhoff55@qwest.net](mailto:cynhoff55@qwest.net)  
Ginger Treptow, 480-813-4595, [Peaches85233@qwest.net](mailto:Peaches85233@qwest.net)*

### SLC REUNION

June 21st, 2008, Saturday, 10am to 6pm. We are changing the location, but it's just across the street from last year.

The address is 5243 South Murray Parkway Ave. (1070 West).

*Contacts: Marlene Jensen Francis: [MARSJF@aol.com](mailto:MARSJF@aol.com), 801-302-1098,*

*Stan Covington: [stanorpris@cs.com](mailto:stanorpris@cs.com), 801-808-4264,  
Don Anderton: 801-968-3225, [DAnderton@qwest.net](mailto:DAnderton@qwest.net) or  
Paul Farris: 479-770-6655, [paulamos43@yahoo.com](mailto:paulamos43@yahoo.com)*

### STL REUNION

No info on a 2008 event. Last STL Reunion was Saturday, August 26, 2006

*Contacts: Ceil Ponder, 314-428-9759  
Kathy Benoist, 314-729-1810*

### TUS REUNION & GOLF OUTING

MAY 19-20-21, 2008, 3 DAYS GOLF at KENO SPRINGS

*Contacts: Gary Mackie, 713-419-2559, [garmac@yahoo.com](mailto:garmac@yahoo.com)  
Rusty Lambert, 903-852-3970, [rustylgolf@cs.com](mailto:rustylgolf@cs.com)*

## FRONTIER AIRLINES GOLF

### 2008 TUCSON SPECIAL - MAY 19-20-21

#### 3 DAYS GOLF at KENO SPRINGS

HOTEL - TheAmericano in Nogales (Frontier rate)

#800-874-8079 Single \$49.00 Double \$55.00 Twin Beds

\$65.00 + tax Entry: \$125.00 p/golfer - Non-Golfer \$20.00

Includes golf-cart-party room Non-golfer \$20.00

*Contacts: Gary Mackie, 713-419-2559, [garmac@yahoo.com](mailto:garmac@yahoo.com)*

*Rusty Lambert, 903-852-3970, [rustylgolf@cs.com](mailto:rustylgolf@cs.com)*

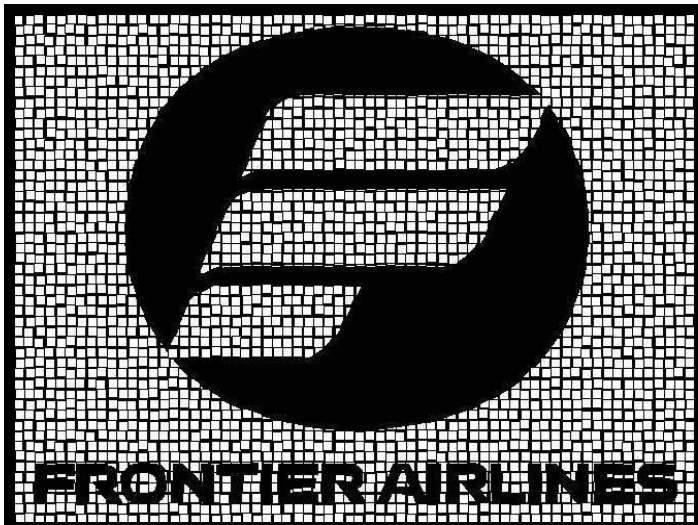
## COMMENTS ABOUT AGING

We could certainly slow the aging process down if it had to work its way through Congress. -- *Will Rogers*

Don't worry about avoiding temptation. As you grow older, it will avoid you. -- *Winston Churchill*

By the time a man is wise enough to watch his step, he's too old to go anywhere. -- *Billy Crystal*

Maybe it's true that life begins at fifty .. But everything else starts to wear out, fall out, or spread out. -- *Phyllis Diller*



### GONE WEST

*We salute these FLiends on their final voyage.  
They are not dead until we forget them.  
More information at <http://FAL-1.tripod.com>*

### DEATHS REPORTED OR UPDATED SINCE THE WINTER 2008 ISSUE

#### Ev Aden

DEN pilot, chief pilot, director-flight ops, 1/7/08, age 86

#### Art Burnett

DEN pilot, 3/2/08, age 78

#### Dick Denny

DEN BIL SNA aircraft mechanic, 3/2/08, age 68

#### Ray James

GEG senior station agent, 2/28/08, age 68, cancer

#### Bernie Langfield

DEN foreman-avionics, 3/22/08, age 81

#### Clyde Longhart

DEN director-ground radio, 9/24/89, age 76

#### Sally Schumann Milligan

DEN flight attendant, 1/20/08, age 69

#### Don Powell

DEN pilot, 1/24/08, age 75, cancer

#### Ric Smith

PUB COS DEN station agent, 11/22/07, age 60, Alzheimer's

#### Keith Strickland

DEN station agent, 9/21/01, age 71

### DON POWELL

1961 - 1986, PILOT, MKC MCI DEN

OBITUARY: Donald R. Powell, 75, of Sugar Creek, passed away on Thursday, January 24, 2008, at his home. The Mass of Christian Burial will be at 11 a.m. Monday, January 28, 2008, at St. Cyril's Catholic Church, Sugar Creek, Mo. A private graveside service will be held at a later date.

Visitation will be from 6-8:30 p.m. Sunday at the Carson-Speaks Chapel, 1501 W. Lexington Ave., Independence, Mo., with the rosary being said at 6 p.m. Contributions are suggested to the Sugar Creek Historical Center, Sugar Creek Citizens Civic Relief Commission, or the church.

Don was born on February 19, 1932, in Independence, Mo., to

Claude and Gladys (Huffman) Powell. He was a lifelong resident of Sugar Creek, Mo., and graduated from Northeast High School in 1950.

Don served in the United States Marine Corps from April 1952 to November 1956, reaching the rank of Captain, and continued to serve in the Marine Corps reserves until 1965.

He was a pilot for Frontier Airlines for 25 and a half years, retiring in 1986. Prior to that, he was a pilot for Central Airlines and TWA.

He was a member of St. Cyril's Catholic Church, Sugar Creek Business and Civic Club, Sugar Creek Planning Commission, and served in various capacities in the Air Line Pilots Association.

Don was a loving husband, father, grandfather and respected friend who enjoyed hunting, fishing, wood working, gardening, tamburitza music, bluegrass music and spending time with his family, especially treasuring the time spent with his grandson, Ryan.

He is survived by his wife of 51 years, Veronica Powell of Sugar Creek; son Gregory Powell and his wife, Mary of Santa Fe, New Mexico; daughter Jayne Doyle and her husband, Lorcán of Sugar Creek; grandson Ryan Powell of Santa Fe, New Mexico; and many nieces, nephews and cousins.

If you wish to send condolence messages by mail, the address is Veronica Powell, 11418 E Park St., Sugar Creek, MO 64054

*-Kansas City Star on 1/26/08*

### RAY JAMES

1959 - 1986, RESERVATION AGENT, PAYLOAD CONTROLLER, STATION AGENT, SENIOR STATION AGENT, STATION MANAGER, DEN NM GEG

OBITUARY: Ray R. James passed away on February 28, 2008, in Spokane, WA. Ray was born on January 4, 1940, in Farmington, NM.

He was a loving husband and devoted family man and is survived by his wife, Cheryl; daughters, Kim and Stacey; their husbands, Gerry and Todd; and four grandchildren, Justin, Ian, Caleb, and Jared.

Memorial services will be held on Tuesday, March 4, 2008, at Noon at Bethel Church of the Nazarene, 1111 S Thor, Spokane, WA. In lieu of flowers, the family has requested donations be made to the MDS Society at (800) 747-2820 or donations@aamds.org.

*-SPOKANE SPOKESMAN-REVIEW on 3/2/08*

Raymond (Ray) James passed away Feb. 28, 2008 in Spokane, WA. from cancer. Ray worked for Frontier Airlines for many years and he will be missed.

He worked in Denver Res, was a station manager in New Mexico, a station agent and relief Sr. Agent in Spokane, WA.

I will send you the obit as soon as I receive it.

-Darwin Kerr, djker@npgcable.com

(R R JAMES: Station agent seniority date of 2/7/59, emp# 04573, on the 1/1/86 FL/ALEA seniority list.

RAY JAMES: PAYLOAD CONTROLLER IN DEN RES

per the 8/15/63 and 3/15/64 Sales & Service personnel rosters)

### RIC SMITH

1968 - 1986, STATION AGENT,  
SENIOR STATION AGENT,  
PUB COS DEN

Gone West! Ric Smith, DEN Station Agent, 11-22-07, Age



60, Alzheimer's. We were best friends. I worked with him in DEN. We called each other "Cuz" because of the "Smith". 1976 PUB 1977 DEN Senior Agent 1979 COS 1981-1986 DENO.

**-Gary Smith, garysmith22@tds.net**

RICHARD R SMITH, Born 30 Jul 1947, Died 22 Nov 2007, Age 60, At 80010 (Aurora, Arapahoe, CO) 80010, SSN issued in Colorado

**-SSDI**

Richard "Ric" Reith Smith, born Jul 30, 1947 in Carthage, MO and died Nov 22, 2007 in Brush Colorado. Memorial service Thu, Nov 29, 2007 at 1:00 pm at Newcomer Funeral Home in Aurora, CO.

**-Ric's Burial Note**

Sorry to hear about Ric. What an upbeat man he was. I remember Ric from when I worked the ramp in Denver in the 70s. My most vivid memory is of Ric telling a story about his motorcycle. He had it wide open on the highway going full speed, maybe 80. Some guy in a Porsche pulled along side, shifted into 5th gear and left him behind, with a look saying "you peasant". Not sure why that story stuck so in my memory, but Ric was a lot of fun to work with.

**-John Dahl, floridadahlhouse@yahoo.com**

(Richard R. "Ric" Smith, SA FT Emp# 07973, Per DEN personnel roster dated 8/9/86. Not to be confused with R. R. "Rick" SMITH, SA FT Emp# 17471, on the same station roster.)

## SALLY SCHUMANN MILLIGAN

1957? - 1959, FLIGHT ATTENDANT, DEN

Last Wednesday a obituary appeared in the Denver Post re a Sally Schumann Milligan. She apparently worked for FL as a FA until approx Sept. of 1959. Just wondering if anyone remembers her? Also I saw notice that Rudy Skeen's wife passed on.

**-Ernie Van Winkle, looneybird@msn.com**

OBITUARY: Sally Schumann Milligan, passed away on Sunday, January 20, 2008 in Colorado Springs. Sally is survived by her son Rick Milligan of Greensboro, NC; her daughter Erin Contreras and husband Mike of Monument, CO. We all love her and will miss her greatly.

Sally was born on January 11, 1939 in Denver, CO and graduated from South High School. Following graduation, she worked as a flight attendant for Frontier Airlines based in Denver. While flying for Frontier, she met and married Lt. Alexander MacLeod Milligan, IV of Pittsburgh, PA on September 5, 1959.

Following Colonel Milligan's death in April 1982, Sally returned to school to become a nurse. In May 1987, she graduated from Bethel College of Nursing and worked as a registered nurse in Colorado Springs until she retired. A memorial service celebrating Sally's life will be held on Wednesday, January 23 at 2:00pm at The Kingdom Hall of Jehovah's Witnesses, 4415 Buckingham Drive, Colorado Springs, CO.

**- Denver Newspaper Agency on 1/23/2008.**

(Sally is not on the 11/4/55 company personnel roster, so she started after that date. She started with FL after graduation which would probably have been 1957 when she was 18.)

## ART BURNETT

1966 - 1971?, PILOT, DEN

The obituary for Art Burnett is in the Denver newspapers (Post /RMN) March 9, 2008. Art is on a Pilot Seniority List of

October 28, 1967 with a seniority date of July 1, 1966 (date of hire). He is not on any IAM Seniority lists. I did find Art listed in Frontier News, July 1971, under the 5 year service awards, "A. W. Burnett, 2nd Officer".

**-Ken Schultz, Wheat Ridge CO**

OBITUARY: Arthur W. Burnett, 78, of Denver, died peacefully on Sunday, March 2, 2008 while hospitalized at Porter Hospital with complications due to a long illness. Born to Edward (Tobe) and Laura Burnett on November 30, 1929 in Buffalo, Wyoming.

Art delighted in the love of his wife, family, friends, the outdoors, and all things mechanical. After completing high school in Buffalo, Art attained his Aircraft and Powerplant license at Cal-Aerotech in Glendale, CA.

The United States Air Force called and he served as an aircraft mechanic in Okinawa during the Korean conflict. He met Lois Pierson and they were married on October 10, 1953 in Denver. His 45-year professional career included employment at Continental Airlines, World Airways, and Frontier Airlines as a Mechanic, Flight Engineer, and Co-Pilot, culminating with 20 years as an Instructor at Emily Griffith Aircraft and Engine School. In 1985, he earned his Bachelor of Education from Colorado State University.

Survivors include his wife, Lois; son, Dan, and his wife, Patti, and their daughters, Bethany and Rachel of Frisco, CO; daughter, Laura, and her husband, Marty Poirier, of San Diego, CA; and his sister, Pat Johnson of Lady Lake, FL.

**-Denver Newspaper Agency on 3/9/2008.**

## DICK DENNY

1978 - 1986, AIRCRAFT MECHANIC,  
LEAD MECHANIC, DEN BIL SNA

Heard from Darrell Robson that Dick Denny died. I did an online search and found the following obit:

Richard Lee Denny: Memorial funeral services will be held 2 p.m. Thursday March 6 in the Bullis Funeral Chapel for Richard Lee Denny, 68, of Garryowen, who passed away March 2, 2008 in the Billings Clinic.

He was born March 27, 1939 in Garryowen, a son of Sam and Gertrude Drake Denny. He grew up and received his education in Crow Agency and Hardin. He enlisted in the US Marine Corps and served honorably before his discharge in 1959.

Following his discharge, he entered A & P School and became a certified airplane mechanic. He used his skills while working for Continental and Frontier Airlines, retiring in 2004.

Richard married Phyllis Christian in Arlington, Tex. and the couple made their home in Colorado. She died in 2004. Survivors include his son Matt of Colorado and Richard (Deneen) Denny of Nebraska; a daughter LaRae (Ron) Ward of Texas; his grandchildren; and a sister Janice (Larry) McKierman.

**-Dee Martenson, adsanta@bresnan.net**

Richard "Dick" Denny started to work in Denver as a mechanic December 28, 1978, and worked in Heavy Maintenance and on the Line. He transferred to BILMM and was a mechanic and Lead Mechanic. After the BILMM closed he returned to Denver. He transferred to SNAMM then returned to Denver and worked in Heavy Maint in the Paint and Fiberglass, and Sheet Metal shops until the bankruptcy shutdown in August 1986.

**-Ken Schultz, Wheat Ridge CO**

**KEITH STRICKLAND**

1959 - 1986, STATION AGENT, DEN SAN

Strickland Keith E. 10771 Black Mountain Rd SP 31 San Diego CA 92126 Deceased

**-DENFL Reunion mailing list**

KEITH E STRICKLAND, Born 05 Mar 1930, Died 21 Sep 2001, Age 71, At 92126 (San Diego, San Diego, CA), SSN issued in Colorado

**-SSDI**

He transferred to SAN when SAN opened May of '82. I was in San Diego but have no details about Keith. Last saw him in '87 or '88. Believe Keith had moved to Poway or Escondido but not sure.

**-Jim Seamster, seamster@cox.net**

(Strickland, K. E. 7-25-59, Station agent ALEA Seniority list dated Mar 1, 1962. K E Strickland, Station agent seniority date of 7/25/59, emp# 08193, on the 1/1/86 FL/ALEA seniority list. Keith Strickland assigned to DEN on the Personnel Rosters dated 8/15/63 thru 7/15/66. He's not on the 8/9/86 DEN station roster.)

