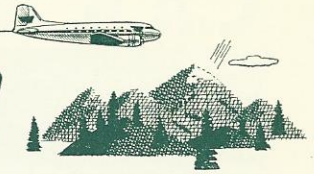




Sunliner News



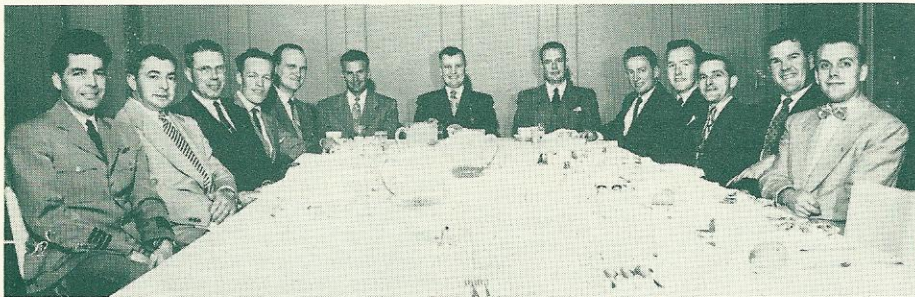
VOL. 1, NO. 4

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MARCH, 1952

FRONTIER FLIES 32.8% OF ALL AIR FREIGHT CARRIED IN 1951 BY NATION'S 18 FEEDER LINES

Western Division 5-Year Pin Winners



Salt-Lake-City-based Five-Year pin winners were honored at a luncheon at the Hotel Newhouse this month. Those present, left to right, were: Capt. Bill McChrystal; Capt. Sam Grande; Ken Cook, Chief Mechanic; Fred Focks, Mechanic; Capt. Albert Hall; Division Chief Pilot Scott Keller; Harvey Bernard, Personnel Director; Mike Cook, Administrative Sales Assistant, Denver; Capt. Bob Nicholzen; Dex Alger, Sales Representative; Gordon Bost, Station Agent; Capt. Ken Deady; and Lou Betets, Station Manager, Salt Lake City. Employees eligible for awards but unable to attend the luncheon were Capt. Floyd Ririe; Verne Carlson, District Sales Manager; Angello George; and Capt. Calvin Cowley.

Southern Division Winners



Several southern division employees were awarded five-year pins by Ray Wilson, Vice President of Operations, at a special luncheon held in Phoenix recently. Shown receiving their pins are, left to right: Ed Talbot, Station Manager, Prescott; Capt. Dallas Taylor, Capt. Wm. Hayes, Al Garcia, Head Mechanic; Ned Shanks, Mechanic, and Ray Wilson.

POLLEN FROM COLORADO ASPEN FLOWN TO SWEDEN

The curiosity of Fred Klatt, Frontier's station manager at Cortez, brought to light some very unusual cargo shipments.

When the soil conservation office started shipping boxes out of Cortez, Klatt started asking questions and learned that the boxes contained aspen leaves which had been picked in the Mancos area. These were shipped to Colorado A & M at Ft. Collins where they are developed in greenhouses. The pollen is then removed and shipped to Sweden where it is intermingled with pollen from trees in that country.

The ultimate goal is to develop larger and faster-growing trees in Sweden.

CORTEZ AIR MAIL STAR ROUTE LINKS WHITE CANYON, UTAH, WITH OUTSIDE WORLD

When Frontier's Flight 12 taxis up to the ramp at Cortez and is met by a Cortez Flying Service Beechcraft Bonanza, a new chapter in western aviation begins to unfold.

The Cortez Flying Service was recently awarded the third Air Mail Star Route in the United States. The route operates from Cortez to Blanding and White Canyon, Utah. Blanding is an isolated Mormon community and White Canyon is a very important uranium processing mill. There are no telephones at White Canyon, the nearest railroad is nearly 100 miles away, and roads in this area are few.

Vic Reynolds, owner of the Cortez Flying Service, generally does the flying himself but in case extra flights are necessary he calls on "Spec" (no relation) Reynolds or R. N. Usher, President of the Cortez bank, and one of aviation's most enthusiastic backers. Both are commercial pilots with lots of hours and both are completely familiar with terrain which the route covers.

