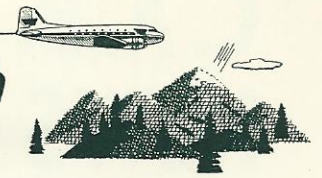




Sunliner News



VOL. 1, NO. 2

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JANUARY, 1952

1951 BUSINESS SHOWS BIG GAIN



Jack Burnell, Director of Engineering and Maintenance.

Burnell Progressive Overhaul System Applauded

Jack Burnell, Frontier's director of engineering and maintenance, received recognition in the November 26th issue of AVIATION WEEK for the development of Frontier's progressive overhaul plan.

Under the new plan the complete overhaul is broken down into six neat packages. Over a period of 144 weeks, each of Frontier's twelve DC's will have received each of the six phases of the program and a complete major overhaul. This eliminates the "major overhaul" which resulted in the airplane being out of service for a period of several weeks and required the hiring of additional men for a temporary period. The new system enables the maintenance department to spread the work load evenly over the entire year, keep personnel at a minimum, and fully utilize all available man hours.

To further assure the use of all planes at all times, Frontier will continue the policy of replacing component parts instead of taking the plane out of service while repairs are being made. If work is required on wings, stabilizers, landing gears, or other parts, the entire unit is removed and replaced with a serviceable unit. The removed part is then repaired when time and manpower are available. This eliminates inconvenient and costly overtime.

Passenger Traffic Increases 56% Freight 86.83% Ahead of 1950

53 FAL EMPLOYEES GET FIVE-YEAR PINS

Fifty-three of the company's "old timers" were honored last month on the completion of five years of service with Frontier. A luncheon was held at the Town House dining room to honor those employees based at Denver. Similar affairs have been held in Salt Lake City and Phoenix to award pins to personnel at these points who have completed five years of service.

In making the awards, C. A. Myhre, Executive Vice President, pointed to the record of the company and thanked each recipient for his loyal support during the stormy years which are characteristic of any new venture.

The following employees received five-year pins: Accounting, W. H. Essler, Elaine Lillo; Flight Service, John Carpenter; Janitors, Ella Tanko; Purchasing, Dick Flieder, W. D. Hamilton; Personnel, Harvey P. Barnard; Executive, Bill Crismon; Operations, F. H. Blair, C. C. Dixon, V. R. Stever, L. E. Mitchell, E. Mills, E. L. Aden, A. L. Ashworth, A. R. Harvey, W. R. Hurt, J. L. Romano, M. E. O'Neil, W. P. Landis, B. A. Stull, F. E. Elliott, E. B. Saul, R. G. Fisher, G. F. Cramton, H. C. French, C. Greenemeier, E. W. Fisher, L. E. Barnes, T. G. Bergen, O. J. Frigon, H. O. Libby, C. R. Meisenbach, E. P. Pellerin, W. J. Buckley, R. F. Bueche, L. W. Gregory, H. V. Gulliksen, J. D. Mericle, H. T. Miller, W. F. Russell, V. R. Tomppert, W. N. Webb, L. Nothaft, C. C. Longhart, L. G. Lockhart, H. W. Fenner; Traffic and Sales, G. S. Kitchen.

All business on Frontier Airlines in 1951 was substantially ahead of 1950, according to figures released by C. A. Myhre, Frontier's Executive Vice President.

Passengers carried in 1951 totaled 102,394, an increase of 56.02 per cent over 1950. Passenger miles totaled 27,374,427, which was 56.62 per cent better than a year ago.

Freight ton miles for 1951 were 303,611, representing a gain of 86.83 per cent over figures for 1950. Express ton miles for 1951 were up 34.93 per cent, with a total of 76,990.

Air mail tonnage in 1951 continued its steady climb with a 72.79 per cent increase. A total of 127,808 ton miles of mail was carried.

Myhre pointed out that the passenger load factor for the first three weeks in 1952 continued to show excellent gains. "If the early January trend continues, Frontier should have an excellent year in 1952," Myhre said.

New Route Approved Between Grand Jct. and Salt Lake City

Ray Wilson, Vice President of Operations, recently announced the approval of the new route between Grand Junction and Salt Lake City. This new route was made possible by the elimination of Price, Utah, from our system. Approximately thirty-five route miles were deleted from daytime flights by operating over the new route. In addition, a new instrument route was approved which reduces by thirty-five miles the previous instrument route.