**NEED MORE INFO**

Carolyn Boller recently sent an updated mailing list used for the DENFL Reunion. There were seven FLOlks listed as deceased that I had not heard about. Carolyn is checking for more info but perhaps some of you know about them. If so, please reply by email with any details you have. Then I can start work on memorial webpages for them. The list follows:

**William Fox** 5620 W 71ST Cir Westminster CO 80003 deceased

**Joe Kruger** 5163 Western Plains Abilene TX 79606 deceased

**Mary McMurray** 18971 Weld County Rd, Brighton CO 80601 deceased

**H.B. Schenck** 9945 Penn Dr. Denver CO 80229 deceased

**Keith Taylor** 0 Deceased

**Judith Toedte** 6452 E Bates Denver CO 80222 deceased

**Ann Wilson** 1800 E Stratford Rd Olathe KS 66062 deceased

**-Jake Lamkins, ExFAL@yahoo.com**

**MORE GONE WEST****EV ADEN**

1946 - 1981

**PILOT, CHIEF PILOT,****DIRECTOR OF FLIGHT OPERATIONS, DEN**

**OBITUARY:** Everett L. Aden, 86, of Brighton. Husband of Carrie. Father of Michael & (Susan), Katherine & (Jerry), Charles & (Kathie), John & (Pat), David & (Marcia). Brother of Dean & (Golda). Survived by 14 grandchildren and 22 great-grandchildren. Preceded in death by 3 great granddaughters, Myra, Hope and Faith and half-sister Nadean.

Funeral Service, 1:00pm Friday, Northern Hills Christian Church, 5061 E. 160th Ave., Brighton 80602. Interment Crown-hill Cemetery. Contributions can be made to the Fourway Baptist Church 9966 WCR#41, Ft. Lupton, CO 80621.

**-Denver Newspaper Agency on 1/10/2008.**

Ev Aden was Chief Pilot at that time and in those days among other duties, he also was like the Chaplain in the military. If one had personal problems, one would go to Ev and talk things over. He would comfort us like a Father.

I remember a time when I first got my Amateur "Ham" radio license. Excitedly, I told Ev about it. He actually came over to my house and we made a radio contact (I think in Canada) and Ev talked on my radio. I wonder how many Chief Pilot's you could do that with today?

**-Ace Avakian, ACEAVAK@comcast.net, in the Jan/Feb 2003 FARPA newsletter**

You may not know this, but Ev got some of his early flying at my dad's flight school in Cheyenne. Ev was from Chugwater, WY just a few miles north of Cheyenne.

Years later, at good ol' Frontier, I had some great flights with Ev and learned to admire and respect him. I also discovered how the throttle's on the Frontier airplanes got bent forward. Ol' Ev liked to go fast! He was very knowledgeable and smooth on the controls.

I don't know where Eve learned his expertise on ADF operation, but he was the world's renowned expert on low freq navigation. FAL loaned him to Icelandic Airlines to set up their system. He was really something as a professional airman.

**-Billy Walker, BillyWalker@cox.net**

Capt. Everett Aden spent three months helping Iceland's Flugfélag Akwreyrar (airlines) set up scheduled services between Iceland and Scandinavian countries. Operated 3 PBYS, 2 DC-3s and one DC-4 aircraft.

**-Sunliner Times of Sep 1952****Captain Aden Retires**

A long and colorful aviation career ended in May, 1981 with the retirement of Captain Everett L. "Ev" Aden after flying 35 years with Frontier and its predecessors. Aden, the number one senior pilot with frontier, is well remembered as the pilot of the Christmas Eve Flying Cross from 1946 to 1959, flying over Denver with a neon cross attached to the underside of a DC-3. Aden is now working in Frontier's pilot training department.

**-FL NEWS of Jun 1981**

(He was a great guy. I vividly remember how he would hang out in the STL gate in the late 1960s. He flew the afternoon 727 flight to DEN. TWA had a flight leaving 5 minutes before us a few gates further down. Ev would talk passengers into going with us instead of TW by promising to beat TW to DEN and that he would feed them lobster & steak. He made it sound like he was personally cooking for them. Then he would make inflight announcements later when he passed TW.)

**I DREAMED OF AN  
AIRLINE PILOT'S CAREER**

In it was the FAA, crew scheduling, bad schedules, bad management, unserviceable aircraft equipment, changing weather, no extra holding fuel, ever-changing procedures, endless flight manual revisions, dead heading in the middle seat, broken and lost luggage, all-nighters, foreign countries, sleep deprivation, mergers, seniority squabbles, company threats, food poisoning, no food, bad coffee, bidding, pulled away from my family for weeks at a time, fleabag hotels, late cabs and maniac cab drivers, bidding vacation, waiting for gates, weather, low visibility approaches, aircraft de-icing, PCs, Gestapo FAA and company check air man, medicals, commuting to and from work in unspeakable weather, the parking lot from Hell, parking lot buses, inter-terminal busses, spring break, Christmas rush, Easter rush, PA "PC" announcements, insurance, unscheduled drug and alcohol testing, noise violations, customs lineups, dry cleaning, terrorism, security passes, rude security personnel, high gas/oil prices, pay cuts, pensions reduced/eliminated, rush hour traffic, that infernal alarm clock, crash pads, catching cold away from home, lackadaisical crew members, sexual harassment threats, flight attendants and co-pilots implying that they are a gift to aviation after being there a year, back biting, gossip, cell phones, aircraft cram courses, plus laying my job on the line several times a year with simulators, quick access data recorders to spy on pilot procedures, endless procedural memorization and Annual Recurrent Training days.

Then I woke up and joyously found myself still retired! Whew!!!

**-Milt Almark via Frosty Frost**

***"Sure, Frontier knows the mountains. I've flown over the great divide at least 3,000 times.***



***Haven't all airline pilots?"***

*This is Flight Captain Everett Aden. Like all Frontier pilots he really knows the territory. (He should. He's been flying it all his life.) Fact is, all our crew members are experts on the area they fly. As part of their training they even chalk up hours of flying time—on the ground. They do it with a CV 580 Flight Simulator, a machine that duplicates flying conditions. It's the only one of its kind in the world. These are some of the reasons why we say that Frontier is the airline that knows the West. Best.*

**FRONTIER AIRLINES**

FRONTIER AIRLINES SERVES 65 CITIES IN 11 MOUNTAIN AND PLAINS STATES. THESE ARE SOME OF THE GROWINGEST CITIES IN THE WEST INCLUDING DENVER, PHOENIX, TUCSON, EL PASO, ALBUQUERQUE, LINCOLN, OMAHA, CHEYENNE, RAPID CITY, BISMARCK, GREAT FALLS, SALT LAKE CITY AND FARMINGTON.

# FRONTIER AIRLINES

## 22<sup>st</sup> DENVER ANNUAL REUNION PICNIC

**Saturday, June 21, 2008, 10:30 am to 5:00 pm**

**Aurora Reservoir on East Quincy Ave. 2 ½ miles East of Gun Club Road (E470)**

**(or 7 miles East of Chambers Rd. on East Quincy)**

**Come one, come all to the 22<sup>st</sup> Denver Annual Frontier Airlines Reunion Picnic. Spread the word!!**

We have reserved the **Longs Peak and Pikes Peak Pavilions**, which are covered and each have 25 large tables with seating. There is a sandy beach, swimming, grassy play area, ample parking and restrooms nearby.

Your tremendous contribution and support over the years has enabled us to again provide a catered BBQ with beer for this year's festivities. **Admission will \$12 per person and children under 12 free. This charge covers your food (BBQ ribs, brisket and chicken with all the trimmings) plus Beer, ice tea, lemonade and water. Food will be served from 11:30 AM – 1:30 PM, Beer will be offered from 11:00 AM – 3:00 PM. The fee also helps defer other costs (facility rental, paper, printing, mailing, prizes, etc.).** Payment in advance is greatly appreciated but otherwise payable at the Pavilion.

**Park entrance fee of \$5 per car (\$10 van or \$25 bus) is payable at the gate entrance. Park restrictions prohibit any alcohol beverages other than the beer we are serving.** Last years drawing was a huge success and we will continue the fun. **Coupons for the drawing will be \$2 each, 3 for \$5, or 7 for \$10 and will be available at the Pavilion. Drawing will take place at 2:00 PM.**

A big **THANKS** again to all of you that attend the function and those of you that have mailed in donations. We couldn't continue if it were not for your generosity and support. Feel free to bring any items of "nostalgia" as we will have tables available for their display, Auction, and/or sale. All proceeds from such sales to be donated to the Picnic Fund.

**Finally, it is extremely important that you advise if you will attend by completing the section below and mailing it by June 10<sup>th</sup>. This is needed for an accurate food count.**

### Your Committee

**Carolyn Boller, 1293 Revere St., Aurora, CO 80011 303-364-3624 [ckboller@comcast.net](mailto:ckboller@comcast.net)**

**Julie Dickman, 15501 E 112<sup>th</sup> Ave Apt 24A 303-654-1116 [dickmanranch@aol.com](mailto:dickmanranch@aol.com)**

**Sue Lehotay 4622 S Fraser Cir, Aurora, CO 80015 303-766-0092 [suelehotay@msn.com](mailto:suelehotay@msn.com)**

Please detach on the line and mail to: **Carolyn Boller at 1293 Revere St, Aurora CO 80011**

**\_\_\_ I will attend this year # in party \_\_\_ \$ \_\_\_ Enclosed \$12/per person (make checks payable to Frontier Airlines Picnic Fund)**

**\_\_\_ Sorry, I cannot attend this year, however please keep my name on your list (a donation is appreciated for continued mailing)**

**\_\_\_ Enclosed are names of my friends who may be missing from your list**

**Name \_\_\_\_\_ Address \_\_\_\_\_**

**City \_\_\_\_\_ State \_\_\_\_\_ Email \_\_\_\_\_ Phone \_\_\_\_\_**



## CLYDE LONGHART

1946-1980, SUPERINTENDENT-RADIO,  
DIRECTOR-AVIONICS,  
DIRECTOR-GROUND RADIO DEN

*(The photo on the front is Clyde working at CEZ in 1958. You will learn more about this astonishing aviation pioneer in the following pages. His essay beginning on the next page really shows the extent of his efforts.)*

I had the privilege of working for Clyde starting in October 1949 until I took another job within the company for the VP of Maint. I worked in radio shop for several months until there was a need for help on H marker and station radios. It was an experience that I'll never forget installing H's.

Clyde would tell us, George Bradley and me, to find a location within certain parameters, make a deal with the owner of the land, make arrangements for power and we would be on our way. We would really have a job telling owners that we were installing a radio station for aircraft navigation.

Through this period of ground radio Clyde would contact us via teletype to tell us if a problem existed at a station and one of us would drive or fly to repair.

Met a lot of agents through those years. When I quit the ground radio business and returned to aircraft maintenance, "radio" was out and "avionics" was in. Clyde was then Director of Avionics.

There were a number of traveling radiomen. Clyde started, Lloyd Lockhart, Don Thoele, Syl Cuellar, George Bradley, Me, Martin Rink, Don Carlbom, Wayne Dikeman. I did it for 15 years. An experience one will never forget.

**-Leo Schuster, leoschuster@comcast.net**

Clyde C. Longhart, DEN director avionics, born Jan 24, 1913, died 9/24/89 at Arvada, CO, age 76. Date of hire with Monarch Aug 8, 1946.

**-Ken Schultz, Wheat Ridge CO**

"H" markers - Radio beacon operating in the 200-400 KC band - omni directional, tied to an Automatic Directional Finder (ADF) on DC-3s. automatically supplies continuous info on the bearing of the radio beam in relation to the aircraft heading.

First used at Durango Oct. 15, 1947. Later at LaVeta pass and Alamosa, Chama, Farmington & Gallup. Used 60' poles. Chama installation in first big snow storm of 1947 season. Power increased from 50 to 100 watts. First IFR authorization between Denver/Farmington was July 29, 1948 "H" markers on Albuquerque/Salt Lake City segment was next to be tackled. Some marker sites were over 100 miles from an airport. Wasatch Range in Utah presented problems which took two years to solve. Were solved completely in 1952. 20 "H" Markers on system in 1953. Only 10% of FL's system on Federal airways. Clyde Longhart and his wife drove mountainous backroads to get to installations. Longhart - Supt. of Radio Dept. at this time.

**-SUNLINER NEWS of Sept. 1953**

Monarch Air Lines was formed by Major F. W. Bonfils of The Denver Post family and Ray M. Wilson, who operated a Denver flying school, in 1946. At the time of the Monarch-Challenger-Arizona Airways merger, Hal S. Darr was Monarch's president and became the first chief executive of Frontier Airlines.

Monarch's inaugural run from Denver to Monte Vista, Colorado, November 27, 1946, marks the premier flight of a Frontier predecessor airline . . . its first route.

The carrier's five DC-3's flew into Rocky Mountain West

territory that heretofore was not served by scheduled airlines. The airline scheduled its flights into remote communities to include daily delivery of The Denver Post and fresh flowers. DC-3's were used by all three of Frontier Airlines' predecessor airlines, Arizona, Challenger and Monarch, when they started out in the late forties

The lack of airways navigational facilities worked against pioneering air carriers in the forties. Originally, there were no federal airways between most cities on route. Planes therefore could only operate "Day VFR" and not at night or when weather en route did not permit visual contact with the ground. To enable planes to operate after dark and during adverse weather conditions, Monarch's Clyde Longhart invented an electrical navigation system he called "H" markers (for homing) that were installed along the routes. Electricity in rural areas was then supplied by private firms.

**-FRONTIER NEWS, Nov 27, 1971 (25th anniversary issue)**

## BERNIE LANGFIELD

1950 - 1986, RADIO MECHANIC,

GENERAL FOREMAN-AVIONICS, DEN

OBITUARY : BERNARD E. LANGFIELD: Survived by wife Louise M.; daughters Karen Hayward, Sharon (Wayne) Sutton, Marilyn (Richard) Klingensmith; 8 grandchildren; 3 great grandchildren. Rosary Wednesday, 7:00 PM, Horan and McConaty, 1091 S. Colorado Blvd. Funeral Mass Thursday, 10:00 AM, Church of the Risen Christ, 3060 S. Monaco Pkwy. Entombment Mt. Olivet Cemetery.

**-Denver Newspaper Agency on 3/26/2008.**

*(Started to work for Monarch 5/29/50 as a Radio Mechanic)*

## 4TH SLCFL REUNION

**Everyone's Invited! SEE YA THERE!**

**Saturday, June 21, 2008, 10am to 6pm,**

**Germania Park,**

**5243 S. Murray Parkway,**

**1070 West - just off 5300 South,**

**in Murray , Utah**

**Food and drinks provided**

**Everyone should bring a**

**small donation**

**& your FL memorabilia.**

**Contacts:**

**Paul Farris:**

**PaulAmos43@yahoo.com, 479-409-9997**

**Don Anderton:**

**DAnderton@qwest.net, 801-651-2545**

**Stan Covington:**

**StanOrPris@msn.com, 801-808-4264**

**Marlene Jensen Francis:**

**MARSJF@aol.com, 801-302-1098**

## FRONTIER AIRLINE'S AIRWAYS SYSTEM

by Clyde C. Longhart, Sep. 1957

Frontier had a very humble beginning in the month of November, 1946 with about 300 route miles. Service was provided between Denver and Durango, Colorado with four stops in between. Today this route mileage has increased to about 4000 miles with service to 40 cities in Colorado, New Mexico, Arizona, Utah, Wyoming, Montana and North Dakota. Within the next few years, the mileage and service area is expected to increase even more.

The growth of the airline has been made possible to a large extent by an airway system installed and maintained by the company. Approximately two-thirds of the original route, Denver to Durango, was off Federal Airways and over rugged mountain terrain. This portion of the route had to be flown under day VFR conditions only. Even a few clouds topping the mountains where the route crossed would stop all operations from that point on. It was soon evident that air service provided under these conditions would prove too unreliable to ever be successful. There was only one answer to this problem, radio navigation facilities had to be provided.