Flights are made each Monday, Wednesday, and Friday. The flight to White Canyon takes the passengers, mail, and other cargo which arrives on Frontier's Flight 12. Flight 12 arrives in Cortez at 11:07 a.m., and Reynolds departs about noon. His cargo generally includes fresh meat, cigarettes, razor blades, or most anything necessary to everyday living.

The first stop is Blanding. Reynolds circles the town and that is the signal for M. R.

(Continued on Page 4, Col. 1)

During the year 1951 Frontier carried nearly one-third of all the air freight flown by America's 18 local service airlines, according to figures published in American Aviation.

Frontier carried 303,611 ton miles of air freight out of a national feeder airline total of 923,514 ton miles. Frontier also carried 127,808 ton miles of air mail out of a grand total of 786,798 ton miles carried by 18 local service airlines. Frontier's percentage of the air mail total was 16.2.

G. S. Kitchen, manager of air freight, said that the large increase in Frontier's air freight business resulted from a combination of "the increasing awareness of air shipping advantages on the part of Rocky Mountain businessmen, plus increased industrial and business activity in this part of the country.

"Greatly expanding petroleum and mining operations in the West have resulted in the use of Frontier's air freight service for transporting vital machinery from Denver, Salt Lake, and Billings," Kitchen said.

Air Express Executive Visits Frontier in Denver



Pat Cummings, Air Express Executive, and Mike Cook, Administrative Assistant-Traffic, discuss plans for increasing Frontier's Air Express revenues during Mr. Cummings' recent visit in Denver.

During his recent visit in Denver, Pat Cummings, Air Express Executive from New York, called attention to the many advantages of Air Express and the important part this service plays in the airline industry.

Mr. Cummings said that Air Express is not the competitor but the partner of Air Freight and Air Parcel Post. He pointed out the need for Air Parcel Post in handling small packages through the facilities of the United States Post Office, while Air Freight serves the volume shipper. Air Express appeals to the shipping public for serving their needs in a wide coverage by an expedited door-to-door service.

"Air Express users do not necessarily have

(Continued on Page 2, Col. 3)

C.A.B. News . . . Route 93 (Arizona) Hearing

The hearing on Frontier's application for the extension of the certificate to operate Route 93 was held in Phoenix, March 11, through the 18th, before C. A. B. Examiner Paul N. Pfeiffer. Harry A. Bowen, Frontier's Washington attorney, and Emil N. Levin, Secretary and a director of Frontier, represented the airline.

Witnesses from cities on the Phoenix-El Paso segment were the first to appear. J. B. Scott of Clifton testified that "the service is imperative for emergency medical care, shipment of emergency parts and supplies, and handling of perishable merchandise." B. C. Tucker of Safford, Arizona, said that his town would be virtually isolated from Phoenix if Frontier were not permitted to continue service. Clyde Ely, publisher of the Silver City New Mexico Daily Press, said that the refusal to renew Frontier's certificate "will mean calamity for us." Ely also asked for additional and better schedules and pointed out that Silver City would be almost completely isolated in the mountains without air service. All witnesses felt that Frontier had not been operating long enough to develop maximum traffic.

Representatives of Lordsburg and Deming stated that continued air service was essential to the full development of their respective communities. Las Cruces and El Paso were unable to have witnesses present at the hearing, but both cities advised the examiner by letter that they favored the extension of Frontier's certificate.

Cities on the Phoenix-Douglas segment were the next to present their case. C. Wayne Clampitt, Tucson attorney, strongly endorsed the continuation of Frontier's service and pointed out the acute need for north-south service and a connection with the Mexican airlines at Nogales. The rapid growth and future expansion of Tucson was cited as another proof of the need for the service that Frontier is providing. Mr. Clampitt stated that "Feeder services are just as important to the growth of a community as a trunk line, possibly more so."

Nogales was represented by Geo. W. Oberdorf, Director of the Nogales International Airport. In addition to the airport commission, Mr. Oberdorf represented the city of Nogales and Santa Cruz county. Mr. Oberdorf, a veteran airline captain, testified that Frontier's service was necessary for the continued growth and development of international traffic through the Nogales gateway. Evidence was introduced to show that Lamsa has no intention of moving their present operation from Nogales to any other airport.

Dr. Otto L. Bendheim of Phoenix read of the hearing in the paper and appeared asking to testify as to the importance of Frontier's service to Silver City in particular. Dr. Bendheim said that he was called to Silver City for consultations at the Veterans' Administration Hospital at Ft. Bayaud, near Silver City, and that many other doctors were also called from time to time. Frontier enables a doctor to go to Silver City, hold a consultation and return the same day. Dr. Bendheim said that discontinuing Frontier's service would work a great hardship on him and the hospital.