Plans are being made to install an "H" marker at Duchesne, Utah. This will further reduce the IFR route mileage by twenty-seven miles.

The ultimate goal in these changes in the route between Salt Lake City and Grand Junction is to provide VFR and instrument routes which will have approximately the same mileage, thereby making it possible to maintain schedule on all flights regardless of weather.

CLEM APPOINTED TO TUCSON AVIATION COMMITTEE

Don Clem, Frontier station manager at Tucson, has just been appointed to the Aviation Committee of the city of Tucson.

Clem is a veteran in the industry. Prior to joining Frontier, he was associated with Continental Airlines and TWA.

Know Where This Is?



All the snow-covered mountains are not in the northern end of Frontier's system! Here Flight 84 is warming up for a take off on the Safford, Arizona, airport. Is that snow we see alongside the runway?

C. A. B. NEWS

The great interest in this report of C. A. B. activities shown by employees last month prompts us to make this a continuing feature of "Sunliner News." Each month we will attempt to report the current activities of Frontier in Civil Aeronautics Board matters.

The most important matter now before the Board is the consideration of renewal and/or extension of Route 93, which was the route originally certificated to Arizona Airways. The preparation of exhibits is now nearing completion, and the company feels that the data developed will show quite conclusively that the route should be renewed for an additional five-year period. Two very important points of interest in this case are the suspension of TWA service at Winslow and the suspension of American Airlines service at Douglas.

Another matter of major importance to Frontier is the obtaining of a permanent mail rate. The mail rate conference was held in Denver in December, 1951, and the Board staff is now working on the conference results. A Show Cause Order is expected to be issued in the near future.

Another petition submitted to the Board has now been acted upon and approved. By the approval of this petition, Frontier will move the connection point of Rawlins to Casper, effective February 1, 1952. The flight from Salt Lake City previously landing at Rawlins will now land at Casper after departure from Rock Springs.

The Board has also granted an exemption order authorizing Frontier to continue service to Monte Vista until February 12, 1952.

As you know, the renewal certificate for Route 73 contained a condition that the San Luis Valley be served from only one stop. Service was therefore discontinued at Monte Vista. However, Monte Vista has objected to the loss of air service, and the Board has granted a further period of time to place their case before the Board and has authorized Frontier to continue service during that time.

It Happened in Tucson

(The following story appeared in a Tucson newspaper)

"An American Airlines service man had a lame excuse for his unscheduled flight from Tucson to Phoenix.

'Just looking for frogs,' Arnold Gastelum told Phoenix ground crew members when he hopped out of the baggage compartment.

But a call to Tucson straightened everything out. A crate of live frogs consigned to the University of Arizona had broken open when the plane landed here.

Gastelum crawled in the baggage rack on his frog hunt. When the ground crew serviced the plane, they slammed the cargo door, and the plane took off—with the unwary passenger.

And what happened to the service man? American had him flown back to Tucson via Frontier Airlines."

Meet Geri Anderson



Geri, whose full name is Geraldine Anderson, is acting stewardess in charge of the Salt Lake City domicile. She is a tall, statuesque, auburn haired native of Salt Lake City. Although quiet by nature, Geri has a pleasing personality that gained many friends and brought her success as a stewardess.

Geri graduated with honors in education from the University of Utah in 1950. In college she was a member of Delta Gamma Sorority. After nine months of stenographic and sales work, Geri joined Frontier.

She is a real booster of the West (especially Salt Lake City and all Utah) and a booster of Frontier Airlines. Geri is one of the reasons why Frontier is making such rapid progress.

Sightseeing Flights Convert People Into Passengers

Last year Frontier Airlines carried 1,576 persons during eleven sight-seeing flight days, it was announced by John D. Lindsay, Manager of Traffic and Sales.

"Almost without exception," Lindsay said, "the sightseeing flight days have been successes. We sell air travel by offering low cost actual samples. People who have never flown before (three-fourths of the 1,576 persons carried in 1951 were first riders) see what flying is like, and usually like it! In addition, city officials and business leaders love this type of gala occasion. We feel that we profit in every way through sightseeing flights."

Modern sightseeing flights are a new twist to an old aviation practice called "barnstorming." Very simply, "barnstorming" is taking people for airplane rides, and many early flyers who owned small aircraft used to wander around the country, stopping in cities and towns and selling rides.