Since Frontier at this time was operating on a temporary certificate, the CAA could offer no help in the way of provided facilities or establishing airways over the routes flown only by Frontier. This left the company with no choice except to install its own facilities. Late in the Summer of 1947, planning was started on the selection of possible sites and radio equipment. For reasons of economy, ease of installation and maintenance, it was decided to utilize the simplest type of navigation aid, the H facility.

The first experimental facility was tried at Durango using the bare minimum for an antenna system. This consisted of a single vertical radiator mounted on a fifty foot wooden pole with very little counterpoise. This proved to be very unsatisfactory as the signal radiated was usable for only about ten to fifteen miles. A usable range of from fifty to sixty miles from each facility was necessary for satisfactory operation. This experiment proved that a more elaborate antenna system was necessary to obtain more radiated power. A "T" type antenna was tried next. The antenna consisted of a 300 foot horizontal section fed in the center. The wire was supported by 55 to 75 foot wooden poles. A counterpoise was also installed covering a rectangular area about 350 by 50 feet. The radio equipment was installed in a small house located at the base of the center pole. The usable range of the facility using this antenna system was vastly improved. This antenna system used at all subsequent facilities with two exceptions which will be discussed later.

After this phase of the program was completed, plans were made to install facilities at five more locations. Meanwhile the problem has been increased by the addition of an additional route between Salt Lake City, Utah and Albuquerque, New Mexico with connections at Durango, Colorado. The problem on this route was the same, no facilities existed except at the terminals, Salt Lake City and Albuquerque and in the middle at Grand Junction, Colorado which was also served by Western Airlines.

The next five facilities were installed in approximately 30 days late in the Fall of 1947. The sites were selected by the Flight

Operations Department and plotted on an aeronautical chart of the area to be flown. People living in the vicinity of these sites were contacted by phone to solicit their assistance in obtaining the actual sites. It might be interesting to note that the local contact at La Veta, Colorado was a minister and at Chama, New Mexico the sheriff. These people were very helpful when the actual sites were obtained. This was not an easy task since the requirements for suitable sites were rather tough. In most cases very little deviation from the plotted location could be tolerated. Of course, power had to be available and in a few places this was a problem. The site had to be accessible the year around for maintenance and, last but not least, the site had to be obtained for a dollar a year lease. All of this brought about some very interesting experiences. However, adequate sites were finally obtained and the installations were all completed by November 20, 1947. By necessity, this had practically been a one man job.

The next part of the program was to prove to the CAA that Frontier could operate safely over these routes at night and during IFR weather. After numerous proving runs conducted with the CAA, night and limited on-top operation was granted on the route between Pueblo, Colorado and Farmington, New Mexico. Obviously this left much to be desired. In an attempt to find a solution, all of the transmitters were modified to increase the power output from 50 to 100 watts and one additional facility was installed to provide better coverage. This action produced the desired results and on January 27, 1948 full IFR authority was granted for the route between Denver and Farmington, New Mexico.

However, the job was just beginning, because as mentioned before the company was now operating a route between Salt Lake City and Albuquerque. On top of this, service was also started between Salt Lake City and Billings, Montana and Denver and Billings. About 50 percent of this route was through the center of the State of Wyoming and fortunately no serious problems were encountered. However, four facilities were also installed on the other route between Grand Junction and Salt Lake City and the results were discouraging. The story of the struggle in this area is quite long. Facilities were either added or moved to different locations at least a half a dozen times, but a reasonable IFR route could not be established. An IFR route was finally approved, but it was a long circuitous route and flights operating IFR were inevitably late. This resulted in unsatisfactory operation as far as the company was concerned. The poor radio reception was apparently due to poor ground conductivity in this area. Low frequency reception in this area was very poor as was HF communication.

While we were fighting this problem, the company's routes were extended even further to Phoenix, Arizona and from there to El Paso, Texas. Again the problem was the same, no navigation facilities over the greater portion of the new route. Four more facilities were installed with reasonably good results and IFR authority was obtained over all of the new routes. This part of the system was completed in 1950.

In 1951 a change in the company's route structure resulted in the establishment of a satisfactory IFR route between Grand Junction and Salt Lake City. Service to two cities in Utah was dropped allowing the company to fly a different route through Vernal, Utah. All of the facilities along the former route were abandoned and removed and two new facilities were installed between Vernal and Salt Lake City. The reception from the

facilities along the new route provided adequate ADF operation for IFR authority and this section of the system was finally completed.

At this point we made some experiments with antenna systems in an attempt to determine if improved range could be obtained. A tower 120 feet high was installed at Duchesne, Utah. This was not a standard radio tower for this purpose as such a tower was too costly. The tower was made of triangular aluminum sections six feet in length. The complete tower was assembled lying on the ground. A complete tower lighting system was also installed with double lights at the 40, 80 and 120 foot levels. This entire assembly was raised in one piece and mounted on a base insulator. The first attempt to raise the tower failed and several sections had to be replaced. The second attempt was successful and the facility was switched from the standard "T" antenna to the tower. It is not known definitely whether the reception from this tower is better or not. However, the pilots claimed that it was, so the tower is still being used. Another tower, at Spanish Fork, Utah, only 100 feet in height was later installed and produced similar pilot reaction.

In the Fall of 1954 another route was established between Billings, Montana and Bismarck, North Dakota. Again the same problem, so four more facilities were installed. This time the results were far different from those obtained on any other segment. The problem here was the possibility of long range interference because the range of the facilities was so great. It was later found that the ground conductivity in this area was the best in the North American Continent. Needless to say no problems were encountered in establishing IFR authority. Some changes in frequencies were necessary to eliminate interference, but this was a minor problem compared to the others we had faced.

One or two facilities have been added or moved since that time to improve enroute coverage or for let-down purposes. With that, the company's airway system was complete. It has been determined that Frontier is flying about 75 percent of the time on its own airways and the remaining 25 percent on Federal Airways. Some relief is now being obtained from the CAA's new 5 year program. Some of the new VOR facilities being installed are being located where Frontier can make use of them. It now appears that Frontier will be able to discontinue several of the 25 facilities it now operates. This does not mean that we will be out of the navigation facility business in the foreseeable future. There are new routes pending which will require facilities and many will be retained on the present system for enroute navigation or for let-down procedures. For many years to come we will be operating facilities in order to provide reliable, safe air service to numerous small communities. One of the reasons for this is that the CAA still has no program to install facilities for Frontier. The facilities now being installed are to transcontinental airways and any use we get from them is more or less coincidental.

The maintenance of this system has been quite a task. This was especially true in the early years when no standby facilities were provided. A serious problem arose when one of the facilities failed. Naturally all night and IFR operation was stopped. Many times some one was required to drive distances of 100 to 300 miles to the facility so that it could be repaired as soon as possible. Later the company was able to install standby equipment and, at some sites, auxiliary power supplies. This helped

considerably to relieve the pressure and provided much more reliable service.

At the present time, three men are assigned for maintaining ground radio facilities. This includes the station communication equipment as well as the navigation facilities. Two trucks are provided for transportation for these men since half of the navigation facilities are installed at remote locations. Each facility is given a routine maintenance inspection at least once every 60 days.

Numerous itinerant aircraft operators flying in Frontier's area have made arrangements with the company for use of these facilities. They are required to be equipped to talk to Frontier's communication stations on the company's VHF frequency and to give Frontier's Flight Control a copy of their flight plan. In this way we are able to coordinate flight operations for the safety of all concerned.

## **CLYDE LONGHART WAS INDUCTED INTO THE COLORADO AVIATION HALL OF FAME**

**ON DECEMBER 7, 1986. HIS CITATION FOLLOWS:**

Clyde C. Longhart Honored 1986

Clyde Longhart was born January 24, 1913 in Kansas City, Missouri, and has been in Colorado since 1915. He's a special person who, although not a pilot, has done great things for aviation in Colorado for the benefit of all of us.

Clyde attended Signal Corps schools for radio and technical instruction to become a specialist in aviation and communication. During this time, he worked on planes as diverse as the AT-6 trainer, known to all military pilots, and the Boeing 737 Jetliner, which most of us have flown in as a passenger. He later worked in Utah as a civilian radio mechanic, following this with a period at Clinton Aviation in Denver.

Clyde was hired by Ray Wilson to work with Monarch Airlines before they even had a plane. He stayed with them as Supervisor of Communications and Director of Avionics as Monarch became Frontier. He stayed with Frontier until he retired in July of 1980.

Early in the life of these airlines, they used only VFR operations in the mountain areas and did not have all-weather capabilities. They needed their own navigation systems, as the government didn't provide them at that time.

Clyde instituted the first "H" marker facility at Durango, which enabled the airline to operate on instrument flight rules (IFR) for the first time. He and his crew later installed 25 more of these facilities.

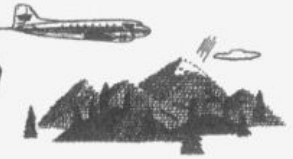
He was much honored for these contributions and was a sought-after speaker on this subject. He has certainly made his mark on Colorado aviation. Clyde was one of those mostly unseen persons working in the background, who helped make the airlines safe for all of us in the passenger compartments.

We thank him for this work.

*(Thanks again to Ken Schultz for all the Longhart and FL historical data. He also sent the newsletters featured in the next 16 pages which include the first ever FL employee newsletter, articles on Longhart's pioneering career and little known facets of FL's history. Other FLolks inducted into the Colorado Aviation Hall Of Fame include Ray Wilson 1970, Ev Aden 1983, Al Mooney 1972, Ed Gerhardt 1990, Donna Myers 1974, Harry Russell 1988 and Emily Howell Warner 1983)*



# Sunliner News



VOL. 1, NO. 1

Published by Frontier Airlines

DECEMBER 10, 1951

## FRONTIER TRAFFIC SHOWS 63% GAIN



Three Phoenix beauties soak up the health-giving Arizona sunshine at the pool of one of the many luxurious Phoenix resorts. Frontier's all-expense Phoenix vacation offers four excellent resorts for guests to choose from.

### Frontier Announces New All-Expense Vacations in Phoenix

Frontier's finest all-expense vacation to date was announced last week by Ed Gerhardt, tour director. It's a six-day Phoenix, Arizona, vacation which includes a stopover at Flagstaff and a Nava-Hopi motor tour to the Grand Canyon for southbound tour passengers on their way to Phoenix.

The Phoenix vacation is priced \$83.50 plus air transportation during the off-season periods, October 15 to December 31 and April 1 to May 15. The same all-expense vacation during the regular season, January 1 to March 31, is priced \$96 per person plus air transportation to Phoenix.

While in Phoenix, guests stay at any one of four famous resorts... Arizona Manor, Cudia City, The Desert Lodge, and Arizona Ranch House. On the first day in Phoenix they enjoy a limousine tour of the city and the Valley of the Sun, including Scottsdale, Tempe-Mesa, and Chandler. On the fourth day guests are taken on a Tanner Tour scenic bus trip over the famous Apache Trail...

with stops at Marble Canyon Lake, Apache Lake, the Globe-Miami mining district, Roosevelt Dam, and the Superstition Mountains.

The rest of the time is spent seeing Phoenix, playing golf, swimming, riding, and just soaking up the healthy Arizona sun at the resort. All four resorts have swimming pools for the pleasure of their guests.

The price of the all-expense vacation includes 16 meals, 6 nights' lodging, 3 motor tours, transportation to and from the airports, and all taxes. The price is based on two persons sharing a double room. Single occupancy is \$11.25 more per person.

Frontier is using every regular medium of advertising and publicity to promote this outstanding vacation. Three-color brochures, posters, displays, newspaper ads, radio commercials, and many publicity releases are being employed.

### SILVER CITY SERVICE STARTS

A huge crowd attended inaugural services on Dec. 1 at the Grant County Airport and saw the first scheduled Frontier airplane land. The Silver City-Hurley area will be served by two daily flights running between Phoenix and El Paso.

More than 200 people paid \$2.50 each to take sightseeing flights on November 30 at the new Grant County Airport.

Frontier's traffic in all categories has shown substantial gains for the first nine months of 1951 against a similar period last year, it has been announced by D. A. Duff, Vice President, Traffic and Sales, of the Company. On the basis of dollar volume, total revenues for the nine months of the current year were \$2,992,803.66. Even though air mail compensation still constitutes in excess of 50% of Frontier's total revenues, non-mail revenues during the 1951 period accounted for almost \$1,200,000.00. On this basis, non-mail revenues are very rapidly approaching equalization with air mail income.

Duff pointed out that the \$1,194,000-odd dollars taken in as non-mail revenue during 1951 is 63.7% gain over figures for the similar period in 1950. According to Accounting Department statistics, 76,776 passengers have been transported through September 30 of this year, over a total of 20,675,000 revenue passenger miles. 2,128,000 lbs. of air freight were transported during the same period over 453,306,000 freight pound miles. 257 tons of air express were transported a total of 57,310 express ton miles.

Duff attributed the traffic gains to a number of causes. In addition to increased economic activity in the Rocky Mountain Region, he feels that improvements to Frontier's schedules and equipment accomplished since June of last year, and the cumulative effect of vigorous advertising and sales promotion activities carried on since last October, are beginning to show effective results.

### Inaugural Issue!

Just before we went to press, Don Duff, FAL vice president of traffic and sales, said, "This newspaper has always been a dream of mine. Our more than 500 Frontier people want to know more about 'what's going on' over our huge, spread-out system. I hope everyone reads 'SUNLINER NEWS' and likes it. I am sure it will improve in size and content as the months go by. The next issue will contain an insert sheet of personal 'chit chat' about Frontier people. I think everyone will get a kick out of it."

Advertising Manager Gene Pilz has spent countless hours "burning the midnight oil" developing an effective promotional program of a heavy impact type. Such advertising as special newspaper campaigns with each schedule change, colorful all-expense vacation folders, large three-dimensional window displays, five-color posters, innumerable posters with localized flight times and fares, the new

(Continued on Page 2, Col. 1)



(Continued from Page 1, Col. 3)

souvenir flight packet, air freight stickers, and this company newspaper were designed and produced by Pilz.

"For the first time in the history of predecessor companies of Frontier, I feel that the sales and promotion phases of the company's activities have reached a maximum of effectiveness in promoting our services," Duff said. "In my view we are now well equipped with promotional tools and a most effective advertising department, and the character and quality of our promotional material has reached a level sufficient to be the envy of larger airlines. The accomplishments of the Sales Task Force activities conducted last winter have proven to our satisfaction to have been of outstanding effectiveness. Much credit for the improved sales record of Frontier should go to all the individual salesmen who participated in this 'mass selling' effort which has contributed so substantially to Frontier's becoming better known throughout its own territory and better known to other air carriers and travel agents in large population centers that are the source of considerable interline business."

Dubbed "Sales Task Force," the Frontier field sales team descended en masse upon every Frontier city for the purpose of making personal calls upon commercial companies, small business firms, professional men, government agencies, merchants, city officials, and civic leaders, and ordinary citizens that constitute John Q. Public.

While this "Flying Squadron"-type of sales effort is not new, having been used by eastern air carriers ten to twelve years ago, Don Duff has been a leading exponent of this type of sales activity with other airlines previous to his affiliation with Frontier. He has found it to be the most successful way to reach sources of airline traffic, with such activities being fully supported and supplemented by effective newspaper, radio, and direct-mail advertising.

Led by Frontier's Passenger Sales Manager, John D. Lindsay, this "Commando Group" spent almost five solid months away from home, telling the facts about Frontier's service in 36 on-line cities and 22 major communities from Seattle to San Diego and from the Twin Cities to Houston.

