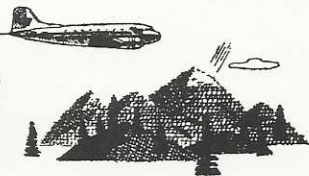




Sunliner News



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HAL DARR FATALLY STRICKEN

Frontier Founder Suffers Heart Attack in Chicago

The aviation world and Frontier in particular was shocked and saddened to learn of the sudden and unexpected death of Hal Darr, the man who merged three companies to form the present Frontier system. Since the days when he was a pilot in World War One, Mr. Darr has maintained an active interest in all phases of aviation. At the time of his death he was active in the management and operation of Marana Air Base, one of the nation's largest primary training schools for Air Force pilots.

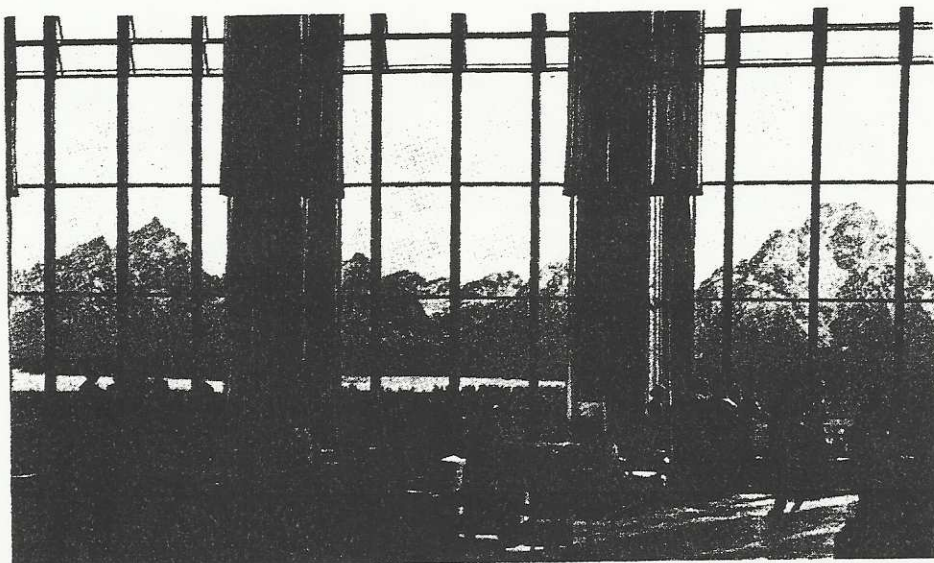
We are all glad that we had the opportunity of being associated with him. We had our ups and downs but most important, things were accomplished. It was his foresight and drive that created Frontier Airlines and this is only one of many projects which developed from an idea into a reality under Hal's able leadership. All of these are living tributes to a man who contributed his time and talent to the creation of enterprises which have contributed greatly to aviation and our country.

Yes, we too will miss him but won't forget him. We will remember a man of action with a ready smile. We will remember the inquisitive eyes that demanded results yet could not conceal a keen sense of humor. We will remember those bow ties and sport coats, those pointed and sometimes earthy expressions.

The employees of Frontier join his many other friends in extending our deepest sympathy to Mrs. Darr and her family.



MR. H. S. DARR



Only a personal visit can do justice to Wyoming's new Jackson Lake Lodge, which was formally opened to the public early this season. The sixty-foot windows in the main lounge command a full view of the mighty Tetons, one of the most spectacular ranges in the United States.

CAB ANNOUNCES PROCEDURES FOR GRANTING PERMANENT CERTIFICATES

In a determination of policy related to legislation signed by the President on May 19, 1955, the Civil Aeronautics Board recently announced plans for expedited procedures to issue permanent certificates to the nation's local service air carriers.

These proceedings will be limited to the issues inherent in the grant of permanent certificates to the carriers and the determination of those intermediate points to be certificated on a temporary basis. Each local service air carrier must file an application under the new statute. Following the filing of such an application, the Board proposes to issue show cause orders indicating those stations which, on the basis of its preliminary judgment, warrant permanent certification, and those other stations which, because of their more marginal traffic record are tentatively believed to warrant temporary rather than permanent certification.

The Board intends to rely largely on an industry-wide traffic standard, which will tend to assure equitable treatment among the cities involved. After analysis of the latest available data, the Board has concluded that an average of five or more passengers enplaned per day (approximately 300 per month on and off per station) should provide a reason-

able basis for initial selection of the group of intermediate stations for permanent certification. In the absence of further evidence, those stations enplaning fewer than five per day would receive temporary designation. While the Board does not intend to restrict the right of any party to submit relevant evidentiary material, the Board believes that the record in the proceedings covering those points identified for permanent certification could be limited, largely, if not entirely, to stipulated data. Additional evidence, therefore, might be necessary only as to those points tentatively identified for temporary certification, thus speeding the issuance of the permanent certificates. In regard to the latter group of stations the Board wishes to emphasize that no station which is eligible for either permanent or temporary certification will lose service as a result of these proceedings. Further, although any city listed in the show cause order as warranting temporary certification may, of course, submit evidence in support of permanent authorization, such a presentation is not essential at this time. Such cities will be afforded an opportunity to demonstrate their ability to generate a sufficient volume of traffic to

(Continued on Page 4, Col. 2)

Meet Bill Sexton



Whenever money is involved, either coming in or going out, Asst. Treasurer Bill Sexton and the people of his department take care of it.

Bill entered the airline business in 1948 when he went to work in the accounting department of Monarch, one of Frontier's predecessor companies. He progressed through the various phases of accounting until he was elevated to his present position as an officer of the company.

