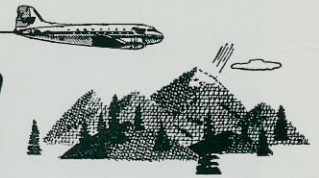




# Sunliner News



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## PERMANENT CERTIFICATE BILL PASSED

### Senate Gives Measure Unanimous Approval

When the United States Senate unanimously approved Senate Bill S651 stockholders and employees of Frontier Airlines were one step nearer the Permanent Certificate which means probably more than anything else to the future progress of the airline.

The House of Representatives had previously passed H.R. 2225. Since there are, however, some differences between the two measures, the legislation is now in a joint committee which will attempt to produce a bill which will be satisfactory to both Houses. The House bill, as passed, is as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 401 (e) (2) of the Act of June 23, 1938, as amended (49 U. S. C. 487 (e) (2); 52 Stat. 987), is amended by adding the following:

"(3) If any applicant who makes application for a certificate within one hundred and twenty days after the enactment of this section shall show that, from the date of enactment of this section until the date of its application, it or its predecessor in interest, was an air carrier furnishing, within the continental limits of the United States, local or feeder service consisting of the carriage of persons, property, and mail, under a temporary certificate of public convenience and necessity issued by the Civil Aeronautics Board, continuously operating as such (except as to interruptions of service over which the applicant or its predecessors in interest have no control) the Board, upon proof of such fact only, shall, unless the service rendered by such applicant for such period was inadequate and inefficient, issue a certificate or certificates of unlimited duration, authorizing such applicant to engage in air transportation between the terminal and intermediate points within the continental limits of the United States between which it, or its predecessor, so continuously operated between the date of enactment of this section and the date of its application."

The big difference in the two bills is included in the following wording taken from the Senate Bill 651:

"... Provided, That the Board in issuing the certificate is empowered to limit the duration of the certificate as to not over

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All phases of the aviation industry were represented on the panel that presented the "Case for the Permanent Certification of Local Service Airlines" at the annual meeting of the American Association of Airport Executives held in Tucson April 15 through April 21. Paul Rogers, Ozark Air Lines, back row, left, moderated the program. Frontier's C. A. Myhre gave the industry's position and C. C. Wood, design engineer for Douglas, outlined some of the problems involved in developing a local service airline plane. Dr. Leslie A. Bryan, of Urbana, front row, left, pointed up the airport manager's position. John Casey, front, center, presided over the sessions and Ed Rogers, Assistant to the President, Air Transport Association, front, right, explained the position of the entire industry. One thing which was apparent is that everyone is of the opinion that permanent certification would be beneficial to the local service industry.

### Ross Rizley Named Chairman of the C.A.B.

Ross Rizley, of Guymon, Oklahoma, was recently sworn in as a Member of the Civil Aeronautics Board in a ceremony witnessed by members of Congress, and the Judiciary, Government leaders, members and staff officials of the Board and personal friends.

Following the swearing-in ceremonies, Mr. Rizley was presented with a Letter of Designation from President Eisenhower, naming him Chairman of the Civil Aeronautics Board for 1955. Mr. Rizley, whose term as a Board Member expires December 31, 1960, replaces the Honorable Oswald Ryan, whose last term of office expired on December 31, 1954.

Mr. Rizley served in the Oklahoma State Senate for four years, and was later elected to Congress, where he served from 1941 to 1948. Subsequently, he conducted a general law

practice in Oklahoma until March, 1953, when he was appointed Solicitor of the U. S. Post Office Department. In December of that year, he was named Assistant Secretary of Agriculture, leaving that post one year later to serve as Special Legal Consultant to the Postmaster General of the United States.

Mr. Rizley received his LLB degree from the University of Kansas City in 1915, where he also was a member of the legal fraternity Phi Alpha Delta. He was admitted to the Missouri Bar in 1914 and the Oklahoma Bar in 1915. He has been admitted to practice before the Supreme Court of Oklahoma; U. S. District Court, Western District of Oklahoma; Circuit Court of Appeals; and U. S. Supreme Court since 1929. He was a senior member of the law firm Rizley, Tryon and Sweet.

Following his recent honor, Mr. Rizley announced the appointment of Robert Lowe Kunzig to the position of Assistant to the

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Among many of the businessmen interviewed by American Aviation's Eric Bramley was one of the area's most prominent bankers, Bill White, of Pueblo. Mr. White has recently opened banks in Alamosa and Durango and is naturally quite interested in the future of Frontier Airlines. The object in the lower left hand corner that looks like a pistol is a pistol. Mr. White's bank has little trouble with overdrawn accounts or overdue notes.