The Task Force, in the course of last winter's work, called upon approximately 5000 business firms, 20,000 individuals, distributed more than 30,000 Frontier timetables, and a like amount of other promotional items, including the most effective Frontier booklet, "LET'S BECOME BETTER ACQUAINTED."

The salesmen, which included Chet Lubben DEN, Vern Carlson GJT, Ed Gerhardt PHX, Sam Parkinson ELP, Mac MacDonald BIL, Mike Cook SLC, Dick White ABQ (now replaced by Dick Ellis), Bob Evans and Brooke Burnham (Temporary), Gerry Kitchen, and John Lindsay, attended and were introduced at 60 luncheon and dinner meetings of civic organizations which were held for the purpose of welcoming and meeting the Frontier sales group. They made 40 air travel movie showings to groups numbering variously from 35 to 450 people; delivered speeches at over 50 such luncheon and dinner meetings; made appearances for 10 to 15-minute round-table radio discussions concerning air transportation generally, and Frontier service specifically, over more than 75 different radio stations. This group stimulated and accomplished more than 20 newspaper picture

stories concerning the activities of the Task Force of Frontier; obtained more than 100 newspaper items and a like amount of radio news items concerning our activities in the various cities.

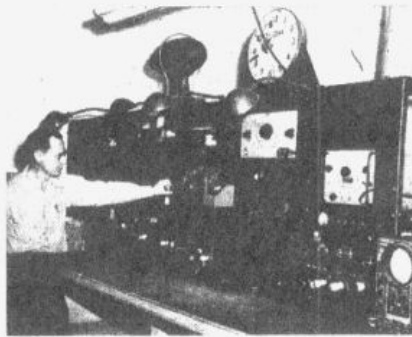
On the inter-line phase of the campaign, the "GET ACQUAINTED" booklet was distributed personally to several thousand airline reservation and sales personnel of major airlines on the West Coast and throughout the Mississippi Valley.

The streamlining that has been made possible in Frontier's schedule since November 13, with the elimination of a number of stops that proved to be non-productive, Frontier's service should be more attractive to the travelling public during the coming winter season, and the Traffic and Sales Department confidently expects continuing increased patronage as a result of this development.

"With the experience that has been gained by both our sales and service personnel throughout the last year, our production of increased non-mail revenue should continue to improve the efficiency," Duff observed. "Our passenger service has reached a commendable point—our flight crews, in my opinion, are doing a most commendable job of pleasing our customers and our stewardesses as a group have stimulated many expressions of praise from our patrons."

With a renewed lease on life that stems from the extension of our certificate of public convenience and necessity, the streamlining of our schedules, the improved proficiency of our sales efforts, and the performance of our employees, Frontier will become even more the envy of other airlines and the pride of our patrons.

## Longhart Designs New Radio Test Bench



Clyde Longhart, Frontier's Radio Chief, points out some of the features on the new test bench which he has just completed. This new installation, believed to be the only one of its kind in existence, represents an exact duplicate of the actual radio installation in all Frontier aircraft. The new test bench, which was designed and constructed in Frontier's own shops, makes it possible to test new installations and equipment before they are actually placed on a plane. The new system not only eliminates many of the time-consuming steps which are a part of each change but also enables Frontier to use the aircraft while the tests are being conducted.

Your share right now, if all the gold in the world were distributed equally, would be \$21.39.

## FRONTIER HISTORY

For many years north and south transportation throughout the Rocky Mountain Area has been a matter of grave concern to the travelling public, as well as public officials. While there was a great deal of complaining, little was done to improve the situation until a few men who had vision and faith in the future of the great Rocky Mountain Region conceived the idea of establishing north-south air service.

Ray Wilson, one of aviation's pioneers and nationally known figure in aviation circles, applied to the Civil Aeronautics Board for permission to operate an airline on a scheduled basis in Colorado and New Mexico, with main terminals in Denver, Salt Lake City and Albuquerque. At the same time, another one of the West's pioneer airmen was visualizing the same type service for Wyoming, with its main terminals in Denver, Salt Lake City and Billings. This man was the late Charles Hirsig, II. On March 28, 1946, Ray Wilson, Inc., was granted permission to operate air mail route 73, and on that same day Charles Hirsig was granted permission to operate air mail route 74.

On June 25, 1946, Ray Wilson, Inc., was changed to Monarch Air Lines, and on February 7, 1947, Summit Airways of Mr. Hirsig's company was changed to Challenger Airlines. These two companies operated as Monarch and Challenger airlines, respectively and independently, until the consolidation of the two companies on June 1, 1950, when the merged organizations became Frontier Airlines.

The first actual operation started on October 27, 1946, with one round trip a day between Denver and Durango, a total of some 600 daily miles. Service between Albuquerque and Salt Lake City was inaugurated on January 17, 1947, with one round trip daily. On February 1, 1947, the second Denver-Durango round trip was added, and on March 15, 1947, the second round trip between Salt Lake City and Albuquerque was put into service. On May 3, 1947, service between Denver and Salt Lake City, through Wyoming points, was started and was followed on June 10, 1947, with the inauguration of Billings-Salt Lake City service. On August 15, 1947, service between Denver and Grand Junction was inaugurated.

On February 10, 1947, Mr. H. S. Darr, now Frontier's President, assumed financial control of Monarch Air Lines. On March 2, 1947, Challenger Airlines was reorganized and Mr. D. A. Duff, a veteran airline executive, became president. From this time until the merger, both companies continued to show considerable progress in operating technics and in revenue.

February 15, 1949, service to Casper, Wyoming, was inaugurated, and on August 1, 1949, service to Vernal was started. The two companies continued their program of orderly development, and in the early part of 1950, were granted permission to purchase Arizona Airways, which had never actually started operation. On June 1, 1950, service to points in Arizona was integrated into the services of the two other predecessor companies and the entire airline became known as Frontier Airlines. Frontier has grown from an airline of 600 daily scheduled miles to its present size now flying 12,763 daily scheduled miles.

FRONTIER MONARCH AIR LINES INDEPENDENT OF SERVICE WAS NOVEMBER 27, 1946

CHALLENGER AIR LINES MONARCH AIR LINES SERVICE WAS MAY 3, 1947



# Sunliner News



VOL. 2, NO. 1

Published by Frontier Airlines

DECEMBER, 1952

## MERRY CHRISTMAS, EVERYBODY



### ...and a Happy New Year

Best wishes for a happy holiday season from the editors of "SUNLINER NEWS" and from all the folks in the main office. We hope you, your family, and all your friends have the most wonderful Christmas and New Year ever!

### A MESSAGE FROM YOUR PRESIDENT

The airline business is dynamic and filled with problems as well as accomplishments. However, it is largely through being faced with problems that we are able to tailor a road to success. Frontier, in many respects, is closing one of its most successful years. Substantial gains in all forms of traffic have been accomplished as well as improvement in facilities and in operating techniques which, of course, could not have been done without your untiring efforts and cooperation.

In the growing success and stability of our Company lies your increasing personal security, and it is my hope that the coming year may yet better reward you for your contribution.

It is my sincere wish that you may have a very Merry Christmas and happy and prosperous New Year.

H. S. Darr,  
President

### FAL Employees Brighten Christmas for Sick Little Durango Girl

Little Jeanette Tapia's eyes are twinkling these days because a lot of Frontier people have hearts as big as the West, and when they heard about Jeanette, the response was immediate and substantial.

Jeanette is a very special little girl and just seven years old. She is suffering from leukemia and may not live through the holidays. She lives in Durango with her grandmother, mother and brother. Her father left the family when she was a baby. Since her grandmother and mother cannot work, her "big brother" Lee has taken over the responsibilities of the family. Lee is all of ten and sells papers in Durango.

It was the selfless generosity of Lee that brought the family to the attention of the nation. He asked the people at the Durango Herald News, where he works, to help him find a watermelon for Jeanette, and explained that he didn't want any presents for himself. He just wanted Jeanette's last Christmas to be the happiest she ever had.

United Press soon located a melon at Rocky Ford, Colo., and a short time later it was on a Frontier plane enroute to Durango. And melons were arriving from other parts of the United States. They have no medicinal value, but help make her last days happy ones.

This was the beginning of a Christmas story which will, barring a miracle, end in tragedy. It is the story of a small boy who has assumed responsibilities that most men are never required to carry. Lee didn't ask for money. He just tried to sell more papers, and in his prayers he only asked "for the best Christmas Jeanette ever had."

The people at Frontier decided to help. It wasn't necessary to ask for money. When they heard the story, they brought it, and as this is written it is still coming in from all over Frontier's system. Presents started arriving. Unclaimed toys and jewelry from the Lost and Found Department were sent, and people left gifts at Frontier offices for her.

Jeanette knows her family can't afford these things. When she asks, "Why are they doing all this for me?" her mother says, "It's one of the hardest questions in the world to answer." Jeanette doesn't know she might be called away at any time.

We join the rest of the nation in sending Lee Tapia and his family our sincere best wishes, and as we gather around our Christmas trees, perhaps the lights will twinkle a little brighter because we helped answer a little boy's prayers.

### ANNIVERSARY ISSUE

This issue of "SUNLINER NEWS" is Vol. 2, No. 1, and marks one year of publication. Every effort will be made to make it a bigger, better publication during the coming year. Remember, we welcome your contributions, suggestions, and criticisms.



When Santa Claus arrived in Salt Lake City aboard the annual "Santa Claus Special," a very excited little boy was on hand to meet him. He is Howie Albrectsen, three and a half years old, who is in a cast from his shoulders to his feet. It was a double thrill for Howie because he was taken to the airport in a police car and escorted by two Salt Lake City police officers. In the picture above Santa shakes hands with Howie while Stewardess Carolyn Graves, Officers Scharteau and Van Bibber take care of the young admirer.

# C. A. B. NEWS

The Civil Aeronautics Board today amended the certificate of public convenience and necessity held by Frontier Airlines, Inc., over the carrier's route No. 75, so as to redesignate the intermediate point Alamosa-Monte Vista as two separate points, and to remove the restriction requiring service to these communities through a single airport.

The Board authorized service to the separate intermediate points of Alamosa and Monte Vista for the remainder of the term of operation of Frontier's temporary local air service certificate, which will run until March 31, 1955.

The Board said that when the renewal of Frontier's authority is under consideration, the question of service to Alamosa and Monte Vista will also be considered in conjunction with all the then attendant circumstances and characteristics of the entire route.

## National Western Stock Show to Run Jan. 16 Thru Jan. 25 in Denver



Here are two sturdy examples of the excellent livestock to be shown at this year's National Western.

Frontier Airlines will again have tickets available to one of the nation's top rodeos... the National Western which opens in Denver's new three million dollar Coliseum Jan. 16 and runs through Jan. 25.

The 1955 show marks the 17th annual presentation of the National Western and promises to break all previous records in attendance and quality. The entire operation will be under the overall supervision of John E. Caine III, General Manager. The country's leading rodeo master of ceremonies, Cy Taillon, will handle the mike at all rodeo performances. Verne Elliot will again serve as arena director. He will have a new crop of bucking broncos and a more than adequate supply of Brahma bulls, whose dispositions remind one of people on March 15th.

It is estimated that over eleven thousand head of livestock will be exhibited during the 1955 event, and no one will even guess the total value since individual animals have sold for \$50,000. A few years ago, Colorado's governor, Dan Thornton, sold two Hereford bulls for \$50,000 each.

The facilities for handling the big event are constantly being improved. A new \$25,000 show ring in the old coliseum makes this the nation's No. 1 spot for exhibiting animals. A new barn has been constructed for rodeo horses. The new building contains 800 box and tier stalls.

The new coliseum will seat 8,000 people, and the way requests are coming, it would be well to get your tickets early.

The tickets, all seats reserved, are \$2.25 each with an additional general admission charge of seventy-five cents for adults and forty cents for children under 12 years of age. Tickets and details may be obtained from any Frontier Airlines office.

## VOR EQUIPMENT INSTALLED IN ALL FRONTIER AIRCRAFT

Frontier's entire fleet of 12 DC-3's is now equipped with VOR (VHF Omni-Directional Range) receivers according to Clyde Longhart, Supt. of Radio and Communications.

The new receivers will be used with the new VOR system of navigation which operates in the VHF band, 108 to 118 megacycles. The new installation will enable Frontier to use many of the VOR airways and stations which will materially improve the overall operation.

One of the chief advantages of the new receivers is the freedom from static and visual, instead of audio, indications. This eliminates the constant head set and listening which, according to pilots, can become most monotonous. Instead, the indication is visible on the instrument panel.

The VOR equipment used by Frontier is manufactured by Bendix Radio but the installation was made in the company's own shop. Thirteen weeks were required to complete the job but, according to Longhart, "many manhours were necessary before installation was started to make cables and control units." Frontier's radio shop will handle maintenance of the new equipment.

A second VOR receiver will be installed in each aircraft in the near future. It is planned to start the program about the middle of January and another thirteen weeks will probably be required to complete the work on the entire fleet.

## Wyoming Tourist Business Hits Record High in 1952

According to figures just released by Howard Sharp, Secretary-Manager of the Wyoming Department of Commerce and Industry, 1952 was a record breaker for Wyoming with a 15% increase over the 1951 tourist business.

Extensive surveys have been conducted in Wyoming during the past few years to determine just how much the tourist industry contributes to the economy of the state. On the basis of these figures, tourists are big business.

Wyoming was visited by 3,021,318 people during 1952, and these people spent 119 million dollars in the state.

Yellowstone Park continues to be the state's outstanding attraction with Grand Teton National Park gaining in popularity every year. A total of 1,350,387 people were checked into Yellowstone in 1952. The eastern entrance, through Cody, continues to rank second in park gateways. The Grand Teton played host to 795,475 visitors, an increase of 35% over 1951.

Frontier has carried on extensive Wyoming promotions during the past year, and this program will be continued in the future. Yellowstone Park business should supply Frontier with considerable traffic during 1953 if service to Cody can be inaugurated next spring.

## GREYBULL AIR WEEK TREMENDOUS SUCCESS

One of the most effective promotions in the history of Frontier Airlines was conducted recently when Rick White, District Sales Manager at Billings, and Bill Garbutt, Station Manager at Greybull, arranged for "Aviation Week" at Greybull, Wyo.

While Frontier played an important role in the festivities, all phases of aviation was stressed. Service clubs, press, radio and city officials of Greybull and Basin joined to make this celebration the success that it was.

Air mail, air express and air freight were emphasized on various days of the week. The "Flying Farmers" and light plane operators shared the spotlight and had a chance to tell what they contributed to the community.

The school system cooperated by sponsoring an essay contest on the value of aviation to the community. The response was gratifying, and indicated a great deal of study and some hard work on the part of the students. Stewardess Bessie Cousin, and Harold Davis, Regional Supt. of Stations, appeared before a high school assembly and discussed "Careers in Aviation."

The big day of the entire week came on Sunday when 229 people took a "Flight Seeing" ride in a Frontier Sunliner. Most of these people were taking their first ride, and many of them returned sold on air travel and ready to use Frontier on their next trip out of town.

Such events are only as successful as Frontier personnel want to make them. Capt. Dick Koplitz, Co-pilot Brad Hurd, and Stewardess Gerry Morris did a great job in Greybull. The flight crew also had a great deal to do with the enthusiasm of the short hop passengers. The Greybull Standard and Tribune sums it up this way: "Everyone making the sightseeing flights were exceptionally pleased with the reception they received from the stewardess and pilots of the aircraft. It was learned from company officials that pilots used on the flights Sunday enjoy this type of work, and their capacity for greeting people and making them feel at home made much difference."