Douglas and Bisbee were well represented by several witnesses and two attorneys, Dan

Moore of Bisbee, and Lloyd Helm of Douglas. All witnesses associated with this group testified that at no time had Frontier been encouraged to provide service to Douglas, that the service was not needed and was not wanted, that the Douglas-Bisbee area wished to retain the services of American Airlines and have American provide more service than is being provided at the present time. Under cross examination it was brought out that in November of last year the Douglas Chamber of Commerce had passed a resolution endorsing the continuation of Frontier's service but that this position had been reversed at a meeting held in February of this year. Mr. James E. Brophy represented the Bisbee Chamber of Commerce and followed the pattern which had been established by the Douglas witnesses. Under cross examination Mr. Brophy stated that the Phelps-Dodge Corporation opposed the extension of Frontier's service and wanted to retain the services of American Airlines. Mr. Brophy stated that he was a stockholder in American.

Larry Campbell, operator of the Douglas Municipal Airport, testified that he personally felt that the services of both American and Frontier would be advantageous to the Douglas-Bisbee area. Mr. Campbell further stated that he did not feel that the testimony which had been recorded represented the true feeling of a large part of the people of the communities concerned. At this point, Frontier attorneys introduced a letter from the Douglas Kiwanis club in which the club endorsed Frontier's service and asked that it be continued.

Following the testimony of the Douglas-Bisbee witnesses, Mr. H. S. Darr, President of Frontier, took the stand and questioned the truth of the testimony which had been presented and stated that he believed the people of Douglas and Bisbee wanted Frontier's service continued. Mr. Darr stated that, "I don't believe the statements made by these witnesses can be substantiated by the facts." Mr. Darr reviewed the circumstances surrounding the inauguration of Frontier's service to Douglas-Bisbee and the apparent enthusiasm with which the city officials and people welcomed Frontier's flights. "Maybe," Mr. Darr said, "we were a little naive in thinking that people putting on a show like this were sincere."

Frontier personnel in Douglas had been asked to get clippings from the Douglas and Bisbee papers in connection with the welcome extended when Frontier started service. This request was refused and "People even refused our representative permission to sit in their newspaper offices," Mr. Darr said. It was necessary to get the clippings which substantiated Mr. Darr's statements from the Denver office.

Darr was asked by Harry Bowen, counsel for Frontier, if he or other officials of the firm, had ever been told Frontier wasn't wanted in Bisbee-Douglas.

"Anything like that not only was not said," Darr replied, "but it was not inferred. The statement that it was is absolutely not true."

When asked whether or not Frontier wished to continue service to Bisbee-Douglas in view of the adverse testimony which had been heard, Mr. Darr said, "as long as there is

business there and the board wants us to provide service, we will continue to provide the service." The examiner declared a recess until 10 a.m. the following morning.

C. A. Myhre, Executive Vice President, sponsored Frontier's exhibits and stated he believed that Frontier should have additional time to fully develop the potential traffic which, he felt, existed in the cities on Route 93.

Mrs. Mabel J. Nagel and Mr. F. R. Goodman represented Winslow, and both stated the continuation of Frontier's service was vital to their city. They further stated they were very anxious to have TWA continue flights to Winslow. Mrs. Nagel said there was a serious question as to whether Winslow could continue to maintain the airport in the event TWA suspended service. Mr. Goodman pointed out the strategic location of the Winslow airport and its importance to national defense.

Prescott was represented by Robert E. Paulsen of the Chamber of Commerce and John H. Bucher, Airport Manager. Mr. Paulsen said Frontier and Bonanza should both be allowed to serve Prescott since, except between Phoenix and Prescott, the two carriers served entirely different areas. Mr. Paulsen said that air service was very important to the V. A. hospital in his community as it was often necessary to fly in blood plasma since there is no blood bank in Prescott. The growing mining industry and the increasing importance of Prescott as a tourist center was cited to support Prescott's request for continued air service.

Flagstaff was unable to have witnesses appear but supported Frontier's application by letters from the Chamber of Commerce and several of the leading business firms in the Flagstaff area.