## American Aviation Writer Visits Frontier

After two weeks in the Rocky Mountain area, Eric Bramley, Executive Editor of American Aviation magazine, has a much better idea of the industry's activities in the West.

During his stay in Denver, Mr. Bramley visited the Denver-based airlines, Jeppesen & Co., Airborne Perishables and Stanley Aviation to get a comprehensive picture of the ever-increasing importance of Denver and the surrounding country in the field of aeronautics.

One of the primary purposes of Eric's visit was to do a story on Frontier's "First Class Mail by Air" program. To supplement the information furnished by Frontier's general office, he traveled the Denver-Phoenix segment where he interviewed business men, postal and civic officials. After leaving Denver stops were made at Pueblo, Alamosa, Durango, Farmington, Prescott and Phoenix. Lack of time made it impossible for him to stop at Gallup, Winslow and Flagstaff.

After several interviews, one thing became increasingly clear. People were very pleased with the improved mail service they were getting but, in spite of the publicity it has been given, many of them did not realize the "air lift" was responsible. They were all agreed that it was a good thing, it should be continued, and that fireworks would really start if it were discontinued.

In order to give Bramley a good look at the country through which Frontier operates, arrangements were made to drive him from Pueblo to Farmington via La Veta and Wolf Creek passes. At the end of the trip he was fully aware of Frontier's terrain problems and also a little short of breath.

He was very impressed with Frontier's operation and the high caliber of personnel on the airline and this, coming from one who has visited nearly every carrier in the country, is indeed something that entitles every member of Frontier's family to a slight case of chest expansion.

## Myhre Speaks for Local Service Carriers

Speaking before some 300 members of the American Association of Airport Executives in Tucson, Frontier Airlines' President, C. A. Myhre, made an earnest plea that the nation's local service carriers be given permanent certificates.

In justification of his position, Frontier's chief executive pointed to the huge investment various states and cities have in airport facilities. "They have made these expenditures in good faith," he said, "and have been diligent in promoting the use of air service. Permanent certification for the local airlines would be some assurance that their money and time were wise and farsighted, rather than speculative."

Another point which is most vexing and expensive, according to Myhre, is the constant and recurrent renewal proceedings. He emphasized the fact that each proceeding costs Frontier from \$50,000 to \$100,000. "It also places an undue burden on the cities involved," he said, "which are expected to send witnesses to each hearing to make certain that their community is not suddenly left without air service."

Perhaps the equipment problem is one of the greatest facing the local service industry at this time, and this is understandable, the speaker pointed out, when it is realized that no manufacturer wants to undertake the expensive program of designing and building a new plane when there might be no customers when he is ready to market it. "Permanent certificates," he said, "would assure the manufacturers that the local service industry is here to stay and that they may undertake such a project with some confidence that there will be buyers."

To substantiate his position that the local service carriers have made sufficient progress to justify permanent certificates, Myhre cited the growth figures for the past nine years. From 25,118 passengers in 1946 to 2,423,484 in 1954. Air mail ton miles for the same two years up from 60,088 to 1,227,083; express ton miles up from 24,354 to 1,042,954, and air freight up from a mere 25 ton miles in 1946 to 1,158,347 in 1954.

"Making the present temporary certificates permanent," Mr. Myhre said in conclusion, "would be one very important factor contributing to even greater success in the future."

## Sales Teams Plug Rocky Mountain Vacations

"America's vacationland is the wonderland served by Frontier Airlines!" Telling and selling this story and the attractions of "Neighborly North Dakota," "Magnificent Montana," "Wonderful Wyoming," "Unique Utah," "Colorful Colorado," "Marvelous New Mexico," and "Amazing Arizona" were ten sales representatives of Frontier Airlines on the 1955 interline sales campaign conducted in March. Working in four teams for two to three weeks personal contacts were made with the sales, reservations and ticket counter

personnel of all of the airlines in twenty-four of America's largest cities.