## NOCHE BEFORE CREESMAS

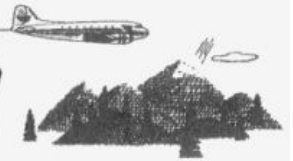
*Teas the night before Creesmas, and all through the casa  
Not a creature is stirring, Caramba!  
Que Pasa!  
The stockings are hanging with mucho cuidado  
Lon hopes that St. Nicholas need feel obligado  
To leave a few cosas aqui y alli  
Por chico y chica y sometiendo por mi  
Los ninos are snuggled all safe in their camas  
Some in vestidos and some in panamas  
Their little cabezas are full of the ibicings  
They esperan que old Santa will bring.  
Santa is down at the corner saloon  
Muy, muy borracho service miced-afternoon  
Mama es seeing beside la ventana  
Shining her roolcing peen para manana  
When Santa need come in a manner estrano  
Lect up like the Star Spangled Banner contando  
And Mama need send beem to bed with a right  
Merry Christmas to all and to all a good night!*

© Taken from the "Brewery Gogh Gazette" Butte, Arizona, December 20, 1954.





# Sunliner News



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Published by Frontier Airlines

MAY, 1953

## CODY SERVICE STARTS JUNE 1



Old Faithful geyser . . . most popular attraction in Yellowstone National Park, and perhaps one of America's best known natural phenomena. FAL's new service to Cody brings Yellowstone nearer to the nation's population centers.

After many years of effort by the people of Cody and Frontier Airlines, service to this northwestern Wyoming city will become a reality on June 1.

With scheduled airline service to Cody, Frontier passengers will have easy access to one of the nation's most exciting towns and the eastern gateway to Yellowstone Park.

In the late 1890's Col. William F. Cody, better known as Buffalo Bill, formed an irrigation and land company and developed it as a model city and his home. Cody's wide streets and its ideal location on the eastern edge of the Rockies are monuments to Col. Cody's foresight and imagination. He built the Irma Hotel and established the TE Ranch, both still thriving businesses. The Irma is one of the few places left where one cannot escape the flavor of the "Old West", and a visitor can spend many fascinating hours browsing through the halls to study the many pictures depicting the life of one of the West's most famous scouts. As the clock turns back, a ghost of the past soon becomes a constant but welcome companion.

From its early beginning, Cody has been recognized as one of the nation's top vacation spots. Anything a person wants in the way of a Western vacation can be found in the Cody area. Some of the finest dude ranches in the nation pick up their mail, air of course, at Cody. For the fisherman there are many streams and lakes where a little effort, skill and luck will be rewarded with a limit catch of trout. The big game hunter has a wide variety of trophies that are his for the taking, which is not always so simple. Most hunters go after deer and elk but there are many who prefer the thrill of trailing a bear or stalking the elusive mountain sheep until a big ram is caught in the sights of his rifle. The pronghorn antelope, one of the fastest game animals in the nation, is found on the plains to the east of Cody. If none of these satisfy the hunter there is always the chance that he might take the largest of game animals, a moose. Even if he doesn't get anything he will have seen some very pretty country.

The summer visitor will perhaps be startled to see a parade of mounted cowboys coming down Cody's main street but this is just a part of the entertainment which is provided for the City's guests during the months of July and August. The parade is followed by a night "Wild West Show", complete with bronc riding, bulldogging, calf roping and all the events that will be found in any good rodeo. The show is a nightly event.

(Continued on Page 2, Col. 2)

## New Stamp Commemorates 50th Anniversary of Aviation

Postmaster Arthur E. Summerfield has announced that the 6-cent Fiftieth Anniversary of Aviation commemorative air mail stamp will be first placed on sale at Dayton, Ohio, the home of the Wright Brothers, on May 29, 1953, in conjunction with the annual convention and exhibition of the American Air Mail Society.

The central design of the stamp is a facsimile of the emblem created for the Fiftieth Anniversary of Aviation, showing in silhouette the first plane and a modern plane in powered flight. An outlined ribbon through the center of this emblem carries the wording "50th Anniversary of Powered Flight" in dark Gothic. The words "Progress" and "Security" in dark modified Gothic appear on the outside edge of the emblem. A palm branch forms a background for the emblem. In the upper left corner of the stamp are the words "Air Mail" in dark modified Gothic and in the lower right corners is the numeral "6c" in dark Gothic.

The stamp will be red in color. An initial printing order of 75,000,000 Fiftieth Anniversary stamps has been authorized.

## STAMY EDMISTEN PROMOTED TO AIR FORCE MAJOR

Stamy Edmisten was recently promoted to the rank of Major, according to information just received from Alamosa. Major Edmisten, now on military leave, was formerly Station Manager at Alamosa.

Edmisten, a veteran of World War II and a member of the reserve, returned to the Air Corps in April of 1952 and has been stationed at Rapid City, S. D.

The major has been flying B-36's, with a crew of 25, from Weaver Field to various points in the United States and Europe.

Major Edmisten, his wife and two children, are living at 714 Minnulusa Drive, Rapid City, S. D.



## C.A.B. NEWS

The Civil Aeronautics Board has set May 21, 1953, as the date for the prehearing conference on the Service to Nogales, Arizona, by American Air Lines case—Docket No. 5984. This case was initiated when in renewing Frontier's Route 93, the C.A.B. instituted an investigation to determine whether the Public Convenience and Necessity required Nogales be designated as an intermediate point on American's route.

On May 22, C.A.B. will hold a Prehearing Conference in Washington, D. C., on the Williston Basin Area Case. The purpose of the Prehearing Conference is to determine the issues which will be discussed in succeeding procedural steps and, if possible, to determine a time and place for the Public Hearing.

## FAL Helps Reopen Vernal Merc. Store



Airline representatives honored Mrs. Eve Ashton at the recent re-opening of the Ashton store in Vernal. Dex Alger, left, Frontier District Sales Manager at Salt Lake City handled all arrangements. Others are, left to right, Dwight Manwaring, United Airlines, Salt Lake City, Miss Chris Mauvais, Frontier City Ticket Office, Salt Lake City, Mrs. Ashton, and Tom Makurat, Frontier Sales Representative, Denver.

The reopening of Ashton's Mercantile Store was the occasion for a joint Frontier-United Airline promotion in Vernal, Utah, recently.

The completely remodeled Ashton Store has been in business in Vernal since 1900. Since that time, three generations of the Ashton family have been in charge. The present manager, Mrs. Eve Ashton, is ably assisted by her two sons, Stewart and Ralph.

The Hawaiian theme was carried throughout the store, with attractive displays calling attention to the beauties of the "Islands" and baskets of exotic flowers which were flown fresh from Hawaii by United.

"Highway to Hawaii," United's beautiful color film depicting a Mainliner trip to the "Enchanted Land" was shown each hour throughout the day.

Vanda orchids, furnished by United, were presented to each lady who visited the store. All the traditions of the Islands were observed. The presentation was accompanied with the full treatment, a kiss on each cheek, administered by one, or all, of the airline traffic men in attendance. It is reliably reported that several guests left with more than one flower. The big event succeeded in bringing air service to the attention of the residents of the Vernal area and if preliminary inquiries are any indication, business to Hawaii, via Frontier and United, should show a decided increase.

(Continued from Page 1, Col. 3)

Cody is one of the main gateways to fabulous Yellowstone Park. Yellowstone Park Company busses leave Cody daily and rental cars are available. The Yellowstone Park Company offers a variety of all-expense tours through the park. Information and prices can be obtained through Frontier Airlines or a travel agent. A person who has never visited Yellowstone should not pass through Cody without taking advantage of the opportunity to see Old Faithful, Yellowstone Falls, Yellowstone Lake and the hundreds of wild animals which can be found within the protected boundaries of the park.

Cody officials and Frontier representatives are now making plans to make the opening of scheduled airline service to Cody one of the biggest events in the history of the city.

## First Quarter Business Well Ahead of '52

Business for the first quarter of 1953 was well ahead of the same period of last year, according to figures just released by L. Preston Blatter, Frontier's Treasurer.

In 1952 Frontier flew 6,621,000 passenger miles during the first three months of the year. This increased to 7,629,000 in 1953, an increase of 15.22%.

Frontier flew a total of 139,759 ton miles of cargo this year, an increase of 4.69% over the 133,500 ton miles handled during the same period of 1952. These figures include Air Mail, Air Express and Air Freight.

For the first time in its history, Frontier showed a net profit for the first quarter of a calendar year. Net profit, after taxes, for the first quarter of 1953 was \$6,814.

With new improved schedules, better service and the opening of such cities as Cody, Wyo., Frontier's non-mail revenues should continue to increase throughout the balance of the year.

## ALL FAL PLANES NOW EQUIPPED WITH VOR

Frontier's radio department has just completed the installation of dual VOR (VHF omnidirectional range) navigation equipment in all of the company's aircraft.

According to Clyde Longhart, Supt. of Communications, the new VOR installation is the latest in navigation systems and will eventually replace the low frequency system in use at the present time. One of the main advantages is the ability to make an approach from any point of the compass as compared to the four "legs" which are available under the present system. The new radio installation can also be used for company communications and ILS approaches.

The radio department has been working on this project for the past seven months and during this time have become thoroughly familiar with the operation and maintenance of the new equipment. The entire program required the expenditure of over \$78,000 but will pay for itself in a short time by improving the overall operation of Frontier Airlines.

## Big Game Flying Watch in GUC Area Success

The "Flying Watch" kept on big game in the Gunnison area last winter was more successful than anticipated, according to the Colorado State Game and Fish Commission.

Frontier crews were provided with Forest Service maps to more readily locate big game herds during the winter months. When a herd was spotted that appeared to be in need of supplementary feed, the information was relayed to Gunnison where everything was in readiness to get feed to the snow-bound deer and elk.

During the winter months, Frontier crews spotted about 800 head of animals. Due to the very mild winter it was not necessary to do much supplementary feeding.

One advantage developed which was not expected. Information supplied by Frontier pilots, when correlated with ground obtained figures, gave the Game and Fish Department one of the most accurate game counts in many years.

Because of the many advantages of such a program, it is expected that the "Flying Watch" will be an annual program in which Frontier is very glad to participate.

## Frontier Awards Five-Year Pins

*"The skill and loyalty of our older employees are major factors in Frontier's success."*

Five-year pins were awarded to twenty-two more Frontier employees at a luncheon held at Denver's Town House on May 25th.

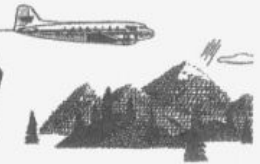
In making the awards, C. A. Myhre, Frontier's president, stated that, "the backbone of the company is formed by the men and women who wear five-year pins." Approximately 35% of Frontier's employees have been with the company five or more years and a high percentage of these people had several years of airline experience before joining Frontier.

Those who received the five-year award at the most recent presentation were:

E. W. Sexton, Jr.—Assistant Treasurer  
R. B. Snyder—Accountant  
J. A. Doussard—Dispatcher  
S. S. Millis—Dispatcher  
D. H. Aden—Mechanic  
A. A. Benson—Mechanic  
R. L. Biddle—Mechanic  
L. B. Fowler—Mechanic  
W. Durlin—Mechanic  
K. R. Holmes—Mechanic  
D. L. Jimerson—Mechanic  
B. Lemme—Mechanic  
E. L. Lintz—Mechanic  
W. E. Livingston—Mechanic  
K. R. Martin—Mechanic  
I. C. McManis—Mechanic  
E. A. Patterson—Mechanic  
L. E. Simpson—Mechanic  
C. V. Soucek—Mechanic  
W. J. Baldwin—Reserve Captain  
W. H. Crouch—Kardex Clerk  
B. E. Foster—Purchasing Agent



# Sunliner News



VOL. 2—NO. 12

Published by Frontier Airlines

NOVEMBER, 1953

## Frontier Develops New Air Trails



James B. Montgomery, Frontier's Flight Service Manager, who is obviously in the middle and happy about it, presents luggage, furnished by Samsonite, to the winners of a recent Stewardess contest to determine who would represent Frontier at a "Fiftieth Anniversary of Powered Flight" celebration to be held in St. Petersburg, Fla. The winners were Jeanne Peck, left, Salt Lake City, and Jan Andrews, Phoenix. The judging was done by a panel of Denver press and TV people and Frontier officials.

### "H" MARKERS INSTALLED THRUOUT FRONTIER'S SYSTEM

There are those who think "trail blazing" ceased when the last covered wagon completed its final trip. On the ground, that might be true but in the air it is a different story.

After the first few flights in 1946, it became apparent that an operation restricted to daylight hours and clear weather was not the answer to the needs of the cities along Frontier's system. The only answer was to install navigational facilities. Since the CAA did not have funds available for these installations, Frontier embarked on a rather ambitious program of marking the "highways of the air" with radio aids. Once the decision had been made, the battle started. It was a battle against the elements, against mountain trails in isolated areas, power lines and locations to get the "H" markers installed.

An "H" facility is a radio beacon operating in the 200-400 kc band. The signal radiating from the beacon is omnidirectional and does not provide actual courses for navigation as does the regular radio range station commonly used on the Federal Airways. Since this is true, it is necessary to install equipment in the aircraft which is capable of supplying information which enables the pilot to home on the beacon. The equipment used in the aircraft for this purpose is the "radio direction finder." The most efficient type is called the Automatic Direction Finder or ADF, which automatically supplies continuous information of the bearing of the radio beacon in relation to the aircraft heading. This is the type equipment that is installed in all Frontier aircraft.

The first installation was completed at Durango on October 15, 1947, just eleven months after the start of operations. This was a very simple type system and after several days of experimental operation, it proved to be completely inadequate. A more elaborate antenna system and other refinements were needed. Aeronautical Communications Equipment, Inc., of Miami, Florida, provided the equipment and the next installation was tested and declared entirely satisfactory. The start was made on one of the most ambitious aerial highway projects ever undertaken by any of the West's individual companies.

After the first installation was completed at Durango, plans were made for similar markers at La Veta and Alamosa, Colorado;

(Continued on Page 4, Col. 2)

### ASSOCIATED DESERT LODGES-FRONTIER CAMPAIGN BROUGHT TO A SUCCESSFUL CLOSE

Well over three thousand people in Wyoming, Colorado and Utah now have firsthand information on Arizona vacations and the accommodations offered by the Associated Desert Lodges as a result of the tour just completed by Miss Edna May of Frontier's sales and public relations staff in Phoenix.

The program was intended to call attention to Arizona and convince people that it doesn't take a fortune to spend an enjoyable week or so in the "Valley of the Sun." A film, produced by the Association, focused attention on the beautiful ranches and lodges which are owned and operated by the members of the Associated Desert Lodges. The swimming, riding and many other activities which are a part of a winter holiday were also featured in the picture.

During her tour, Miss May became quite the quick change artist since her schedule

(Continued on Page 2, Col. 2)

The following editorial appeared recently in the Durango Herald-News:  
**QUICKER MAIL SERVICE**

Durango may become the first smaller city in the country to ask that its important mail be carried by air at no extra cost of the sender, if a number of mail experts follow through with their thinking.

During the last months the postoffice department has been sending first class mail by air between a few major points like Chicago and New York. Apparently the experiment has been successful.

The isolation of the basin makes this an especially good area in which to try such an experiment. Many residents have important business with such centers as Denver and Albuquerque. If letters went by air, they could arrive the same day.

First class mail is only a small part of mail tonnage. There would be need to think carefully about maintaining efficient surface mail between different points in and outside the basin.

However, carrying mail by air, even though a higher postage rate than three cents eventually will be involved, is an idea which should have strong appeal.

## "Pop" Burnell Retires



"Good luck and take it easy," advises Frontier President C. A. Myhre, right, as "Pop" Burnell, left, becomes the first Frontier employee to retire. On hand for the occasion was son, Jack Burnell, Frontier's Director of Engineering and Maintenance. "Pop" and the skilled work he did in the engine shop will be greatly missed. All Frontier personnel extend him their best wishes and hope he will find time to return for an occasional visit.