Phoenix was well represented and asked that Frontier be given additional time to develop business over Route 93. Since Phoenix was the last city to present witnesses, the hearing adjourned when their testimony was completed.

It will be some time before any decision in the case will be announced. After the examiner submits his report to the C. A. B., additional time will be allowed for interested parties to file rebuttal exhibits. A date will be set for oral arguments before the board, and following this hearing, the board will announce its decision and issue the orders necessary to put the decision in effect. It will probably be at least eight months before the final decision is announced.

Air Express Executive Visits Frontier in Denver

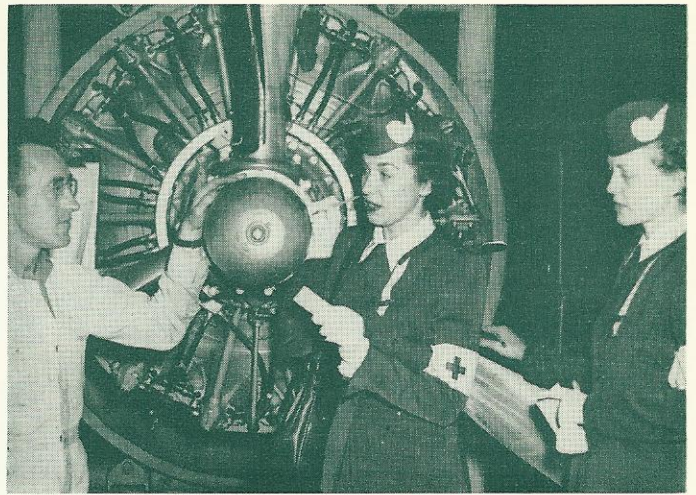
(Continued from Page 1, Col. 3)

to live in towns served by an airline," Mr. Cummings said. "There are 21,200 off-airline offices in the country where Air Express can be shipped. These offices forward the shipment by train or truck to the nearest airline office where the shipment is placed on the flight which will give it the best service to its destination."

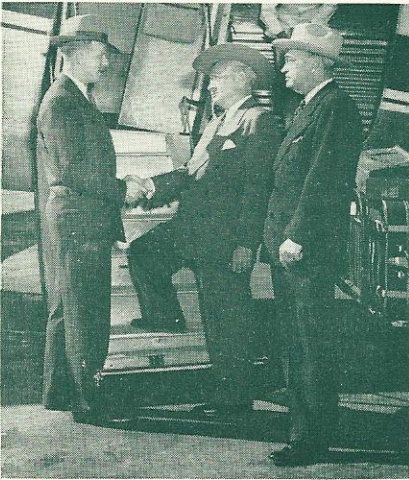
FRONTIER NEWS IN PICTURES...



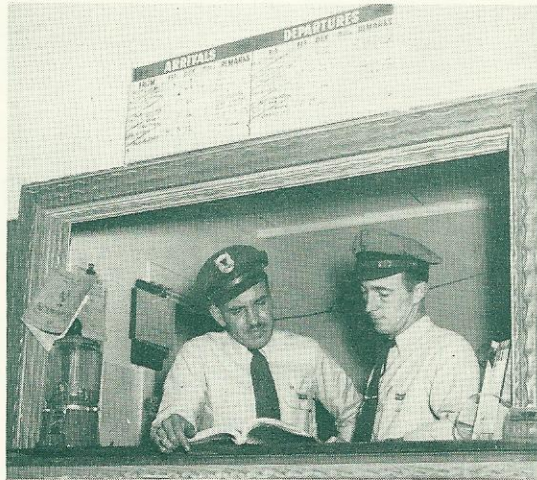
Frontier's Ray Wilson, Vice President of Operations, enjoys a joke with Navy Captain Karl E. Jung (left) and Commander Lewis T. Woodard during a special meeting of the Pueblo Traffic Club. All three men flew from Denver to Pueblo on a Frontier "Sunliner" chartered by the Denver Chamber of Commerce Marketing Development Committee.



The 1952 Red Cross drive took on new luster when the Stewardess Department took over the campaign. Approximately 40 uniformed girls, wearing the Red Cross insignia, contacted most of Frontier's 550 employees. Harold Ruppel, crew chief, gets the Red Cross facts from Eleanor Caygill and Elsie Clapp.



