



Sunliner News



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FRONTIER GETS NATIONAL RECOGNITION



Claude Friday, President of the National Association of State Aviation Officials, can prove to his friends in New York that he was really at the Association's meeting in Dubois, Wyoming. Mr. Friday, along with other members of his organization, took time out from their activities to enjoy a real frontier barbecue, accompanied by Indian dances, wild game, and stories of the old west.

WYOMING HOST TO NASAO MEETING

Many people got their first glimpse of Wyoming and the Rocky Mountains when the directors of the National Association of State Aviation Officials held their annual meeting at Dubois.

The three day meeting was spent in discussing aviation problems at the state level and included such items as registration of private aircraft, safety regulations and the many ways in which aviation can become even more valuable. The group also had an opportunity to preview a new color film which will be released in the near future called PILOTS DECISION. The motion picture deals with the importance of established flight procedures and what happens when a private pilot decides to fly on instruments without instrument training. It will be shown primarily to private pilot groups and is not intended for mass distribution. Another film in the making which deals with the many uses of the airplane was previewed for the group. This release, when completed, will encompass crop dusting and re-seeding programs throughout the United

States and will make a very interesting subject for any group.

But it wasn't all work. A little time was set aside to show the visitors the Jackson Hole country and Yellowstone Park. They also visited some of the guest ranches in the area and some hooked into a limit of rainbow trout, all a pound or better. They were entertained at a cocktail party sponsored by Frontier, Western, and United Air Lines and were guests at an outdoor barbecue where the entree was venison, elk, and mountain sheep. While dining on wild game a group of Indians demonstrated some of their ceremonial dances.

Those present were agreed that the West had once again lived up to the advance billing and that "Western Hospitality" is really something more than a trite expression. Several even made plans to return with their families at a later date for an extended vacation.

George Nelson, Wyoming's State Director of Aeronautics, was the official host and did an outstanding job in handling arrangements and entertaining his guests.

While many of those attending used Frontier to Riverton where they were met by

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United Press Story on Farmington Given Wide Circulation

U. P. writer, Murray M. Moler, of Salt Lake City, was sufficiently impressed with Frontier's Farmington operation to write the following article.

"The busiest airport in the world—twice a day—is the bustling terminal at Farmington, in the heart of the gas-rich San Juan Basin.

Once in the morning, and again in the evening, four sturdy DC-3's wing their way over the sagecovered mesa above the town, make their pattern turns and land in succession.

These are eight of the flights operated by Frontier Airlines, born just after the war to serve the off-path communities of the Mountain West and now the nation's largest—in route miles flown—local service air line.

Once on the loading ramp at Farmington, these planes are the signal for a lot of things to happen fast. Passengers, who boarded at Salt Lake City, Denver, Phoenix, Albuquerque or way points, hop out for a refreshment at the plushy airport cafe.

Ground crews, whose goal is to get all their work done in 20 minutes or less, hop through the maneuvers drilled into them by genial Paul Almquist, Frontier's Farmington manager since 1948.

They quickly shift baggage, mail and freight from one plane to another so the flights can continue, with frequent stops, to their various destinations.

When the transfers are completed and the DC-3's gassed up again, the crews and passengers—Almquist says one problem is to make sure everyone gets on the right flight—climb aboard and the veteran Douglas ships take off in 1-2-3-4 order.

Almquist and Tom Makurat of Albuquerque, District Sales Manager for the air line, report that it is because of this twice-a-day Farmington "merry-go-round" that Frontier is able to work successfully. The line operates 3,647 route miles—flying about 417,000 miles monthly—through 40 cities in seven states.

Farmington is listed in a government survey as the second city—topped only by Crescent City, California—in the number of persons per capita who use planes where service is available only on local-service lines.