Three of the sales teams worked out 30-minute colored slide presentations on the national parks and other scenic attractions to be found on Frontier's system. Everywhere there was a genuine interest expressed by all of the airlines contacted in the possibilities for a wonderful vacation in the Rocky Mountain West. To round out the presentations a kit of Frontier's many folders, a route map of the system and a copy of recent interline ads were left with each person contacted. To assure a prolonged memory of Frontier Airlines and the story that was told during this campaign a gimmick, in the form of a nail clip and file made up as a key chain, was left with the supervisors of every airline.

Frontier Airlines' interline business has become a large part of its total business. In 1954, 46,776 passengers were exchanged between Frontier and the other airlines for 32% of Frontier's total passenger business. In dollars this added up to an exchange of \$1,603,669 with \$667,825 going to Frontier in interline business. This amounted to 31% of the total of Frontier's passenger revenue in 1954.

Covering the United States for Frontier Airlines were these teams:

West Coast cities: Tom Makurat, D/S/M-ABQ; Dex Alger, D/S/M-SLC.

Mid-west and Great Lakes cities: Chet Lubben, D/S/M-DEN; Earl Passwater, D/S/M-BIS; Bill Monday, Supr. Resv. and Pay-load-DEN.

South Central and Gulf cities: Vern Carlson, D/S/M-GJT; Edna May, D/S/M-PHX; Gordon Dahl, Sales Rep.-DEN.

East Coast and Great Lakes cities: Rick White, D/S/M-BIL; Ed Gerhardt, Field Dir. Sales-DEN.

## Frontier Stockholders Hold Annual Meeting

Frontier's Annual Stockholders' Meeting was held in Denver on Tuesday, April 12. Mr. Walter Walker, Mr. L. E. Leverone, and Mr. A. J. Frank, whose terms as directors expired this year, were re-elected for three-year terms. Other directors are: H. S. Darr, E. N. Levin, C. A. Myhre, L. W. Linville, E. B. Slocum, and B. Reagan. All officers of the company were re-elected.

In reporting the company's business in 1954, Frontier President C. A. Myhre pointed out the increase in revenue traffic over 1953. "Revenue passengers carried," he said, "increased 17,814, or 13.94%; air freight ton-miles increased 21,191, or 5.02%; air express ton-miles increased 7,950, or 11.98%; air mail ton-miles increased 6,183, or 6.44%."

Dollar wise, passenger revenue increased from \$1,782,764 in 1953 to \$2,084,138 in 1954, while cargo, express and freight were up from \$164,314 to \$186,585 in 1954. Mr. Myhre pointed out that due to certain tax adjustments, such as the accrual of expenses for employee vacations allowed by the 1954 Revenue Act, and the amortization of pre-operating expense applicable to the Williston Basin, the company's net income was down from \$91,511 in 1953 to \$48,575 in 1954.

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# FRONTIER NEWS IN PICTURES . . .



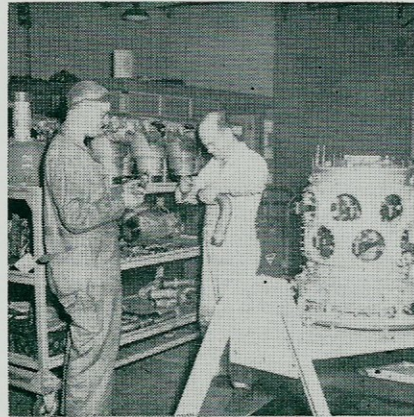
While the employees in Frontier's southern division were basking in the sun, swimming, and picking grapefruit, the personnel in the northern division had an entirely different problem . . . what to do with the surplus snow that fell during one of the season's worst storms. The above picture, taken at Billings, is typical of the problems encountered at northern stations during the winter months. It also explains why there is sometimes a hundred degrees difference in temperature between northern and southern division stations.



Frontier Meteorologist Howard Fenner explains weather and weather balloons to one of the most recent class of agents to be graduated from the company's Denver training school. In the above picture, left to right, and their station assignments, are: J. Gregory, Winslow, Arizona; P. Morris, Bismarck, North Dakota; J. Schulte, Farmington, New Mexico; C. Threlkeld, Casper, Wyoming; Howard Fenner; R. Putnam, Cortez, Colorado; R. Schneider, Flagstaff, Arizona; H. Winters, Farmington; E. Clark, Alamosa, Colorado; W. Kegley, Williston, North Dakota.