Ed Gerhardt, Frontier's Regional Sales Manager, greets John W. McPherrin, publisher of the American Magazine, when the latter arrived in Phoenix after a tour of southern Arizona via Frontier. Also greeting the publisher is James A. Smith, president of the Phoenix Chamber of Commerce.



Fred Klatt, left, Cortez Station Manager and outstanding Frontier business-builder, discusses schedules with Agent C. R. Johnson. Promotion-minded Fred leads all stations in passenger business per capita. He is looking forward to an outstanding season of vacation traffic in his Mesa Verde area.



Jim Thorpe, famous Indian athlete, was one of Frontier's distinguished passengers recently. Mr. Thorpe was the principal speaker at the Rawlins "Sports Roundup." Many sports authorities believe that "Big Jim" was the greatest athlete of all time.



Frontier was well represented at the Prescott annual Chamber of Commerce banquet which was held last month. With Arizona's Governor Pyle as the chief speaker, the event was well attended. Frontier was represented by, left to right: Ed Talbot, Station Manager in Prescott; Ed Gerhardt, Regional Sales Manager, Phoenix; and John Griffith, Regional Superintendent of Stations, Phoenix.



Frontier Airlines' speaker before Pioneer Air Lines' 1952 sales meeting in Dallas on February 26 was John Lindsay, Manager of Traffic and Sales. Lindsay stressed the selling of service over Frontier to Salt Lake City from Pioneer's cities.



Maryann Waldhaus Nunn, 22, of Flagstaff—Arizona women's ski champion since 1946—flew down to Phoenix in a Frontier Airlines plane to "train" for the Thunderbird Ski Meet at the Arizona Snow Bowl. Maryann, three-time winner of the Thunderbird Meet, poses at the Royal Palms Inn pool.—Phoenix Chamber of Commerce Photo.

AIR MAIL STAR ROUTE

(Continued from Page 1, Col. 2)

Lyman, garageman and truck line operator, to get in his pickup and head for the landing strip south of the city. When the strip is too wet for use, the plane lands on state highway 47. After an exchange of mail and gossip, the flight continues on to White Canyon.

The White Canyon strip is parallel to the Colorado river and on the downwind leg the pilot loses sight of the field until he comes around a bend in the river. The plane is met by a shiny blue Ford station wagon which provides transportation over very rugged roads to the White Canyon "post office." This is an open air affair where some 100 residents come to pick up their mail as it is distributed by Leroy Parker, mill superintendent.

Everyone is anxious to talk to Vic Reynolds since he is their only link with the outside world, and the big treat for the kids in town is to go to the "airport" and watch the mail come in and talk to the pilot.

Prior to the inauguration of the star route, it took about 10 days to get an air mail letter from Los Angeles to White Canyon. During this trip, a letter was relayed over three rural star routes, if snow didn't block the roads, and on arrival the mail carrier was across the river and had to be ferried to White Canyon, at an additional cost of \$5.00.

Needless to say, the people of these communities are enthusiastic about their new service and Vic Reynolds is equally enthusiastic about providing it for them. In order to make the service as effective as possible, Frontier Airlines is assisting in every way to get passengers, mail, and vital defense cargo to Cortez for connection with the Cortez Flying Service to avoid any delay in getting supplies to highly skilled workers and scientists at White Canyon who are playing such a vital part in our defense program.

DENVER BEARS CHARTER PLANE

The Denver Bears baseball team chartered a "Sunliner" specially christened "The Flying Bear" to take a group of Denver sports writers to Austin, Texas, for the last Bears games of the current training season.

This is the first time in history that a minor league team has chartered an airplane for a press promotion.

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

ADVERTISING AND PUBLICITY
DEPARTMENTS OF FRONTIER

G. S. KITCHEN, *Mgr., Public Relations*
GENE PILZ, *Advertising Manager*

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Meet Bob Meisenbach



Bob Meisenbach, lead mechanic, joined Monarch Airlines in November, 1946, as a hydraulic specialist and became lead mechanic in March, 1950. Bob spent four years in the Navy during the war and five years in the Naval Reserve. He is married and spends his spare hours as an amateur photographer.

Accessory Shop Honored By Aviation Weekly

One of the important reasons why Frontier has an outstanding maintenance record is the efficient organization and operation of the Accessory Shop.

The functions of the Accessory Shop include maintenance and overhaul of the propellers and governors, batteries, oil coolers, landing gear, tires, all hydraulic equipment, pumps, and carburetors.