In addition to its strategic location between the major cities of Utah, Colorado, New Mexico and Arizona, Farmington is used for

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Jeffery Skitch, member of the D'Oyly Carte Opera Company, welcomes several members of the Airlines Personnel Relations Committee to Central City. Left to right: H. W. Bell, Continental Air Lines; H. P. Barnard, Frontier Airlines; J. L. O'Brien, Executive Director of the Conference; Robert Wharton, Delta C&S Lines; and Mr. Skitch.

Central City Stages Royal Welcome for APRC Meeting

The bi-monthly meeting of the Airlines Personnel Relations Conference, attended by officials of all of the nation's local service and trunk carriers, was held on July 19, 20, and 21, 1955, in historic nearby Central City, with Frontier and Continental acting as co-hosts. The agenda for the special meeting of local service representatives, which took place on the first day of the conference, included: supervisory training at the local service carrier level; company policies in connection with representation elections; union demands regarding pension, health and welfare programs; establishment of maxima in connection with fringe benefits; analyses of recent local service carrier settlements; national wage and fringe benefit settlements and their possible effect on the local service industry.

The agenda for the combined local service and trunk meeting, held on the following two days, included: pension plans, with Conrad Orloff, Vice President of Marsh and McLennan, consultant to Delta C & S, as guest speaker; panel discussion regarding the preparation for negotiations, grievance and wage arbitrations; ILO action concerning the establishment of an AdHoc Committee for the purpose of investigating working conditions in air transportation; election of industry delegate as U. S. Industry representative on ILO Committee; appraisal and evaluation of arbitrators; CAB proposals for new flight and on-duty time limitations; labor legislation; local service problems; current Washington developments of industry interest.

On Wednesday, July 20, a cocktail party and dinner were given by co-hosts Frontier and Continental Air Lines for all conference members in the Eureka Room of the Teller House.

Those attending the conference included: J. L. O'Brien, Executive Director of the Conference; Phil Barry, Assistant Executive Director; and the following airlines representatives: *Air France*: R. Sloman; *American Airlines*: J. Baldrige, A. DiPasquale, P. Kayser; *Braniff*: H. Amlin, Malcolm Harrison; *Capital*: H. Biermann, J. Burke, R. J. Wilson; *Delta C&S*: Bob Wharton; *Eastern*: T. Schrader; *Northwest*: R. Kerr; *Pan American*: E. Goulard, R. Hogueland; *Trans-Canada*: F. Eyre; *Trans-World*: Dave Harris, J. Mead; *United*: R. Ahrens, *Bonanza*: Florence

Murphy, Myron Reynolds; *Central*: M. J. Barrett; *Lake Central*: John Paulsen; *Mohawk*: D. Gaynor, R. V. Stephenson; *North Central*: A. E. Schwandt; *Riddle*: J. Salmon; *Southern*: Ralph DesRochers; *Trans Texas*: P. Reid; *West Coast*: John Beard; *Frontier*: E. L. Aden, H. P. Barnard, J. Burnell, G. S. Kitchen, J. D. Lindsay, C. A. Myhre, A. J. Schmidt, G. Shaffer, L. L. Love; *Continental*: H. Adcox, H. W. Bell, S. Faulkner, G. J. M. Kelly, H. Lawrence, K. Sorby, C. C. West.

Regional Public Relations Advisory Groups Formed

The development of scheduled aviation during the past few years represents one of the greatest achievements of American industry. But as it grew this constantly expanding business created problems which are common to the industry.

To help solve, or eliminate these problems, the Air Transport Association, under the direction of Willis Player, its vice president of public relations, has set up a regional public relations committee to act as the voice of the industry.

The committee is composed of public relations men connected with the carriers serving a given area. Committees have been established in Los Angeles and Chicago with Denver the latest to be organized.

These groups will work closely with the military in helping to solve the noise problem. They will also work closely with cities to help point up the value of an airport to a community.

Stan Halberg, Vice President-Public Relations of Continental, was elected chairman of the Denver group with G. S. Kitchen, Director of Public Relations for Frontier, as Vice Chairman and Secretary.