On special occasions many airlines have made a practice of releasing an airliner for a day to take load after load of local citizens up on short flights over the city for a small charge. Frontier is now a leader in this program. Although the larger trunklines usually have a new Douglas DC-6 or Lockheed Super-Constellation to show off to the

public on these "local hop" promotions in the big cities, Frontier has found that to most people in the smaller cities we serve, the DC-3 is still a big airliner, and to the many persons who have never been off the ground, a twenty-minute flight in a Frontier DC-3 is a big thrill.

Frontier has found that Sunday is the best day for "passenger hops" because more people are free to take the family out to the airport to watch the flights come and go, and to take a ride, as is generally the case. Also, the company usually makes it a point to arrange it on a day when there is a community celebration of some kind... on the day of inauguration of service or when the new airport or terminal building is dedicated or in conjunction with an air show. This insures a good crowd.

A charge of \$2.50 per person is made (children in laps free) to cover the costs of running the flights, and every flight is filled to twenty-four passengers if possible. Several Frontier sales people are on hand to sell tickets and handle the passengers and crowds, while the station men are busy on the ramp, on the radio, and handling the scheduled flights when they come through.

Every twenty minutes the "barnstorming" plane lands and disgorges twenty-four passengers (plus children) and immediately takes on another load and disappears for its flight over the city and surrounding area.

Here is a list of stations covered this year and the number of people taken up on the twenty-minute hops:

May—RKS Air Show.....	154
May—CEZ Lions Club Sponsors.....	178
June—BIL Custer Day.....	134
June—POY Custer Day.....	51
June—DRO V.F.W. Sponsors.....	108
July—FLG Air Fair and Dedication.....	212
July—GUC Cattlemen's Days.....	96
August—MVS Ski-Hi Stampede.....	170
November—LAR Merchants' Festival....	70
December—SVC Inauguration.....	195
December—GUP Dedication.....	208

SLC Airport Undergoing \$125,000 Improvements

The Salt Lake City airport is undergoing \$125,000 alterations on the ramp and the runways. The ramp, which is directly in front of the terminal building, is being relaid with a new surface of cement to repair broken portions caused by heavy traffic and larger aircraft now in use. The North and South runways are being resealed and plans are being made to extend the length of these runways to accommodate the jet engined aircraft now in use by the Air National Guard and later by airlines using jet power. The roof of the Salt Lake City terminal building is also being repaired, and improvements are being made in the parking area.

Barnard Elected Director of Airlines Personnel Conference

Harvey Barnard, Personnel Director of Frontier, was elected as a Director of the Airlines Personnel Relations Conference at a recent meeting of the Conference held in Miami, Florida. Also elected were W. T. Beebe of Chicago and Southern Air Lines and J. H. Brock of Eastern Air Lines. Mr. J. L. O'Brien was re-elected Executive Director of the Conference, and Mr. John Deater of American Airlines was elected Chairman of the Board.

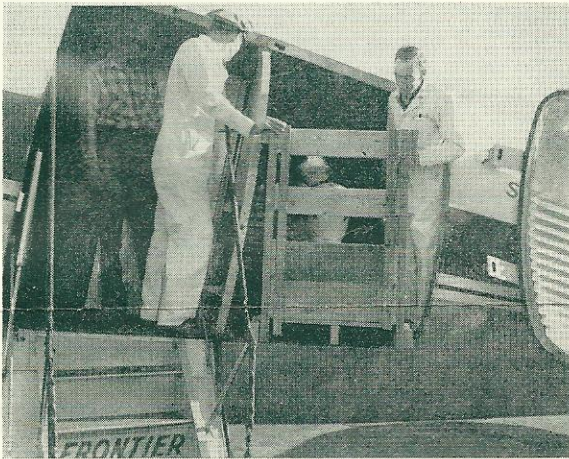
FRONTIER NEWS IN PICTURES . . .



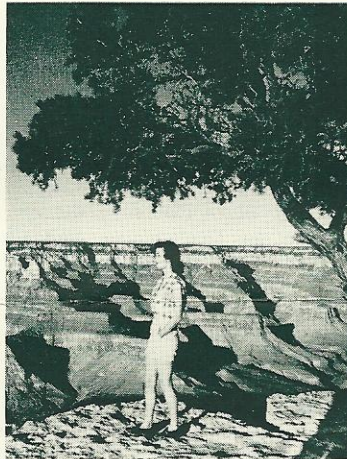
Here's how the crowds turned out December 1st for the Safford Santa Claus promotion. George Slivka is Jolly Saint Nick. This was one of the 16 Santa Claus promotions throughout Frontier's system.