Personnel of the shop have designed and built a large part of their test equipment. Their oil cooler cleaner test bench received honorable mention in Aviation Weekly Magazine. Members of the Accessory Shop shown in the picture below are, left to right: Meisenbach, Kimmel, Garner, Richert, Eakle, and Coopersmith. The shop is unique in the fact that only one man had less than five years of service with Frontier Airlines.



PILZ TOURS SOUTH AMERICA

Gene Pilz, Frontier's Advertising Manager, returned last week from a three-week air tour of Peru, Brazil and Argentina, via Braniff International Airways and Scandinavian Airlines.

Pilz was particularly interested in the development of South American airports. "Nowhere in the United States have I seen terminals as large and impressive as the ones in Lima, Rio, and Buenos Aires. The B. A. airport has a 60-million-dollar terminal building made of marble, glass and steel... and tremendous runways made to take jet transports of the future."

Over 200 color slides were made by Pilz during the trip. These will be shown to service clubs on Frontier's system during the coming months.

NEW PERSONNEL

KENNETH E. PERKINS—*Station Agent*—Albuquerque. Mr. Perkins worked for the Atchison, Topeka, and Santa Fe Railroad before joining Frontier.

WILLIAM J. McGRATH—*Station Agent*—Farmington, N. M. Mr. McGrath was employed in Ovid, Colorado, before coming to work for Frontier.

SHIRLEY M. JAMES—*Supply Clerk*—Denver Purchasing Department. Mrs. James was employed by the Telephone Company here in Denver prior to joining Frontier.

LUCILLE J. BENSON—*Accounting Clerk*—Denver Accounting Department. Lucille was employed by Nash Motors before coming to work for Frontier.

MARIA "FRITZIE" GRENGS—*Accounting Clerk*—Denver Accounting Department. Fritzie is from Minnesota, and worked for Lantz' Laundry before coming to Frontier.

CLARENCE R. GLEASON—*Station Agent*—Farmington, N. M. Mr. Gleason is from Oregon, and worked in that state prior to joining Frontier.

ELIZABETH "LIZ" EIFLER—*Secretary*—Passenger Service Department. Liz is from Teaneck, New Jersey, and has just been in Denver a short while.

CAROL L. FRASIER—*Stewardess*—Replacing Lily Mae Dolezal who resigned to be married. Miss Frasier is a native of Gunnison, Colorado, and worked as Clerk of the County Court in Gunnison prior to coming with Frontier.

No airline office is dull, but the boys at the Prescott station had more than their share of activity recently. The following article from the Prescott newspapers tells the story:

"Escaped Monkey Buzzes Airport

"Employees of Frontier Airlines at the Prescott Airport had more excitement than could be caused by a barrel full of monkeys this morning, but it took only one small monkey to do it—a chap named 'Poody.'

"'Poody,' if he'll pardon the familiarity, arrived at the airport from the coast this morning addressed to Mrs. Gus Desort of the Squaw Point Mountain Ranch near Thumb Butte.

"Shortly after the cardboard box in which he was traveling arrived inside the Frontier Airlines office, it broke open, and 'Poody' was on his own.

"A native of the Philippines and a member of the Java species, 'Poody' decided to go native. He led the attendants a merry chase and won the battle hands down and tail high.

"A hurried call was made to Mrs. Desort. When she arrived at the airline's office, she found 'Poody' in complete control of the control room.

"Frontier employees Ed Talbot and John Hays sighed with relief as Mr. Desort lassoed the monk western fashion with a coat hanger and returned him to his box.

"'Poody' will join others of his social status at Mrs. Desort's monkey house on her ranch."

STATION TO STATION

VOL. 1 NO. 4

"Sunliner News" Supplement

MARCH, 1952

Leo Schuster of Denver radio and wife, Rosemary, formerly of the operations department, have a new little boy in their home. He shall be known as Mark Allen and will no doubt rearrange the schedule of the Schuster household.

Mr. and Mrs. J. M. Senstad, Worland, welcomed the arrival of their 5 lb, 4 oz, baby girl. The little one is called Signi Lee.

Wayne (Revenue) Smith and wife Jo are right proud to announce the birth of a baby girl, Deborah Lynn.