The most recent graduates of Frontier's stewardess school to receive their wings are pictured above with their immediate supervisors. Reading from left to right, are: Addie Wutske, Chief Stewardess, Denver; Louise Hermann, Bismarck, North Dakota; Beth McNeill, Grand Junction, Colorado; Doris Smith, Oakland, Calif.; Doris Conitz, Bismarck, No. Dakota; Jacqueline Jacobson, Salt Lake City, Utah; June Mihelcich, Welby, Colorado; Joanne Lohse, Denver; J. B. Montgomery, Frontier's Superintendent of Passenger Service.



John Higgins, left, and Ben Lemme, right, of the Maintenance Department, are shown building up the first engine final assembly in the Engine Overhaul Department. At the present time, Frontier Airlines has completely overhauled six engines—since the inauguration of its own Engine Overhaul Shop the first part of 1955. Six engines per month must be overhauled throughout 1955 in order to obtain adequate coverage.



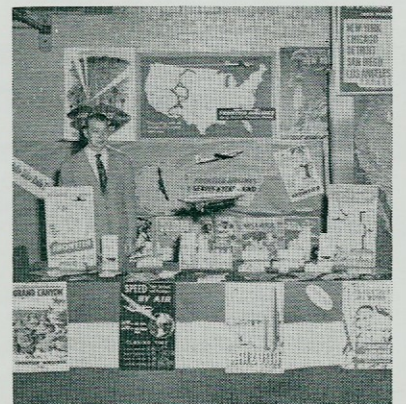
Eric Bramley, of American Aviation, took time out on his recent tour of Frontier's system to shoot a few movies from the top of Wolf Creek Pass. Since this was Mr. Bramley's first visit to the Rocky Mountain area, he took advantage of every opportunity to learn everything possible about the entire area and the terrain over which Frontier operates.



Some twenty Denver press, radio, and television men utilized Frontier's charter service to fly to Toledo, Ohio, for the opening game of the Denver Bears' schedule. Since this marked the beginning of Triple A baseball in the Rocky Mountain area, considerable interest has developed throughout the region.



Above are two of the station managers to receive Five-Year Pins at a luncheon held on March 2 at the Skyways Hotel, during the recent Station Managers' Meeting in Denver. Flanked by Frontier President C. A. Myhre, left, and Director of Ground Operations William R. Crismon, are James Seamster, Dickinson, and Ralph Rea, Silver City.



Frontier Airlines was well represented at the annual membership meeting of the Prescott, Arizona, Chamber of Commerce. Dick Lohbeck, Station Manager, is shown behind the Frontier booth where all types of information on the scheduled airlines was available.





## USE ALL THE SPACE!

Another in the Air Cargo, Inc., cargo posters which needs no explanation and is very timely in view of the oncoming heavy summer traffic.

### Permanent Certificate . . .

(Continued from Page 1, Col. 3)

one-half of the intermediate points named therein, which points it finds have generated insufficient traffic to warrant a finding that the public convenience and necessity requires permanent certification at such time."

At press time the bill was still in committee and no indication has been given as to when further action will be taken. Assuming that the final form meets with the approval of both Houses, it will then go to the President for signature or veto.

Mr. C. A. Myhre, President of Frontier Airlines, took occasion when news of the bill's passage was announced, to extend sincere thanks to the many people along Frontier's system who have been so helpful in this very important piece of legislation.

## 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*

SHIRLEY COWLES, *Editor*

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### Frontier Stockholders . . .

(Continued from Page 2, Col. 3)

Among highlights of the past year's activities, mentioned by Mr. Myhre, were dedications of the many new terminals along Frontier's system, the increases in interline traffic, the "First Class Mail by Air" experiment, and the continued growth and expansion of industry in the Rocky Mountain area.

"The service offered by Frontier," Mr. Myhre said, "becomes more and more a requirement to all phases of business and industry in this area. The support of the communities we are privileged to serve, and the loyalty of employees should make the year 1955 show a continuation of the upward trend established in previous years.

#### NEW PERSONNEL

JAMES W. MONTGOMERY.....*Station Agent*  
JOHN R. PARSONS.....*Station Agent*  
JOHN J. MULLANE.....*Station Agent*  
ROBERT L. WHITE.....*Station Agent*  
HAROLD R. LONG.....*Station Agent*  
KATHERINE E. HARRISON

*IBM Key Punch Operator*

EARL N. SORRELS.....*IBM Operator*  
NATHAN H. BROWN.....*Mechanic*  
GEORGE W. ROJECK.....*Mechanic*  
DONALD K. ERICKSON.....*Mechanic*

#### PROMOTIONS

DONALD E. STOKES—*Senior Station Agent*—  
Salt Lake City, Utah.