Recognize all these celebrities in GUC during Cattlemen's Days? Left to right, Mary Paulson, Chief Pilot Aden, Jack Murphy, Governor Dan Thornton, Mrs. Robert Vogeler, Mike Verzuk, Ted McCorkhill, Mr. Vogeler, and Mrs. Thornton.



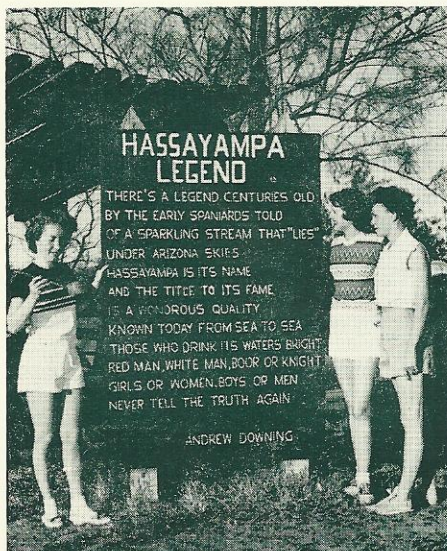
In keeping with FAL tradition, a Hereford calf arrives in Denver for the 1952 National Western Stock Show. Left to right, Jerry Fox, Luther Evans, and Frances Duff.



Frontier Stewardess Mary Warover takes time out to view the Grand Canyon near Flagstaff, Arizona.



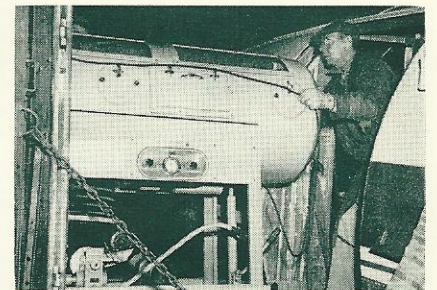
Beautiful girls are just one of the many attractions at Cudia City, Phoenix . . . one of the four resorts on FAL'S Phoenix vacation list.



Here it is . . . the famous legend of the Hassayampa River near Phoenix. FAL Stewardesses, left to right, Irene Hill, Beverlee Roberts, and Betty Broadstron look it over.



A Frontier man up Wyoming way fuels a "Sunliner" at dusk one crisp winter day. This is a photo tribute to the versatile station personnel in the smaller refueling stations on Frontier's far-flung system . . . the men who wear many caps . . . the men who made it possible for Frontier to roll up an enviable record of successful and safe operations.



A recent polio case in PHX required an iron lung immediately. Frontier delivered the lung from Denver in a matter of hours.

Greenemeier Wins National Recognition for Homemade Car

Conrad "Dutch" Greenemeier, Frontier inspector, has found that the construction of a small car from scrap metal can lead to national fame.

The car was pictured in the December issue of POPULAR MECHANICS and was recently the subject of a feature article in THE DENVER POST. Gene Dubois, motion picture cameraman, has just completed a film for newsreels and television which features shots of the maintenance department, Greenemeier at work as an inspector, and of course the finished car in action.

Greenemeier built his entire car from airplane parts and materials, with the exception of the engine and a few other accessories.

It is a low-slung, three-wheeled convertible with a hydraulic transmission capable of providing several speeds both forward and backward. Its total length is a mere ten feet, while the width is four feet, eight inches.

The single rear wheel is powered by a one-cylinder, six-horsepower engine in a special compartment just behind the seat. And in contrast to the conventional auto, luggage and a spare tire are stored in front.

The car's shiny aluminum body is mounted on a rigid frame of steel tubing.

Greenemeier said the convertible, which weighs only 620 pounds, can get forty-five miles to the gallon of gasoline.

Greenemeier figures that the engine was his largest expense; it cost \$103. The remaining \$60 or so went for such things as lights, battery, air horns, and glass for the windows. All the other materials he got for next to nothing: scraps of aluminum, rivets, and salvaged airplane parts.

"But the car's not for sale at any price," he said. "I've got too much tied up in it."

Greenemeier built one other car previously—one made almost entirely of wood. But he later sold it to a Fort Lupton, Colorado, man, who wanted it for his son.

