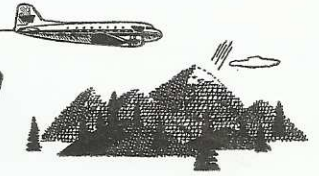




# Sunliner News



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## 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;

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

Well over three thousand people in Wyoming, Colorado and Utah now have first-hand 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 employe 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—Farmington, New Mexico.  
 ROBERT E. FOLEY—Station Agent—Farmington, New Mexico.  
 J. MAYNARD MILLER—Station Agent—Farmington, 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—Farmington, New Mexico.  
 HOWARD E. ARMSTRONG—Captain—Denver, Colorado.

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

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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

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### 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.

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