C.A.B. NEWS

Frontier Airlines has applied for an extension of its Route 73 from Williston, North Dakota to Regina, Saskatchewan, Canada, in order to connect the capital of the province of Saskatchewan with Billings and Denver. One-carrier service from Regina to Minneapolis-St. Paul would also be possible under Frontier's previously requested route from Bismarck to the Twin Cities. Regina, a city of over 75,000, is the only province capital in Canada that does not have direct air service to the United States. Frontier is the third local service airline to request service to Canada. Mohawk Airlines recently applied for service from Rochester, New York to Toronto, Ontario; and North Central Airlines has asked for an extension from Hancock-Houghton, Michigan and Duluth, Minnesota-Superior, Wisconsin to Port Arthur-Fort William, Ontario.

CAB Examiner Ferdinand D. Moran has recommended several route authorizations in his report in the Denver Service Case. His recommended decision would:

1. Extend Western Airlines Route 35 beyond Denver to San Francisco-Oakland via Salt Lake City and Reno, the authorization being subject to the following conditions: (a) that service to Reno would be for a temporary period of three years, and (b) a restriction against operating through plane service between San Francisco

and Reno, on the one hand, and points (other than Denver) north or east of Salt Lake City on Routes 19, 28 and 35, on the other.

2. Extend Continental Airlines Route 29 from Denver to Los Angeles and from Kansas City to Chicago, the authorization being subject to a restriction against operating through plane service through Denver to or from points south thereof.
3. Approve a Continental Airlines-Capital Airlines interchange at Chicago to provide additional through service to and from Denver and Kansas City.
4. Remove restrictions in American Airlines Routes 4 and 7 to permit it to schedule non-stop and other direct service between San Francisco-Oakland and points east, such as Chicago, New York, Boston, and Washington; remove the restriction on Route 4 to allow operational stops at any off-route point; and extend Route 7 westward beyond Chicago to permit non-stop service between Los Angeles and Detroit and other points east.

The next procedural steps in the Denver Service Case will be:

1. Filing of exceptions to the Examiner's Report and exhibits in support thereof,
2. Oral argument before the members of the Board, and
3. Decision by the Board.

The CAB has ordered West Coast Airlines to show cause why it should not be permanently certificated to all cities on its route except for 8 intermediate points which have not generated more than an average of 5 enplaned passengers per day. The points recommended for a temporary extension for 3 years are Chehalis-Centralia and Ellensburg, Washington; Burley-Rupert and McCall, Idaho; Ontario, Oregon-Payette, Idaho; and Baker, La Grande and Pendleton, Oregon.

SHORT HOPS

Several of our station personnel have developed into columnists. Winslow Mail carries a column by Don Bodeman, Winslow Station Manager, called "Prop Wash," which highlights activities at the airport and covers all phases of aviation. Jim Sebastian, Station Manager at Sidney, also covers airport news in the local paper.

According to "The Beatrice Westerner," two salesmen in the Denver Meadow Gold plant had better limber up their fishing arms.

As part of Beatrice Foods' Eleventh Annual President's Month observance, July's two top salesmen will be awarded prizes of one week vacations at the famed Allen's Resort, in the heart of one of the finest fishing areas in the world.

With their wives, they will be flown to Gunnison via Frontier for a week of fishing and relaxing.

District Sales Manager Vern Carlson worked out the plan and handled arrangements in Gunnison.

There is a bandit in the country, still at large, who is convinced that Frontier does the most business through the company's

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FRONTIER NEWS IN PICTURES . . .



Four new smiles will greet Sunliner passengers as the latest class of girls officially were welcomed into the Frontier family. Left to right are Addie Wutske, Chief Stewardess, Denver; John D. Lindsay, Vice-President, Traffic and Sales; James Montgomery, Superintendent of Passenger Service; and the new graduates: Polly Ray, Zanesville, Ohio; Helen Higel, Alamosa, Colorado; Laurene Crawford, Denver, Colorado; Virginia Booth, Salt Lake City, Utah.