## NEW PERSONNEL

(Continued from Page 2, Col. 3)

BILLY J. JACKSON—Station Agent—Prescott, Arizona.  
 WILBUR V. POSEY—Station Agent—Winslow, Arizona.  
 THOMAS T. TOMKO—Station Agent—Denver, Colorado.  
 ROBERT L. CADY—Station Agent—Rock Springs, Wyoming.  
 CLAY S. TANNER—Station Agent Trainee—Riverton, Wyoming.  
 RHEY C. PALMER—Station Agent—Farmingington, New Mexico.  
 ROBERT E. FOLEY—Station Agent—Farmingington, New Mexico.  
 J. MAYNARD MILLER—Station Agent—Farmingington, New Mexico.  
 GERALD D. HULTGREN—Station Agent—Cheyenne, Wyoming.  
 ERNEST T. GIBBONS—Station Agent—Flagstaff, Arizona.  
 JACK M. NICHOLS—Station Agent—Laramie, Wyoming.

### RETURN FROM MILITARY LEAVE

CARL W. CLARK—Station Agent—Farmingington, New Mexico.  
 HOWARD E. ARMSTRONG—Captain—Denver, Colorado.

## Sunliner News

SUNLINER NEWS is published every month by and for the personnel of Frontier Airlines.

Edited by the  
 PUBLIC RELATIONS  
 DEPARTMENT OF FRONTIER

G. S. KITCHEN, Mgr., Public Relations

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## "H" Markers Installed Thruout Frontier's System

(Continued from Page 1, Col. 3)

Chama, Farmington and Gallup, New Mexico. By Nov. 20, one month later, all of the "H" markers had been installed at the above locations. It sounds like a simple operation when reading about it but the men who did the work have a different story. The first step was to choose a location, then get legal permission to erect the necessary poles. Once this was done, the actual work got underway. Sixty-foot poles were needed and these were sometimes hard to find. Even when found, transportation created another problem. Imagine, if possible, towing a sixty-foot log up a winding mountain road. But it was done. The Chama installation was made during the season's first really big snow storm and this little town, located high up in the mountains, got the brunt of its fury. Digging holes in frozen ground is enough of a problem without shoveling snow at the same time.

When all installations were made, it was necessary to convince the CAA that Frontier could safely operate the route at night and during instrument conditions. On January 27, 1948, limited "on top" operation was authorized between Pueblo and Farmington. This left a lot to be desired. The power of all stations was increased from 50 to 100 watts and another marker installed at Ft. Garland to fill the gap between La Veta and Alamosa. The big day was July 29, 1948, when complete IFR authority was granted between Denver and Farmington.

The new system functioned smoothly and everyone was just beginning to think about the installation of "H" facilities on other segments when it happened. The Chama marker suddenly faded out. When this occurred it was necessary for all flights using the Chama station to turn back. An immediate investigation was started and the findings were most unusual. The power, which was supplied by a privately operated diesel generator, was being drained off the line by the local dairy to operate their milking machines. Frontier is probably the only airline in the country ever to be grounded by "mechanical milking machines." The situation was corrected immediately and as an added precaution an auxiliary power plant was installed to insure continuous operation whether the cows were milked or not.

The Albuquerque-Salt Lake City segment was the next to be tackled. It proved to be even worse than Denver-Farmington. Some marker sites were over one hundred miles from the nearest airport and the roads were anything but surfaced highways. More winding mountain trails and blizzards.

The Wasatch range of mountains presented problems which took about two years to solve. Various locations were tried and when these failed, another spot was used. It was not until 1952 that complete success was achieved on this segment. The previous routes had been approved for instrument operation and were entirely safe but the circuitry of these routes made them unsatisfactory from Frontier's point of view.

During this time the same thing was going on in Wyoming, between Rock Springs and Billings. When the company's operation was expanded into Arizona a similar program was started.

There are now 20 "H" markers in operation along Frontier's system which enables the company to operate in nearly any kind of weather. Flights between Pueblo and

## C.A.B. News

(Continued from Page 2, Col. 1)

### Rock Springs Case

The CAB authorized continued suspension of United Air Lines' service to Rock Springs through March 31, 1955, the date Frontier's certificate will be up for renewal. Salient points in the decision included: "From these traffic figures, there appears to be no great need for transcontinental service at Rock Springs, but rather that the city's principal need is for local service," and "Frontier's exclusive service at Rock Springs, particularly its recently instituted one-plane service to Cheyenne and Denver, has been of relatively short duration. An additional period of operation under the existing service pattern would appear to be in the public interest."



Ray Wilson, Frontier's Vice President of Operations, was a recent guest on "Wing Chatter," a Denver TV show devoted to aviation and seen over KBTU, Channel 9, once each week. The program is aired as a public service by KBTU in co-operation with the CAA. During the short time it has been on it has picked up a large audience and has done a lot to explain to the general public how planes fly on instruments, pilot training programs, the link trainer and related phases of aviation. Each week a guest from an airline or private aviation appears on the show to discuss a particular phase of flying. They are getting ready to go on the air in the picture above with, left to right, Al Goddard, CAA; Ray Wilson; Bob Reynolds, CAA; and Ted Hardy of KBTU going over last minute details.

Montrose must still operate during daylight hours and under contact conditions due to the towering mountain ranges which have to be crossed. This situation will no doubt prevail for some time to come.

This is the story of Frontier's efforts to bring safe and reliable air transportation to the Rocky Mountain West. While other carriers have been able to operate on Federal airways, only about ten percent of Frontier's system could use these facilities. But benefits are not limited to Frontier flights. Private planes have taken advantage of the new facilities and scheduled commercial carriers use them on occasion.

It would be impossible to list all the people who have been responsible for this program. Clyde Longhart, superintendent of Frontier's radio department, is primarily responsible for the planning and many of the installations. He has been assisted by a very able staff and the entire operations department. The story would not be complete without mention of Mrs. Longhart. She has gone out on many of the long trips, driven over mountain roads while the crew got a few hours' sleep and in general has rendered valuable assistance in providing help when it was most needed.

All Frontier employees join in the salute to the people who made all this possible.





# Sunliner News

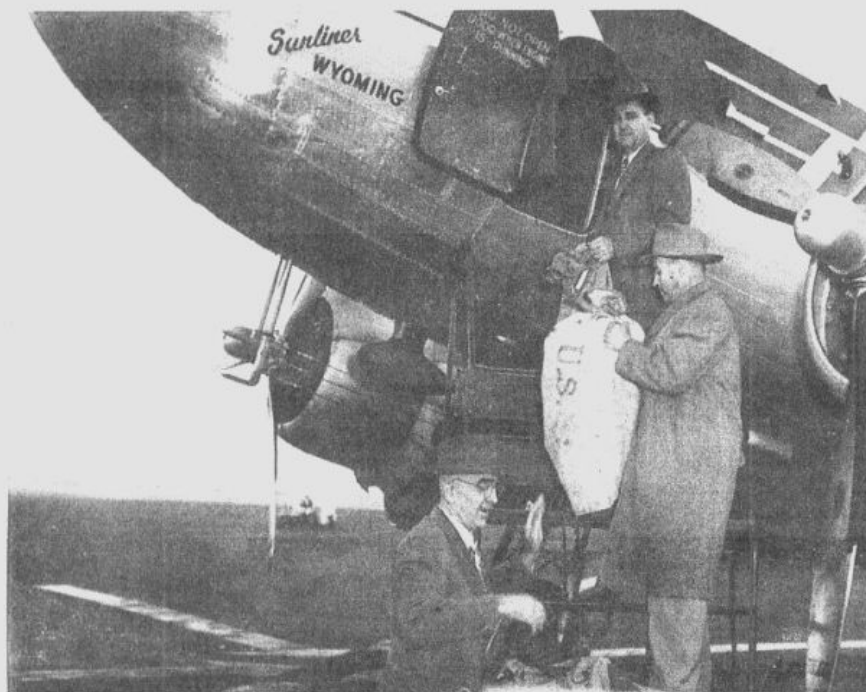


VOL. 3—NO. 1

Published by Frontier Airlines

DECEMBER, 1953

## FRONTIER CARRIES FIRST CLASS MAIL



Tollie Graves, left, recently retired veteran of the Post Office Department, hands the first sack of surface mail to leave Denver by air to E. J. Hilburger, District Superintendent of the Postal Transportation Service in Denver while C. G. Crosson, Asst. District Superintendent, top, waits to put it on the plane. These men did a remarkable job in getting surface mail airborne in record time. Mr. Graves was previously Assistant General Superintendent—Air Mail of the Fourteenth Division in Omaha. Upon his retirement he was retained by Frontier to assist in handling and promoting the use of air mail.

### Initial Results Indicate the Experiment Will Be Successful

While December 17 was the 50th anniversary of powered flight, the date had a great deal more significance for Frontier Airlines. The first surface mail to be carried out of Denver left via flight 9 on this day.

For many months the Post Office Department and Frontier have been exploring the possibilities of transporting certain classes of surface mail by air. There were many problems to be solved before the movement could start. Under the able direction of Assistant Postmaster General-Transportation John Allen, and with the blessing of Postmaster General Summerfield, the obstacles were cleared away. Authorization for the experiment was received late Dec. 16 and less than 24 hours later first class mail was airborne.

The temporary movement of first class mail by air is intended to determine the feasibility of such an operation from a cost standpoint and also to establish the ability of Frontier, and the thirteen other local service airlines, to handle the traffic.

The movement of preferential surface mails applies to all first class mail, newspapers, special delivery and special handling parcel post. This traffic moves on a space available basis at a rate of 30¢ per ton mile. While the C.A.B. authorized the experiment until Jan. 11, 1954, the Post Office Department may, if they deem it advisable, discontinue the movement of surface mail by air before that date.

The response to this new temporary service has been most gratifying and encouraging. The cities included have been very pleased with their expedited mail and the cities not included have been doing everything possible to have the service extended to their communities.

Since the experiment was intended to provide service to the smaller cities served exclusively by local service lines, no mail is handled between terminal points which are competitive to a trunk line. The service was originally to apply to the Denver-Farmington segment but this was extended to Phoenix at the request of the Post Office Department because of the poor surface transportation between Colorado and Arizona cities. Service to the Big Horn Basin of Wyoming was then authorized. This meant that Riverton, Worland, Greybull, Powell and Cody, all basin towns, were getting their mail 12 to 24 hours faster. Laramie and Rawlins were also included. While Casper and Cheyenne could dispatch mail to the cities authorized to receive the service, no mail could be handled between these cities. The last segment to be authorized was Albuquerque-Salt Lake City.

(Continued on Page 2, Col. 3)

## SANTA CLAUS FLIES FRONTIER

Even Santa Claus has learned the advantages of Frontier's service and each year visits more and more of the cities along the airline via a "Santa Special."

Thousands of children, and their parents, visited their local airport this year to await the arrival of Santa Claus. This has been going on for several years in many communities while others joined the fun for the first time this year.

Each arrival is as individual as the cities concerned. Sometimes the old gent spends his time at the airport distributing candy to the kids while on other occasions he leads a big parade to the downtown area to officially open the Christmas shopping season. However it is done, there is no doubt in the minds of the youngsters that Santa "flies Frontier" even when he resembles a prominent local citizen.

Three of the outstanding events this year took place at Flagstaff, Arizona, Vernal, Utah, and Farmington, N. M. The Flagstaff pro-

motion was handled by the Junior Chamber of Commerce who supplied "elves" to assist the white-bearded old fellow. The Farmington Daily Times ran a series of front page reports with a North Pole date line to keep everyone informed of the progress being made. At Vernal the Jaycees handled the program which included a march down town where several thousand children had an opportunity to "bend the old man's ear" which no doubt cost Vernal parents several thousand dollars.

The press and radio gave these, and other, Christmas events wonderful support, as did the local merchants.

It has been a successful Christmas season and the employees of Frontier are glad for the opportunity to help bring happiness to the thousands of youngsters along the line.

September 14, 1911—First airmail flight in world. Sheephead Bay, L. I., to post office Jamaica, L. I.



## FRONTIER NEWS IN PICTURES...



The press was very interested in the first surface mail to leave Denver by air. The event was well covered by all papers, TV stations and the wire services. In the above picture, Post Office and Frontier officials are getting in place while the press photographers get ready to shoot.



Phoenix transportation and hotel men have embarked on a campaign to let the world know that their city not only has wonderful weather but that it doesn't cost a fortune to enjoy it. Ed Gerhardt, fifth from left, basks in the sunshine while a fellow employee has a slightly different experience. (See picture below.)



A group of Grand Junction Jaycees were on hand to greet their National Vice-President John Hill when he deplaned from a Frontier Sunliner. Mr. Hill is a frequent user of Frontier's service since he is responsible for national activities in the area served by Frontier. In the group above are, left to right, Anthony Williams, Ivar Carlson, Mr. Hill, Weldon Ross and Bill Reeves. —(Daily Sentinel photo.)



The rabbit that shoots baskets was a big hit with everyone at the Christmas party. The trained bunny, provided by the Meadow Gold Company, was caught just as he pulled the trigger which starts a chain reaction resulting in a tennis ball being tossed in a basket and the release of an unappetizing looking rabbit pellet which rabbits seem to enjoy.



Clyde Longhart, Frontier's radio superintendent, can get little comfort out of the fact that the average temperature in Phoenix is 84 degrees while he shovels snow in near zero weather. The above scene represents the typical maintenance work the radio department does each winter to keep Frontier's "H markers" functioning properly.



Montrose is one of the most recent cities to put the finishing touches on a new terminal building. The lobby is in the center and Frontier's offices are on the right. While the new building is now being used, formal dedication will not be held until sometime next spring. —(Daily Sentinel photo.)



Tommy Cook, 1½, took exception to Santa at the company's recent family open house. His "big" sister, Madeline, age 3½, would have been content to spend the day on the old gent's lap. The two are the children of the Mike Cooks, traffic department administration assistant.



And when Stewardesses Willie Edwards and Elsa Vickray came along to wish Santa a Merry Christmas, he would have been very happy to have them spend the day on his lap. Santa resembled Meteorologist Howard Fenner.



# Sunliner News

Vol. 6—No. 9

Published by Frontier Airlines

SEPTEMBER, 1957

## Local Service Talk By C.A.B. Member Louis J. Hector

In his opening remarks before the representatives to the 1957 National Airport Conference, Civil Aeronautics Board Member Louis J. Hector stated: As you know, the whole Board is also deeply interested in the subject of the local airlines. Our whole-hearted sponsorship of the guaranteed loan legislation shows how very important we consider the sound development of the local service carriers.

After briefly reviewing his experiences and study of the local service carriers, he found in his subsidy study that as late as 1948 the trunklines were receiving about 24 million dollars or approximately what the local service carriers received last year. All of this is very encouraging, of course. It shows that in the aviation field, red ink actually can turn to black. It shows that subsidy programs can pay off and with dramatic success.

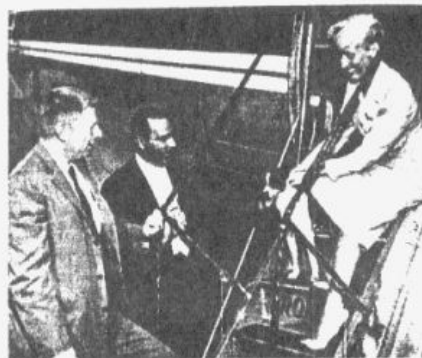
Hector then pointed out that he had found two more statistics, which are a little less encouraging. And they are crucial, he said. The median city served by the local service carriers has a population of 25,000. The average hop of the local carrier in 1956 was less than 80 miles . . . And this is the heart of the local service problem. It is the problem of the short-haul and the low density market which the local service carriers live with day and night.

## Service to Small Cities

This raised the question: Is it worthwhile to try to provide air transportation to all these small cities? Hector said the answer is crystal clear . . . The American people, through the 1955 Congressional Act, awarded permanent certificates to the local service carriers. I feel, Hector added, that it was a clear Congressional declaration of policy that the people in the medium-sized and small cities of America are entitled to reasonable air transportation and that they are entitled to it right now, even if that means federal subsidy.