Greenemeier, who has been with Frontier here since 1946, began his engineering career at the Fokker Aircraft Company in Hasbrook Heights, New Jersey, in 1928. He said he later took up building cars principally as a hobby.



Ray Wilson, left, V. P. of Operations and Maintenance, and Al Birch of the Denver Post, show a photo of a Curtiss Robin, the type plane that carried the first flying cross over Denver in 1928. Ray Wilson was the pilot.

FAL Flies Xmas Cross Over DEN Every Year

The traditional flying cross over Denver every Christmas Eve has been the result of the cooperation of Frontier Airlines, The Denver Post, and Electrical Products Consolidated.

The flying cross was the idea of Al Birch of the Denver Post. He discussed it with Ray Wilson, who felt that such an undertaking was feasible and agreed to personally fly the plane on which the lighted cross would be attached. Electrical Products Consolidated agreed to furnish the cross. This took place twenty-four years ago, in 1928. Since that time the cross has flown over the Denver area each Christmas Eve except for two years during World War II.

The first cross was attached to the underside of a Curtiss Robin and was flown by Ray Wilson, now Frontier's vice president of operations and maintenance. Since that time the cross has always been flown by a company with which Mr. Wilson has been closely associated.

FAL PROVIDES EMERGENCY SERVICE OVER SNOWBOUND AREA

Snow slides and blizzards greeted 1952 on Colorado's Western Slope, completely disrupting surface transportation and isolating the San Juan Basin.

Frontier provided emergency mail and cargo service during the tie-up; this service resulted in air mail service for all first class mail and newspapers at no additional cost to the customers. Approximately ten thousand pounds of surface mail were handled during this period.

The severe storm conditions created demands for emergency equipment and Frontier was used to move this traffic since there was no other link with the outside world. Snowshoes were flown in to enable rescue workers to reach stranded trucks and cars on Wolf Creek pass, between Monte Vista and Durango. A sudden demand for overshoes exhausted local supplies. Large shipments from Grand Junction and Salt Lake City took care of the needs of the stranded residents in the San Juan Basin area. Sleds were required for rescue operations, and these were flown in from various points on Frontier's system.

Once again, the ability of the airplane to fly over the weather meant regular mail service and emergency supplies instead of complete isolation.

NEW PERSONNEL

WILEY J. PARKER has been hired as a mechanic at the Phoenix, Arizona, base, effective December 16, 1951.

PAUL F. DALTON has been hired as a Station Agent at Gallup, New Mexico, effective December 11, 1951.

CHARLES W. COLWELL has been hired as a Station Agent at Gallup, New Mexico, effective December 9, 1951.

JOSEPH P. ROBERTSON has been hired as a Station Agent at Albuquerque, New Mexico, effective December 17, 1951.

DONALD FARR returned to the company from Military Leave to be stationed at Phoenix as a Station Agent effective December 4, 1951.

LEWIS C. HULEN has been hired as a Station Agent at Deming, New Mexico, effective December 7, 1951.

RICHARD RICHARDS has been hired as a Station Agent at Clifton, Arizona, effective December 10, 1951.

JAMES R. SEBASTIAN has been hired as a Station Agent at Albuquerque, New Mexico, effective December 8, 1951.

ROBERT DIKEMAN has been hired as a Radio Mechanic at the Denver base effective January 2, 1952.

JANE TRAVIS has been hired temporarily as a Stewardess at the Salt Lake City base effective January 7, 1952.

WAYNE S. STEWART has been hired as a Station Agent for Powell, Wyo.

GORDON BELNAP has been hired as a Station Agent for Silver City, N. M., effective December 17, 1951.

DEAN GREGG has been hired as a Station Agent for Worland, Wyoming.

WYOMING DIGNITARIES FLY FRONTIER TO DENVER



This group of prominent businessmen from Casper, Cheyenne, and Laramie arrived in Denver via chartered Frontier plane for a one-day visit as guests of the Denver Chamber of Commerce.

The group, consisting of city officials and representing the various business interests of their respective cities, was met at the airport by representatives of the Denver Chamber and conducted on a short tour of various Denver industrial plants. They participated in the dedication of the new Denver Chamber of Commerce building and immediately following lunch were taken on a tour of the various military installations in the Denver area.

The Denver Chamber of Commerce conducts several such flights each year as a part of their market development program.

Sunliner News

SUNLINER NEWS is published ten times each year by and for the personnel of Frontier Airlines, America's largest local service airline.