Also joining the Frontier family was this most recent class of station agents who have completed an intensive training course in Denver. During their indoctrination, classes get an overall picture of the airline operation as they not only have to handle all phases of passenger service, they must also be qualified to operate the radio and teletype, and send weather reports. Above, left to right, are R. E. Ashby, Tony Illich, O. G. Bollschweiler, Frontier Meteorologist Howard Fenner, F. G. Ferree, Leonard Trower, and Milton Price.



When "Chuck" Stevens attends a family get-together, it is no small affair and when they decide they would like to look over this part of the country they don't get in their cars. Captain Stevens chartered a plane to take his relatives for a ride during their last reunion. Captain Stevens, First Officer G. C. Gettman, and Stewardess June Mihelich are shown in the door of the plane. It should be added, however, that everyone in the picture did not get on the plane.



It's "Queen Time" again and one of the pretty visitors was Miss Mary Silka from Gunnison. During her stay in Denver, she appeared on several television shows, saw the sights, and managed to get in some good plugs for Gunnison's "Cattleman's Days."



Real genuine Sioux Indians paid a visit to Central City and smoked the pipe of peace with Mr. Bruce Worsley, head of the D'Oyly Carte Opera Company, so that now the English and Indians are happy with each other. The ceremonies took place during the recent meeting of the Airline Personnel Relations Committee. Frontier reversed the procedure and entertained the Indians at dinner. Because of this friendly pale face gesture, the Sioux dedicated one of their numbers to Frontier Prexy C. A. Myhre.



Another queen, attractive Miss Carol Joe Peterson, Wolf Point Rodeo Queen, is pictured above on her arrival via Frontier in Glendive. Several of the Glendive rodeo officials who were on hand to welcome Miss Peterson are shown with her, along with Frontier Captain R. P. Lambourne and Stewardess Louise Herrmann.



Jyan Bahadur Pradhan (second from the right), civil aviation director for the government of Nepal, India, has spent a number of weeks studying all phases of operation in the mountainous and rough terrain of Frontier's system, such as actual flight operations, types of runway surfacing and lighting, obstruction lights, navigation aids, and terrain encompassing the various airfields. Shown with Mr. Pradhan are officers of the Greybull Club, Greybull, Wyoming.



Still another queen is lovely Miss Lee Ann Meriweather, Miss America of 1955, pictured standing beside a Frontier Sunliner in Williston, North Dakota, where she was guest of honor recently at the Williston Beauty Pageant.

FARMINGTON...

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the "merry-go-round" because of its own high passenger and cargo business.

In 1948, the town's population was less than 3,000 and the four flights daily boarded only 48 passengers a month at Farmington. Almquist then was the only employee here of Monarch Airlines, which became Frontier in 1950 through a merger with Challenger and Arizona Airlines.

Now Almquist has a staff of 17 to service 10 daily flights that see an average of more than 600 passengers a month originate or terminate in Farmington.

Since the area is served only by a narrow-gauge railroad, in addition to highway truckers, the air line packs a tremendous amount of freight—ranging from oil and gas well supplies to geiger counters and uranium samples and lady bugs used by farmers—into the San Juan Basin. Almquist said from 40,000 to 50,000 pounds of air freight are taken off Frontier planes here each month.

Residents of Farmington got together a few years ago and raised nearly \$50,000 as the city's share of costs to rebuild the airport—including erection of the modernistic terminal building and paving of the 5500-foot main runway and ramps. In addition, the field has an 8,000 foot gravel runway, according to Manager D. Oscar Thomas, veteran private and charter service pilot.

The CAA has a communications station at Farmington, unlike many of the other communities on the Frontier routes. The air line owns and operates 90 per cent of its radio, instrument flying and weather facilities.

Businessmen of the area are proud of the air line facilities. Realtor Coleman Bennett, who sells uranium land and gas leases as well as city property, said that if 'it wasn't for Frontier, many of the things that are here just couldn't be.'