DONALD BODEMAN—*Station Manager*—Wins-  
low, Arizona.

#### RETURN FROM MILITARY LEAVE

HENRY J. CARR—*Station Agent*—Cody, Wy-  
oming.

RAY D. WILLCOX—*Station Agent Trainee*—  
Pueblo, Colorado.

## C.A.B. NEWS

The Civil Aeronautics Board has authorized Frontier to serve Vernal as an intermediate point between Salt Lake City and Grand Junction thus providing this isolated city with air service in a third direction, effective May 1st.

Frontier is awaiting the pre-hearing conference report from the Examiner in the Frontier Renewal Case, Docket No. 6584, and the Board's order consolidating related applications into this case. These actions will determine the issues to be decided in Frontier's renewal case and are expected within a month.

An examiner has recommended the renewal of Trans-Texas Airways' certificate for seven years from the date of the Board's decision in the case. The examiner has recommended sweeping revisions of Trans-Texas' route including the elimination of Del Rio, Eagle Pass, Uvalde, McCamey and Palestine, Texas, to which service has been suspended, and the elimination of Brady, Beeville, and Coleman, Texas, and Stuttgart and Helena-West Helena, Arkansas, which are presently served by Trans-Texas. Also included are the transfer of Trans-Texas' Dallas-El Paso and San Antonio-San Angelo routes to Continental Air Lines. Trans-Texas has been recommended for a new route from Dallas to La-

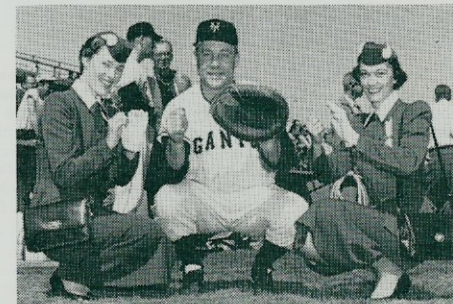
redo via Fort Worth, Austin and San Antonio, with the suspension of Braniff Airways at Laredo. Other suspensions of trunk lines in Trans-Texas' area are Braniff at Galveston and Delta Air Lines at Tyler and Longview-Kilgore-Gladewater, Texas. The examiner concluded that these modifications in the Trans-Texas route would result in a net savings to the government of \$630,000 per year, a substantial improvement in the financial position of the carrier, and he observed that "with diligent efforts, it should reach the point of self-sufficiency within the period of certification herein."

### Durango-Silverton Narrow Gauge Announces Summer Schedules

Excursionists will be able to reserve tickets in advance for all of the 250 seats on the narrow gauge train operating between Durango and Silverton for the first time this summer, Denver and Rio Grande Western passenger traffic manager Harold F. Eno announced recently. Formerly only the ten parlor car seats were reservable.

The train will start operating on Sunday, June 12, and will run Sunday, Wednesday, and Friday up to and including Friday, July 1. From Sunday, July 3, until Labor Day, September 5, it will operate on a seven-day-a-week basis. After that date it will run Sunday, Wednesday, and Friday again through September 18.

The train will leave Durango at 9:15 a.m., arrive in Silverton at 12:40 p.m., leave Silverton at 2:40 p.m., and arrive in Durango at 6:00 p.m. Tickets, which can be obtained either in Durango or at the D&RGW headquarters in Denver, are \$3.00 plus federal tax for the round trip, with \$5.00 extra each way for reservations on the parlor car. Frontier station personnel at Durango will be glad to arrange for ticket purchase, reservations, and all necessary details.



As the current baseball season unfolds, Frontier stewardesses Wanda Seamon and Ruth Knill have the advantage of a preview of things to come. Catcher Wes Westrum of the Giants gives the girls some first-hand information. The Giants spent several weeks in Phoenix during their spring training season. (Phoenix Chamber of Commerce photo.)

### Ross Rizley

(Continued from Page 1, Col. 2)

Chairman of the Board, effective immediately. Prior to his association with the Board, Mr. Kunzig served as counsel for the House Committee on Un-American Activities in Washington, D. C. Prior to that he served as Deputy Attorney General of Pennsylvania, acting as Chief of the Justice Department's Anti-Communist and Anti-Subversive Section for the State of Pennsylvania. He is also the author of several articles which have appeared in national magazines.