Edited by the

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STATION TO STATION

VOL. 1 NO. 1

"Sunliner News" Supplement

JANUARY, 1952

FLASH *** FLASH ... Announcing the arrival of their first flight! Sharlie Ann Almquist came into the world on Jan. 18th. PAUL B. ALMQUIST, station manager at FMN, filed the original flight plan. Bettie Lou Almquist was dispatcher. All concerned are healthy and happy.

FLASH AGAIN ... Cigars were also handed out in FMN by senior agent DON WATSON. The occasion was the birth of an 8 $\frac{1}{2}$ -pound son, Dennis Eugene, to Mrs. Mary Watson. Obviously FMN is a growing community!

A Stewart-Warner heater has been sent to BIL and SLC. These heaters have an attaching boss on the end of the flex conduit to attach to the fuselage air conditioning opening. When tested, these heaters were found to make both the cabin and cockpit comfortable in approximately 15 minutes. Passengers and crews should be pleased with this comfort during cold weather.

ELAINE LILLO of the Statistical Department is sporting a sparkler on her third finger left.

HOPE EVERHAM of the Reservations Department in DEN was married to Stephen Carr in December.

The SLC station now has a heavy case of "basketball fever" ... with the Pilots and the Agents teams in action every week. The Pilots team includes SCOTT KELLER, FLOYD RIRIE, AL MOONEY, BILL McCHRISTAL, DEAD EYE MARKWART, MAT FERGUSON, SAM (The Sleeper) GRANDE, BOB NICHOLSON, and ROY WILLIAMS. This group now holds a complete monopoly on the first two meetings against the opposing team which includes LOU BERETS, DUANE PHELPS, GORDON BOST, DEE KENER, RON GILDEA, and DEX ALGER.

STATIC FROM THE COMMUNICATIONS DEPT.

In the month of December the Radio Department completed the modification of all aircraft VHF communications equipment. The purpose of the modification was to increase the number of frequencies available from 20 to 50. The extra frequencies are needed to keep pace with new, improved Air Traffic Control procedures. The increase in commercial air traffic has caused severe congestion on the few frequencies formerly available. The 30 new frequencies will relieve this congestion and help expedite the movement of all aircraft, particularly during instrument weather.

A stand-by transmitter was installed at the VEL H facility to improve the reliability of our new IFR route from GJT to SLC. At the same time, the EMY H facility has been discontinued as it is no longer necessary.

Some preparation and progress has finally been made toward getting the long-awaited HF transmitter installed at PHX. We hope that this installation will be in operation sometime in January.

Just before Christmas we received notification that the FCC approved our application for an unattended H facility at Dushesne, Utah. Now all we have to do is move a couple of tons of snow and install the equipment.

FMN station agent DON OLSON left on December 26th to report to the U. S. Navy for an Ensign's commission. Mr. Olson was to report in Detroit for his physical and then proceed to San Francisco for shipboard assignment. Best of luck, Don.

The SLC gang put their bonus to good use ... a new validating machine and a dinner for SLC agents at the famed "Chuck Wagon". Everyone enjoyed a 2-inch by 10-inch steak followed by delicious drinks. This feast was followed by a discussion of how they can gain the number one position in the bonus race.

The FMN station thinks that it has set a record for multiple operations. They believe they are the only station in the system to have five of our aircraft on the ramp at one time. This occurred on December 23rd, when an extra section of Flight 9 arrived right in the midst of regular operation, giving them a five-way transfer, involving Aircraft Numbers 276, 376, 610, 422, and 910. The fifth plane was on the ramp for nineteen minutes. There were no mail, luggage, or cargo irregularities of any sort. If any other station can claim an operation of this size, "Sunliner News" would like to hear from you.

The FMN station was featured in a big 4-column story in the NEW YORK TIMES last month. The headline read "Feeder Airlines Tame a Once Wild West". The story compared FMN in its own way with New York's La Guardia Field. The entire article was high in its praise of Frontier Airlines.

How do you like the new (Effective February 1) TIMETABLES? The completely revised method of presenting daily system schedules was adopted to simplify reading for everyone.

LET'S MAKE THIS "STATION TO STATION" SUPPLEMENT A BIG FOUR PAGE NEWSPAPER EVERY MONTH! You correspondents all over the system can make an exciting little publication out of this by keeping Gerry Kitchen in DEN well supplied with news items. What do you say?