Bennett admits that frequently he manages to complete an important transaction during the 20 minute layovers of the planes. Through the aircraft service, he said, 'we get to deal with the top men, too, instead of working with lesser executives whose time isn't so valuable.'

In addition to uranium exploration which is growing in importance, Farmington has some farming—but not really enough to justify its name.

Its chief place in the economic sun is because of natural gas. Wells, mostly on the mesas to the east, already are producing

around 500,000,000 cubic feet a day for use in New Mexico, southern Colorado, Arizona and central California.

A line already is being built to the Pacific Northwest to carry 350,000,000 cubic feet daily. Applications, principally by the big El Paso Natural Gas Company, are pending that would raise the daily output and export to 1,287,000,000 (B) cubic feet.

About 1,500 wells have been drilled so far and 2,600 more locations have been established in the Mesa Verde and Picture Cliffs formations.

When asked how long they would last, one gas company executive replied: 'If they don't last at least 20 years, we've wasted a lot of millions of dollars. But I don't think we have.'



DID YOU COUNT BEFORE YOU SIGNED?

Just a reminder that it will save a lot of trouble if you count all the pieces in a shipment before signing for it.

SHORT HOPS...

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joint Denver city ticket office with TWA. And the reason he knows—he stuck up the place.

TWA's Martha Mignin and Jackie Emery, the girls who staff the office, and Frontier's District Sales Manager, Chet Lubben, were in the office when they suddenly found themselves "looking down the barrel of a cannon." (Probably a .22 caliber revolver.) After being convinced that this was not a joke but a real honest, or perhaps we should say sincere, crook they let him have what little cash happened to be on hand. He got \$46 from Frontier and \$31 from TWA. He also learned that most tickets are purchased by check or by credit card.

Since anyone with the price of a ticket is a prospect, Mr. Lubben tried to get his name and address for Frontier's mailing list but the bandit proved most unco-operative. He left the office and joined the Seventeenth Street throngs, a thoroughly frustrated felon.

Pictured above is the new Frontier emblem, designed by the Rippey, Henderson, Kostka & Company advertising agency, to be used in all phases of the airline's advertising and publicity.

Capital Inaugurates Viscount Service

The introduction of the turbo-prop Viscounts by Capital Airlines on July 26, between the cities of Chicago, Washington, Pittsburgh and Norfolk, marks the beginning of a re-equipment program which insures Frontier and Capital passengers the very latest in travel comfort.

Passengers connecting from Frontier's flights to the Viscounts will have been provided the best interline service available.

The Viscount is the world's first turbo-propeller powered transport airplane and has been proven in flight by a number of the world's great airlines. Already in North America, Trans-Canada is operating Viscounts on several of their routes. Capital has purchased 60 of these planes at a total cost of over \$67,000,000.00.

The prototype model of the Viscount was flown on July 16, 1948. In the summer of 1950, passenger service was inaugurated between London-Paris and London-Edinburgh, where it met with immediate success, carrying 1800 passengers in the first 26 days of operation. The first production Viscount was flown in August of 1952 and British European Airways placed it in scheduled airline service in April, 1953. These planes are now being operated over more than 40 major European routes.

The Viscount is the only transport in operation today which was specifically designed for turbo-prop power. The Rolls-Royce Dart engine is not a jet engine but is a turbo-prop engine. The difference is that the turbo-jet receives its thrust entirely from jet while the turbo-prop engine power is harnessed to a propeller.

One of the most striking characteristics of a Viscount flight is the noticeable lack of vibration. The smoothly turning turbines help reduce interior noise to a relatively low level. Passengers who have flown this plane acclaim these features. There are many who delight in standing a coin on end during flight to watch it remain upright.

WYOMING...

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cars or private planes, several state directors took advantage of the new 5,000 foot landing strip at Dubois and came in their own ships.

Frontier was glad to have an opportunity of assisting in this most successful convention and joins the other scheduled airlines in extending an open invitation to those who were there, and to those who couldn't attend, to return to this part of the country where there is enough "Western Hospitality" for everyone.

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