His next question was: Shall we develop and extend local service to areas now not being served? Hector firmly believes that it is the intent of Congress to improve and expand service to communities not presently served. Because of the subsidy dollar, Hector sounds a note of warning to communities seeking air service for the first time: It takes a well-prepared case to justify the use of

(Continued on Page 2, Col. 1)



A GIFT . . . Detectives Stan Myers and Roy Siebler see Peppy on his way to Cheyenne, assured that he is in the capable hands of Frontier Stewardess Ruthanna Madden.

## A Happy Boy . . . A Happy Dog . . .

A boy, a letter, a dog, two detectives, the Wyoming Highway Patrol, and Frontier Airlines combined to make a Christmas story in August.

Ronnie Swan wrote a letter to the "Denver Dog Master": "I'm a boy 12 years old. My dog was recently killed. I am interested in short-haired fox terriers. Do you have a dog pound in Denver? Please let me know if they have any terriers and thank you for bothering with me."

Somehow the letter was received by the Denver auto theft bureau. Detectives Stan Myers and Roy Siebler set out in search of a replacement. They found Peppy, took him to a veterinarian for an examination and shots, and then delivered the dog to Frontier Airlines for the trip to Cheyenne.

Upon arrival at Cheyenne, Secretary of State Everett J. Copenhaver and Col. William R. Bradley, head of the Wyoming highway patrol, received Peppy.

Shortly thereafter Col. Bradley arrived at Ronnie's home near Slater. After inquiring if he was in the right place, Col. Bradley asked Ronnie to come out to the car. Ronnie walked slowly to the car "like a wanted man caught," said Col. Bradley.

Complete surprise . . . Peppy belongs to Ronnie.

## Myhre Alumni President

On September 26, Frontier's president, C. A. Myhre, was elected president of the University of Denver Alumni Association. Myhre also is a director of both the University of Denver and DU Associates. He received his B.S. Commerce degree from the University in 1936.

## PHOENIX CASE DECISION

On September 27, 1957, the Civil Aeronautics Board rendered its decision in the Phoenix Service Case, which is herein quoted:

Certificate of Bonanza Air Lines, Inc., for route No. 105 amended to authorize service over a new segment between Phoenix, Arizona, and Salt Lake City, Utah, via Prescott and Grand Canyon, Arizona, Cedar City and Provo, Utah, for a three-year experimental period, with non-stop authority between the terminals.

Applications of Western Air Lines, Inc., and Frontier Airlines, Inc., for Phoenix-Salt Lake City operating authority denied.

Experimental local air service found required where communities to be served are relatively isolated, surface transportation, because of the mountainous terrain, is circuitous, time consuming, inconvenient and sometimes nonexistent; useable air service is lacking and travel requirements unsatisfied. Proposed service will offer significant benefits to the traveling public and aid in the development of the tourist trade, upon which a large part of the economy of the area depends. The cost of establishing an experimental local service, although substantial, is justified in view of the traffic requirements of the area, with its prospects of increased traffic potential due in large part to the growing population, industrial expansion, development of oil and uranium, and increased tourist trade.

Where both improved local and terminal service is found required and the limited size of the markets involved makes operation of the two routes by separate carriers economically unwise, local service rather than trunk-line applicant favored, since former can better serve the local markets and, because its economic stake in a successful operation is greater, will be more aggressive in exploiting the potential traffic in both markets.

## BONANZA

Selection of Bonanza, rather than Frontier, to operate these routes, based on several factors; Bonanza is the major participant in the Phoenix-Salt Lake City market; selection of Bonanza will have less diversionary impact on Frontier than vice versa; Bonanza's opportunities for further route expansion are more limited than Frontier's; multistop route, proposed by Bonanza, is better adapted to meet the traffic needs found required; and Bonanza demonstrated a greater interest in the operation of a local service route. Certain cost advantages, as well as possible single plane service to more beyond passengers favoring Frontier, are insufficient to overcome

(Continued on Page 4, Col. 2)

## Frontier's Story Nationwide

"Frontier: Local Service Cargo Leader" is a feature story appearing in the September issue of AIR CARGO. This is one of many stories now appearing in a number of industry publications.

It will be no surprise to the many Frontier personnel, especially the men who load and unload flowers, drill bits, and the wide assortment of other traffic that makes up cargo, that: "In criss-crossing the high mountainous terrain of the Continental Divide country twenty-four times a day, Frontier Airlines, with their dependable time tested fleet of DC-3's, flew 645,370 ton miles of air freight, 96,531 ton miles of air express, and 226,505 ton miles of U. S. mail during 1956. This air lift of cargo made Frontier the number one local service airline in the movement of total air cargo in the United States. The airline can take particular bows for moving over 40% of all air freight carried by the local service airline industry as well as being number one in the industry for expediting U. S. mail."

From there it proceeds to tell the story of Frontier's cargo business, the wide variety of shipments handled, and the specialized modification of the company's planes to make such business possible.

### Other Magazines

Another publication, BEE-HIVE, published by United Aircraft Corporation, did an outstanding job in a feature, "The Whistlestop Run." It is a resume' of activities and services of the nation's local service carriers.

SIGNS OF THE TIMES, National Journal of Advertising Displays, tells another type of airline story. "Airlines' Outdoor Is Dramatizing 23 Selling Points" tells of the variously designed outdoor advertising displays that are used to sell travel to the air-minded.

All this is a tribute to the growth of the aviation industry of which Frontier Airlines is a member.

Every phase of an airline's operation is governed by law — the Civil Aeronautics Act of 1938.

### Sunliner News

SUNLINER NEWS is published every month by and for the personnel of Frontier Airlines.

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HOW MANY? Guessing the number of inlaid stones in the eye-catching Indian jewelry display at Frontier's newest city ticket office in Denver will bring a two-day vacation at Grand Canyon National Park for the winner.

### Phoenix Service Case

(Continued from Page 1, Col. 3)

the greater public benefits flowing from Bonanza's service and the public interest factors favoring its selection.

Certificate of Western Air Lines, Inc., for route 35 amended to authorize service on a new segment between Denver, Colorado, the intermediate point Phoenix, Arizona, and the terminal point San Diego, California, (subject to a condition requiring the carrier to serve Phoenix on all flights scheduled between Denver and San Diego) where the record shows Western's proposed service will provide greater public benefits; first single plane and first one carrier service will be offered to more points in the northern area of the country with which Phoenix has its greatest need for direct service (outside of Denver); Western's operation will involve the least overall duplication; it will bring first time one plane service to four of Phoenix's five leading air travel markets where direct service is needed; important benefits to a substantial number of passengers will be effected; and the movement of northern vacation travelers to Phoenix will be stimulated by the improved service.

Application of United Air Lines, Inc., Continental Air Lines, Inc., Frontier Airlines, Inc., and Trans World Airlines, Inc., for Denver-Phoenix authority denied where fewer traffic needs requested by Phoenix will be met under their respective proposals; greater diversion will result, (except with respect to Frontier); and Twin Cities-Phoenix passengers will not be inconvenienced.

### FRONTIER

Certificate of Frontier Airlines, Inc., for Route No. 73 amended to modify the present restriction on service between Phoenix, Arizona, and Denver, Colorado, by authorizing the carrier to provide a two-stop service between Phoenix and Denver over segments 2 and 4 and to overfly Farmington, New Mexico, the junction point, so long as all points on segments 2 and 4 are scheduled to receive at least two daily round trips. Such skip-stop authority will afford the carrier greater operational flexibility in scheduling flights and utilization of equipment and at the same time insure against unreasonable inroads on the terminal traffic.

Certificates of Bonanza Air Lines, Inc., for route No. 105 amended by adding Palm Springs, California, as a joint intermediate point with Indio, California, on segment 3

and to permit the carrier to overfly Blythe, California, so long as such point is scheduled to receive at least two daily round trips.

This authorization will make improved service available to Palm Springs-east passengers via connections through the Phoenix gateway, thus eliminating the inconvenience and circuitry of moving via the Los Angeles gateway; it will benefit a substantial number of passengers; and should permit a profitable operation for Bonanza, thereby strengthening a subsidy carrier.

Extension of Western's proposed Phoenix-Denver segment to San Diego will eliminate an uneconomic stub-end operation to Phoenix; provide improved service to Denver-San Diego, Twin Cities-San Diego and Phoenix-Northwest passengers; and afford Western valuable traffic support for the development of an effective Phoenix-Denver service.

The record in this proceeding is reopened for the limited purpose of receiving evidence with respect to the following matters: whether the public convenience and necessity require and the Board should order the amendment of Bonanza's certificate for route No. 105, so as to provide for any or all of the following: (1) designation of St. George, Utah, as an intermediate point on the new Phoenix-Salt Lake City route segment authorized herein to Bonanza; (2) designation of Kanab, Utah, as a joint intermediate point with St. George on said route segment; (3) designation of Kanab as a separate intermediate point on such route segment; or (4) designation of Kanab as an intermediate point on said route segment in lieu of St. George.

Frontier contends that these findings are not supported by the record built up in this case and has filed with the Board a petition for reconsideration of the case. It is not known at this time when or what action the Board will take in this matter.

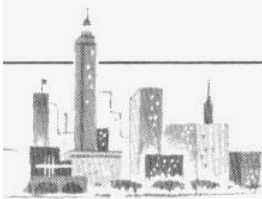
### Longhart To Attend Conference

Clyde C. Longhart, Superintendent of Communications for Frontier Airlines, will be a principal speaker at the fourth annual East-Coast Conference on Aeronautical and Navigational Electronics. The conference will be held in Baltimore, Maryland, October 28 through October 30. Longhart's talk will be given on October 28, covering the subject of "Frontier Airlines' Airways System."

Longhart has been associated with Frontier for the 11 years of the airlines' operations. He was instrumental in designing and installing a radio navigational system which today consists of 25 aircraft homing devices known as "H-Markers." 75 per cent of Frontier's flights are operated on the airlines' own airways system. The remaining 25 per cent of Frontier's operations are flown on the federal airways maintained by the Civil Aeronautics Authority.

Women are employed by the airlines in virtually every job category with the exception of actually piloting the planes.





# Sunliner News



Vol. 7—No. 8

Published by Frontier Airlines

AUGUST, 1958



**PRETTY GIRLS AND FLYING HEROES . . .** Five "Minute Men" of the Colorado Air National Guard are happily grounded by "Miss Casper Air Fair" Queen and her attendants. This jet precision flying team takes part in many of the Frontier air fairs in the Rocky Mountain region.

## North Dakota . . . An Interesting State

By DON BOYLE, District Sales Manager

Friendly people, fertile farmlands and progress—this would be a very brief description of one of the great states on Frontier's system, North Dakota.

North Dakota is truly one of the nation's greatest agricultural states. The farm economy is varied, ranging from beef and barley to wheat and potatoes. The state is famous for its Hard Red Spring Wheat, a grain so superior that small quantities of it are blended with the wheat from other areas to increase the commercial value of those grains. Potatoes rivaling the famed "Idaho Spud" are produced in the Red River Valley area, and are marketed throughout the East. The Western reaches of the State are noted for the fine cattle and beef raised there. A relative newcomer to the state, Oil, is produced and sought after in the Williston Basin.

It becomes apparent that North Dakota is a diversified and interesting state. The visitor is greeted by well-cared for towns and cities. He is impressed with the clean streets, the sparkling homes and gardens and, above all, with the never-failing hospitality of the citizens. In North Dakota, you are a stranger only once. Whether moving to North Dakota to live, making a fast two-day business trip, or spending a two week vacation, you are received with a genuine friendliness and enthusiasm.

North Dakota offers many interesting and fun-filled attractions to the vacationer. Many historical events and places are to be found here, ranging from the campsites of the Lewis and Clark expeditions, to the fort from which General Custer began his ill-fated march to meet the Sioux. The weirdly beautiful Badlands afford many interesting hours to the traveler. It was in this area of North Dakota that President Teddy Roosevelt lived at his famed Maltese Cross ranch.

In about the center of the state, is Garrison Dam, one of the largest earth-filled dams in the world. In addition to its two main purposes, flood control and the production of electricity, it is fast becoming a major recreation center. Boating, fishing, water skiing, and swimming are a few of the many activities at Garrison Dam. The waters of the lake are attracting anglers from every direction. Record bass, walleye pike, Northern pike and trout lurk in the cool water of the "Big Missouri" backed up behind the Dam. The Oahe Dam at Pierre, South Dakota, will back water up to within a few miles of Bismarck, North Dakota, creating another vast lake for those who find their enjoyment on the water.

As with the fisherman, the hunter really comes into his own in bountiful North Da-

(Continued on Page 2, Col. 3)

## "Life" Covers Airline Hostesses

A two-page picture spread of the "beauties from 53 airlines that touch down in the U. S." appears in the August 25 issue of *Life Magazine*. This is a part of *Life's* story on "Airline Hostesses."

Frontier's own Joan Roberts of Salt Lake City domicile appears among the 53 airlines represented in this giant picture.

## New Schedule For Western Slope

New flight schedules between Denver and the western slope of Colorado go into effect September 1. Flight 71 will depart Denver at 9 a.m. to arrive Gunnison at 10:08 a.m., Montrose-Delta at 10:40 a.m., and Grand Junction at 11:09 a.m. A second west-bound flight 73 will leave Denver at 12:15 p.m., arriving Pueblo at 1:01 p.m., Gunnison at 2:03 p.m., Montrose-Delta at 2:34 p.m., and Grand Junction at 3:03 p.m. Later in the afternoon, Frontier's non-stop flight 75 for Grand Junction will leave Denver at 3:50 p.m. to arrive Grand Junction at 5:37 p.m.

During the past three summer months, Frontier has been operating a commuter service between Denver and Riverton, Wyoming, with intermediate service to Cheyenne, Laramie and Casper. This was in addition to the two regular year-around flights between Denver and Billings via the same intermediate Wyoming cities. Because of the insufficient use made of the third round trip, Frontier will discontinue its commuter service on flights 121 and 122 between Denver and Riverton. The intermediate cities of Cheyenne, Laramie, Casper and Riverton will continue to be served twice daily with Flight 2, leaving Denver at 6:30 a.m., and flight 22, leaving Denver at 5 p.m. for these Wyoming cities.



**COMMUNITY SPIRIT . . .** Grand Junction personnel of Frontier had a wonderful time assisting Claron McDaniel and his father make this racer for the annual Colorado Soap Box Derby, which was held at Grand Junction, July 20.





**CHECKING . . .** Clyde C. Longhart, superintendent of communications checks the automatic radio equipment housed inside the "TVOR" (Terminal Visual Omni Range) located near the Durango airport. This new navigational device "homes in" all approaching aircraft during approaches and let-downs at Durango.



## Durango Installs VOR Terminal

When Frontier first began its operations, the flights of both Monarch and Challenger were limited to VFR flight operations. Very little of the territory which is being served in Wyoming, Colorado, Utah and New Mexico was on the federal airways system. In order to establish day and night and all-weather dependability, it was necessary for the airlines to put in their own navigational system.

Until just recently, 75 per cent of Frontier's flying was on its own airways system, and the remaining 25 per cent was flown on federal airways. During the past year, a new navigational aid has been installed by the CAA on many parts of Frontier's system. "H" Markers still are necessary, however, to affect approaches and let-downs at specific points served by Frontier. The VOR (which is visual omni range) operates free of static, making the VOR more reliable in weather, when it is needed most. Aircraft guided on "H" Marker facility obtain their line-of-position information on the Automatic Direction Finder aboard the aircraft. This information, combined with the aircraft's heading

obtained from the magnetic compass also on board the aircraft locates the airport for an aircraft coming in for landing.