A new H facility was installed in February at Duchesne, Utah. The frequency of the facility is 404 kc and the identification DUQ. If the range of this facility is adequate, it will be possible to remove the H facilities at Green River and Wellington, Utah. The Duchesne installation was made by Lockhart and Schuster in a very short time despite deep snow and near zero weather.

Airline President, Robert M. Love of All American Airways, recently visited in Salt Lake City and Prescott. Frontier personnel were on hand to welcome him. Mr. Love informed our line that he was making a nationwide tour of all the local service airlines to study operating methods and look for new ideas and procedures with which to improve the operation of his own twelve-year-old scheduled airline service.

Mr. Love, a brilliant speaker with a very pleasant and interesting personality, was impressed with the brisk, fresh, smokefree climate of Prescott. Upon completion of a trip in the Pacific Northwest, Mr. Love will visit southern Arizona and New Mexico.

All American Airways operates 24 passenger DC 3's between Cincinnati, New York, Pittsburgh, Washington, Baltimore and other intermediate points.

Fred Elliott, sheet metal shop foreman, has recently completed a trip to the United Airlines maintenance base at San Francisco, California. The purpose of this trip was to study progressive overhaul control system, procedures used, control on manpower, information on the wing center section rework, and the types of equipment and tools used on airplane overhauls. He received valuable information that should benefit Frontier's maintenance division.

The Salt Lake station has enjoyed a tremendous increase in passengers in spite of very bad weather, thanks to the oil men of this area who held a convention in Casper, Wyoming. Their sincere compliments were proof of a successful operation which included a second flight section from Denver to Casper and Salt Lake City.

The Prescott squadron of the Arizona Civil Air Patrol plans a benefit dance to be held in the Prescott Senior High School gymnasium on April 19th. Proceeds of the event will be used to help defray expenses for Herb Chesney, Frontier Airlines employee, and to replace the aircraft lost in this search. Herb was injured in a crash while on a CAP squadron search mission last January.

It is expected that CAP officials will be on hand from headquarters of the Arizona wing to usher in the affair. Music will be provided by an Air Force band from Phoenix. In connection with this, a raffle is planned for free 20 minute rides in CAP planes to more thoroughly acquaint the public of CAP activities and the services rendered the airmen by this non-profit organization.

It has been rumored that Dale Rausch has a little Indian blood coursing his veins. Some of the personnel are wondering if that is why they call him "Chief" Accountant. (What'um bout it Dale?)

Irene Moltzau, secretary to Mr. Myhre, waited in vain for three days in Phoenix for Arizona sunshine ---- she then returned to Colorful Colorado and acquired her sun tan. (Denver Release)

During the last week in March a "trouble-shooting" Sales Task Force was sent into INW, GUP and ABQ for five days of work calling on prospective air customers and attempting to secure new business. Those three points were not making very good use of Flights 16 and 17, so it was decided that we had better see more people and tell them about those flights which give direct service between ABQ and Arizona cities. Dick Ellis, District Sales Manager in Albuquerque, Edna May, Sales Representative in Phoenix, Dex Alger, Sales Representative in Salt Lake City, and Mike Cook from the Denver Office did the job.

At the same time we ran a series of extra newspaper ads in Albuquerque, Gallup and Winslow which emphasized the use of Flights 16 and 17 in particular. The Task Force had a supply of the brand new Frontier book matches to pass out to the luncheon and dinner groups, films to show to clubs in the evenings, and obtained a lot of good publicity in the newspapers and on the radio. As usual, one of the main jobs of the Task Force was the all-day, every-day sales job on the streets.

Bulky flower shipments have again started to pour in causing renewed interest in cabin loading. During the second week in March, five requests were received in a single day for permission to load flowers in the four front seats. This problem is causing quite a beehive of activity in Denver with all departments working at top speed to provide a satisfactory answer before the flower season is past. Reports recently received from the engineering office of the maintenance department indicate a good possibility that a suitable solution is forthcoming very soon.

Station Agent, Gordon Latta, received his orders to report to duty with the Naval Air Force and is now on military leave. Denver Station gave a farewell party at the Trade Winds for Gordon before he left.

The man who never makes an error never plays much ball.

SUMMARY OF U. S. LOCAL SERVICE AIRLINE TRAFFIC FOR

CALENDAR, 1951

Compiled by American Aviation Publications from Official C. A. B. Data.

American Aviation Daily
March 7, 1952

AIRLINES	REVENUE PASSENGERS		REVENUE PASSENGER MILES		AVAILABLE SEAT MILES	PASSENGER LOAD FACTOR %	MAIL TON MILES		EXPRESS TON MILES		FREIGHT TON MILES		TOTAL TON MILES		AVAILABLE TON MILES		FLOWN TON MILES		% AVAILABLE TON MILES USED		REVENUE PLANE MILES		SCHEDULED MILES		% SCHEDULED MILES COMPLETED	
	REVENUE PASSENGERS	REVENUE PASSENGER MILES	REVENUE PASSENGER MILES	REVENUE PASSENGER MILES			TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES	TON MILES
All American	213,896	30,689,000	69,853,000	42.93	60,157	148,872	...	3,210,906	7,983,180	40.22	3,326,325	3,411,998	93.98													
Bonanza	30,216	7,716,000	18,866,000	40.90	6,483	3,066	16,033	734,316	2,040,756	35.98	928,371	933,475	97.61													
Central	35,303	5,263,000	28,565,000	18.42	22,291	5,994	10,928	543,480	3,163,325	17.18	1,462,731	1,433,555	97.75													
Empire	44,658	9,463,000	26,824,000	35.28	25,559	18,511	...	926,836	2,831,612	32.73	1,277,445	1,251,813	98.44													
Frontier	104,792	28,015,000	92,014,000	30.45	127,808	76,990	303,611	3,321,453	8,259,615	40.21	4,550,432	4,581,076	98.32													
Lake Central	31,564	6,176,000	25,321,000	24.39	15,276	85,925	315	668,315	2,816,317	23.73	1,240,663	1,257,120	91.71													
MCA *	42,058	8,710,000	20,179,000	43.16	21,342	43,477	39,097	935,462	2,287,867	40.89	953,278	988,420	95.71													
Mid-West	2,693	406,000	3,094,000	13.12	9,501	...	...	42,715	340,286	12.55	773,387	901,582	85.75											
Ozark	49,507	8,130,000	42,294,000	19.22	23,814	59,952	...	833,417	4,139,480	20.13	2,055,915	2,293,103	88.51													
Piedmont	189,831	44,380,000	88,184,000	50.33	65,808	85,107	126,328	4,521,974	10,075,448	44.88	4,198,103	4,198,974	98.21													
Pioneer	164,171	43,891,000	96,914,000	45.29	108,428	43,959	162,239	4,722,037	9,723,809	48.56	4,051,422	3,924,657	99.40													
Robinson	103,696	16,276,000	31,890,000	51.04	28,373	61,566	39,082	1,590,989	3,309,563	48.07	1,546,870	1,531,569	93.91													
Southern	96,818	17,439,000	63,497,000	27.46	86,011	79,359	...	1,831,966	5,736,251	31.94	3,026,198	3,081,942	97.55													
Southwest	137,821	27,383,000	53,060,000	51.61	62,909	46,480	125,243	2,981,883	6,063,911	49.17	2,526,630	2,488,109	96.53													
Trans-Texas	77,799	18,455,000	61,980,000	29.78	50,766	29,482	65,055	1,996,911	6,196,045	32.23	2,948,508	2,924,866	98.52													
West Coast	78,876	11,930,000	28,479,000	41.89	10,628	10,577	35,583	1,134,464	2,629,666	43.14	1,372,056	1,364,020	96.39													
Wiggins	4,094	382,000	2,071,000	18.45	1,352	1,701	...	37,152	222,635	16.69	529,168	709,195	73.06													
Wis. Central	96,302	15,309,000	36,337,000	42.13	60,292	107,408	...	1,610,680	3,748,372	42.97	1,982,862	2,103,616	94.02													
TOTALS	1,504,095	300,013,000	789,422,000	38.00	786,798	908,426	923,514	31,644,956	81,568,138	38.79	38,750,364	39,379,050	95.79													
HAS	...	...	...	...	24,860	...	...	24,860	64,508	38.54	326,009	346,852	93.99							
Los Angeles	...	...	...	...	45,764	...	...	45,764	120,329	38.03	293,212	308,602	94.61							

Helicopter Mail Service

* Figures cover local service segment (route 106) awarded MCA by CAB in the Parks Air Lines Investigation Case.
NOTE: Figures include both scheduled and non-scheduled operations.