Recently, the city of Durango bought a terminal VOR which was installed with the assistance of Frontier Airlines' Communications Department. In past years, certain weather conditions and low cloud ceilings limited many of Frontier's flights into Durango. Because the VOR operates without static and gives out direction of flight information, the number of Frontier flights serving Durango should be increased considerably during periods of low ceilings. This is the first time that a community has installed its own VOR anywhere on Frontier's system. Some of Frontier's cities do have VOR installations which have been installed by the federal government as a part of the national coast-to-coast federal airways system. It is expected that in the next few years additional VOR facilities will be installed elsewhere throughout the Rocky Mountain West to assure a higher frequency of service to all communities.



**"H" MARKER . . .** This provides navigational guidance to aircraft en route between Cortez and Grand Junction, and also aids flights approaching Cortez for a landing. Here again Clyde Longhart makes a check of the equipment at Cortez.



## North Dakota

(Continued from Page 1, Col. 2)

kota. Each Fall finds many thousands of hunters pouring into the state to hunt the wily Ringneck. Sharptail Grouse, ducks and geese, as well as pheasants are found in great abundance in most sections of the state. Antelope and White Tail deer round out the bill of fare for the nimrod.

At the present time, Frontier serves three cities in North Dakota with a fourth soon to be added. In the Northwest corner of the state is Williston, home of North Dakota's oil industry. One of the cleanest and most modern cities in the state, Williston is home to about 12,500 persons. Since the discovery of oil throughout the area a few short years ago, Williston has enjoyed a tremendous growth. Many supply houses are located here as well as the exploration and production crews of many oil companies. Just one hundred miles South of Williston is the "Queen City of the Plains," Dickinson. Long the headquarters of North Dakota's booming cattle industry, Dickinson is becoming the center of newly found uranium deposits. The 8,500 people living in Dickinson are very busy this year acting as host for the Roosevelt Centennial celebration taking place in the Badlands of Roosevelt National Memorial Park a few miles to the West. This celebration is national in scope and is bringing visitors and prominent people from every corner of the country to see and take part in the program.

A forty-minute flight east from Dickinson brings you to Bismarck, capitol city of North Dakota. One of the first things to catch the eye of the visitor is ultra modern Capitol Building, rising 19 stories above the beautiful lawns and gardens surrounding it. It has often been referred to as one of the most beautiful buildings of this type in the nation. Bismarck is characterized by its many fine homes and public parks. Swimming pools, tennis courts and children's playgrounds are easily accessible from any part of the city. In the winter, ice skating rinks are available for the enthusiast. Bismarck and her sister city, Mandan, have a population of about thirty-two thousand.

No matter where you visit in this great state, you are assured of a pleasant stay. The welcome mat is always out and awaits only your coming to extend to you the pleasures of bountiful North Dakota.

## Corrections

Once in a while there's a "goof," and if you still have the July, 1958, issue of SUNLINER NEWS, here's the corrections: Stewardesses are Wanda Foster, Sandy Smith and Jo Pershin in the second picture, first row, on the picture page. And, the second picture, bottom row, is upside down.

On the back page, the "Stop" sign was conceived by Jim Gooder, Casper airport manager, and is located on the main highway leading to the Casper, Wyo., Airport.

# Sunliner News

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Seven new non-stop authorizations between presently served terminal cities on Frontier Airlines' system, an extension of Frontier's route between Denver and Grand Junction to Las Vegas, Nevada, and a new air service between Denver and El Paso, Texas, via intermediate Colorado and New Mexico cities are major considerations in Frontier's applications in the Southwestern Area Local Service Case and in the Southern Rocky Mountain Area Local Service Case.

## FRONTIER ENGAGED IN TWO NEW ROUTE CASES

Recently, new Civil Aeronautics Board hearings on two involved local service area route cases in which Frontier Airlines is a participant got underway in Washington, D. C. Now under consideration by the Board are the SOUTHWESTERN AREA LOCAL SERVICE CASE and the SOUTHERN ROCKY MOUNTAIN AREA LOCAL SERVICE CASE.

Frontier has asked to be allowed to operate a new service between Denver and El Paso with intermediate air service to Colorado Springs, Pueblo, Alamosa, Santa Fe, Albuquerque and Alamogordo. This route would be along the western area limits of the SOUTHWESTERN AREA LOCAL SERVICE CASE. Involved in the hearing is the six-state area of Colorado, New Mexico, Texas, Oklahoma, Arkansas and Louisiana. The pre-hearing conference in the case was held in late February, with Herbert K. Bryan appointed hearing examiner. Next procedural step will be the exchange of exhibits of the airlines and the civic parties of the case in early summer. Hearings of civic parties are scheduled for September 27. Airline presentations will follow shortly thereafter.

A second investigation which would offer great promise for Frontier Airlines to achieve an economically sound pattern of local service is the SOUTHERN ROCKY MOUNTAIN AREA LOCAL SERVICE CASE. This investigation will include the entire southern half of Frontier's system, and will consider the needs for new and additional air service in the Frontier-served states of Arizona, Colorado, New Mexico and Utah, plus the states of Nevada and California,

Frontier has asked to be allowed to provide nonstop service to six pairs of terminal cities, all presently served by the airline. It is Frontier's position that such nonstop authorization between Albuquerque-Phoenix, Albuquerque-Tucson, Albuquerque-Salt Lake City, Denver-Phoenix, Denver-Salt Lake City and Salt Lake City-Phoenix, plus the authority to extend its present Denver-Grand Junction route to Las Vegas, Nevada, would be the opportunity needed by Frontier to prove that the airline could swiftly strengthen itself by developing the passenger traffic potentials in its own backyard. This would greatly enhance Frontier's financial position and contribute greatly to the reduction of subsidy needs for the airline.

Also in Frontier's application is the request for skip-stop authority, which would allow the overflying of intermediate points on any segment after a minimum of one or two round trips has been operated through all stops. This authority would be based upon the volume of passenger traffic over each segment involved. There is also a request that the Board change an antiquated condition in Frontier's certificate which would lift the restrictions on the airline to operate shuttle air service between Denver-Pueblo, Denver-Cheyenne and Pueblo-Cheyenne.

In recent years, Frontier has added considerable size to its system. Much of this growth has added route miles through thinly populated areas which have been slow in generating needed passenger traffic. Frontier feels that increased passenger growth is imperative—for ultimately it will determine the quality of air service which the airline wants to provide.

Joseph L. Fitzmaurice was appointed hearing examiner in the SOUTHERN ROCKY MOUNTAIN LOCAL SERVICE AREA CASE. A pre-hearing conference has been held in Washington, D. C. on March 22. Dates for the submission of exhibits and for the hearings of oral presentations by civic parties and the airlines will be established at a future date.

These two route cases are probably the last of the large area investigations to be conducted by the CAB. Frontier Airlines hopes for gaining a position of self-sufficiency are directly tied in with a favorable consideration of its applications in these two cases.



Frontier Airlines' President Lewis B. Maytag, Jr., gets a warm welcome to Phoenix and the Valley of the Sun from Robert Field of the Intercity Relations Committee of the Phoenix Chamber of Commerce as well as from Arthur Atherton, President of the Albuquerque Chamber of Commerce, and from Donald Boyle, District Sales Manager for Frontier in Phoenix. The occasion was the arrival of two chartered Frontier aircraft carrying members of the Albuquerque Chamber of Commerce for two days of intercity goodwill meetings with the Phoenix Chamber of Commerce. The two Chambers jointly backed a resolution requesting Frontier to take some action through proper C.A.B. procedures to improve air service between the cities pending a decision in the Southern Rocky Mountain Local Service Case.



Art Stoner, lead mechanic in the Radio Shop, and Merle Mennenga trouble-shoot on a VHF communications receiver, which is used in Frontier's DC-3 equipment.



Weather radar antenna in the nose of a "Radar Convair" gets a check from Chuck Carter and Sylvester Cuellar, radio mechanics.

## Reliable Radios and Instruments Assure Dependability and Safety of Flights

Quietly and effectively the fourteen radio mechanics and the six instrument mechanics in Frontier Airlines' Radio and Instrument Department make doubly sure that the airline's sixty-four daily flights arrive at their destinations safely and on time. Clyde C. Longhart, Superintendent of Communications, heads up the department coordinating the activities of the two specialties. Clyde is ably assisted by Arthur C. Stoner, lead mechanic in the radio shop and by Roy F. Deeming, lead mechanic in the instrument shop.

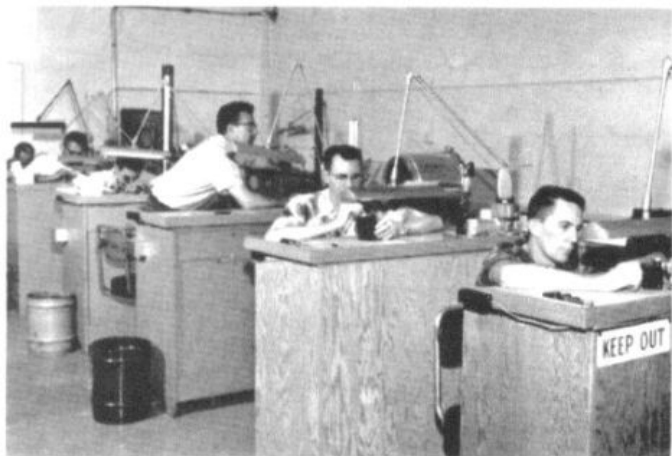
All of the ground radios in Frontier's sixty-eight stations, the twenty-two "H" Markers scattered throughout the airline's system, and all of the aircraft radios and cockpit instruments of the fleet of twenty-five DC-3s are overhauled and maintained by the Radio and Instrument Department. It is expected that within the next six months the department will also take over the complete overhaul of the radios and instruments on Frontier's five "Radar Convoirs." This work on the Convoirs is now being done by United Airlines at their San Francisco overhaul base.

In the beginning days of Frontier Airlines' predecessor companies, Monarch Air Lines, Challenger Airlines and Arizona Airways, all flights had to be flown under visual flight rules (VFR) whenever the flights were operated off the established Federal Airways System. This meant a very limited operation during periods of weather and completely ruled out nighttime operations. To offset this operational limitation those airlines set up a network of "H" Markers or radio beacons on which the airline's aircraft could "home" in for enroute navigation information and for use in making

instrument approaches to an airport during periods of weather or during night-time operations. Today Frontier operates its own airways system with a net of twenty-two such "H" Markers. To maintain this system of radio navigational aids plus the ground radios in each of Frontier's stations a crew of four ground radio mechanics work the airline's eleven state system, George J. Bradley, Wayne L. Dikeman, Dale A. Schuster and Don W. Thoele are all based in Denver but spend 75 per cent of their time out on the system traveling either by plane or in one of the two radio trucks based in Billings and in Durango. When they are in Denver the four of them are busy overhauling ground radio equipment to be returned to the stations in the field.

Recently, the Radio and Instrument Department moved into new quarters on the west side of Hangar 5 in space formerly occupied by Jeppesen and Company. This move provided a fifty percent expansion of floor space for the department all of which will be fully utilized when the new program of overhauling radio and instruments of the Convoirs is begun in Denver.

The fellows in the Radio and Instrument Department are not given to doing much bragging but there is one point which they like to highlight in this story. Over half of the team are the proud wearers of ten-year pins with many of them having started with the company at the very beginnings some thirteen and fourteen years ago. The fact that this important maintenance function is carried out by such competent hands is a basic reason for the continued dependability and safety of Frontier Airlines flights.



Instrument mechanics (left to right) Willard Myers, Ed Summers, Joe Burns, Bernie Langfield, Larry Keen, and lead mechanic Roy Deeming now overhaul Frontier's DC-3 instruments in the new Instrument Shop in Hangar 5.



Radio mechanic Bill Dryden and Clyde Longhart, Superintendent of Communications, discuss the circuit of a test panel for Frontier's Convair radio equipment.

## FRONTIER REPORTS

(Costs are 15¢ per page to cover expenses for envelopes, postage & copying.)

Air Mail Route Info, excerpt from 1978 book, 20 pages  
 AZ Brief To CAB 1946, 42 pages  
 AZ-Monarch Merger Application 1949, 52 pages  
 AZ-Monarch Merger Application 1950, 32 pages  
 AZ Stock Offer 1948, 23 pages  
 Challenger Airlines Employees Directory, 7/15/48, 25 pages  
 Challenger Airlines Prospectus, 9/3/47, 37 pages  
 Challenger Airlines Prospectus, 8/4/48, 40 pages  
 Challenger Airlines Stockholders Report, 9/30/49, 8 pages  
 CN Corporate History, Boards of Directors 1944-67, 66 pages  
 CN Files on a CD, \$5  
 CN Inauguration Brochure, Dec 1954, 5 pages  
 CN Open House Brochure, Sep 1959, 5 pages  
 CN Packet, Articles & seniority list, 75 pages  
 Convair Aircraft Packet, Articles & charts, 73 pages  
 DC-3 A/C Roster (inc. predecessors) & Check List, 11 pages  
 DEN Accident (12/21/67) Report & news clippings, 11 pages  
 DEN station roster, 6/1/70, 5 pages  
 DEN station roster, 8/9/86, 12 pages  
 FLamily files on a CD, \$5  
 FL 1955 Timetable/Srty-Personnel Lists, 43 pages  
 FL AFA Seniority List, 2/1/81, 17 pages  
 FL AFA Seniority List, 2/1/86, 15 pages  
 FL ALEA Seniority List, 2/1/65, 7 pages  
 FL ALEA Seniority List, 1/1/66, 8 pages  
 FL ALEA Seniority List, 8/1/66, 10 pages  
 FL ALEA Seniority List, 1/1/74, 30 pages  
 FL ALEA Seniority List, 7/1/84, 55 pages  
 FL ALEA Seniority List, 1/1/86, 48 pages  
 FL ALPA Seniority Lists, 1955-72-81-85 37 pages  
 FL ALPA Seniority List, 10/28/67, CN/FL merger, 6 pages  
 FL ALPA Seniority List, 9/1/86, 11 pages  
 FL-CO Job Preservation & Litigation packet, 10/2/86, 66 pages  
 FL Files on a CD, \$5 each  
 FL History & Stuff on a CD, \$5  
 FL History, articles, photos, etc. , 47 pages  
 FL IAM Seniority List, 11/1/74, 22 pages  
 FL IAM Seniority List, 11/1/76, 26 pages  
 FL NEWS printed back issues, \$2.50 each  
 FL NEWS back issues copied on a CD, \$3 each  
 FL Newsletters, May & Aug, '69 introducing 737s, 20 pages  
 FL Obituaries on a CD, \$5  
 FL TWU Seniority Lists, dispatchers 1966-68 , 7 pages  
 FL's Death, articles & essays, 63 pages  
 GRI Accident (12/21/62) Report & news clippings, 15 pages  
 GXY Incident (11/24/71) Beech 99 engine lost, 16 pages  
 Ken Schultz' Obituary List (Rev. 6/9/07), 11 pages  
 MLS Accident (3/12/64) Reports, news clippings, 41 pages  
 MLS Accident (3/12/64) Reports on a CD, \$5 each  
 Personnel Roster, Stations-Sales-FAs, 8/15/63, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 9/15/63, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 10/15/63, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 12/15/63, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 1/15/64, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 2/15/64, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 3/15/64, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 4/15/66, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 7/15/66, 7 pages  
 Personnel Roster, Maintenance, 7/1/67, 6 pages  
 PHX Accident (4/21/57) Report & news clippings, 30 pages  
 PHX Accident (4/21/57) Reports on a CD, \$5 each  
 Quick Reference Directory, Nov 77, 13 pages  
 Quick Reference Directory, Jan 83, 18 pages  
 Telephone List, 6/12/67, 5 pages  
 Telephone List, 11/25/85, 6 pages  
 Telephone Directory, 1/1/70, 12 pages

FRONTIER AIRLINES



## FRONTIER NEWS

A newsletter for the ex-employees, families and friends  
 of the "old" Frontier Airlines: 1946 - 1986

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