Sexton and the people who work with him are responsible for spending about four and one-half million dollars each year. This sum represents the annual payroll and all of the accounts payable which are due the various companies which supply Frontier with the materials and services used in the day-to-day operation of the company.

"The efficiency of the department was greatly improved," Sexton pointed out, "when the IBM system was installed." Such changes are not made without a great deal of thought and long-range planning. Future plans call for additional IBM applications to assist, further improve and expedite the accounting and other department processes.

In addition to the payroll and disbursements, Sexton and his staff take care of all bank statements, maintain the general ledger and prepare the company's financial statements.

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While all this work comes under his supervision, Bill was quick to point out that he would be unable to accomplish these things without the assistance of the hundreds of other employees throughout the company who provide the facts and figures on which the general accounting department's work is based.

Bill was born in Tonkawa, Oklahoma, and spent most of his early life in Oklahoma and Texas. It is interesting to note that his birthplace is named after the only cannibalistic tribe of Indians on the North American continent. He went into the service in 1940 and was in the army until 1946. During this time he spent 19 months in Europe and recalls Normandy and some of the other better-known battles.

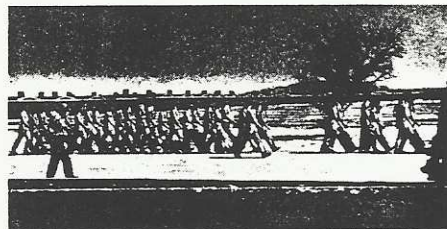
He entered Denver University upon his release from the service and graduated with a B.A. degree in 1948.

When he isn't on the job, Sexton is apt to be found in his own woodworking shop turning out furniture or file cabinets. If he isn't at home or at the office, chances are he can be found at Denver's Central Presbyterian Church. Bill has served as a member of the board of trustees and secretary, and also has taken part in various choral activities. He is interested in work among the young people of the church and community. This interest stems from his work in De Molay during his high school days and the time spent as Master of his chapter.

Bill and his charming wife, Mary, have two boys—Jimmie, age two, and Johnnie, age four—who manage to keep things moving in their comfortable home just five minutes from the office.

"Please express my thanks to everyone for their wonderful cooperation," and in typical Sexton fashion, the interview was closed.

H. S. Darr's Marana Air Base Unusually Attractive, Efficient



Marana cadets march to the mess hall. In the background, modern Arizona-style barracks.

An ex-G.I.—now a newly-minted Air Force cadet—arrived at the Marana Air Base near Tucson, Arizona. . . looked around him with wonder, and said, "the old Army was never like this." And it wasn't!

Marana, one of the nation's most beautiful and efficiently operated flying schools, is headed by Frontier Airlines Board Chairman H. S. Darr.

In its desert setting with the benefit of 365 flying days a year, Marana is an Army Air Force flying school operated by civilians. The operating organization is Darr Aero Tech, Inc. Of the 850 some employees at the base, 800 are civilians. The remaining 50 are officers and airmen who supervise the whole operation from an Air Force point of view. All flying instructors are civilians.

Mr. Darr is president of the school and his V.P. is retired Major General C. W. Lawrence.

Unlike any other base in the nation, Marana was built from the ground up on the site of a big wartime air-training base. Nearly all of the new buildings were constructed according to a carefully preconceived plan, with efficient operation the objective . . . plus atmosphere conducive to maximum mental well being.

Architectural style of a desert resort is consistent throughout all buildings on the base. A color-harmony plan was originated to make all buildings attractive individually and as integral parts of a major color scheme. The modern, well-lighted mess hall looks like a beautiful desert lodge. In this handsome mess hall, the 750 cadets are served all the food they want. The food is excellent in quality and attractively served.

The 32 barracks, arranged in a U around a beautiful lawn-covered park, hold 20 men each. Quarters are cool, well-lighted, and well-equipped.

A sparkling white 12-bed hospital, completely equipped with operating room, dental laboratory, and X-ray room, provides students with excellent health facilities.

The Chapel is truly a thing of beauty with its southwestern style of architecture and striking use of natural woods and modern color inside.

Schoolwork at Marana is streamlined and comprehensive. In the words of the cadets . . . "there's little 'manana' at Marana."

The course of training at Marana takes six months and covers both primary training and basic. Students come in with no previous training. At Marana they attend ground school, receive 20 hours of Link training, and receive flight instruction in cubs and AT-6's. The base has 156 AT-6 trainers and 30 Piper Cubs to work with. Most graduating cadets are sent on to jet schools.

Some aviation authorities believe Marana to be the world's finest flying school of its kind. Next time you're in Tucson, call Mr. Darr and arrange to visit the base. If you have time to let Mr. Darr know in advance, write him at Darr Aero Tech, Inc., P. O. Box 2828, Tucson.

NEW PERSONNEL

- KENNETH F. WALTERS—*Station Agent*—Prescott, Arizona.
- ORVILLE D. WIERSMA—*Station Agent*—Alamosa, Colorado.
- JOHN D. KOEHLER—*Station Agent*—Worland, Wyoming.
- MARILYN C. MAUVAIS—*Reservations Agent*—Salt Lake City, Utah.
- JEANNETTE B. SUMRALL—*Reservations Agent*—Salt Lake City, Utah.
- EUGENE N. YINGER—*Station Agent*—Laramie, Wyoming.
- LAWRENCE W. BACHMAN—*Station Agent*—Rawlins, Wyoming.
- JOHN W. TUCKFIELD—*Station Agent*—Flagstaff, Arizona.
- HARVEY E. CALE—*Station Agent*—Rock Springs, Wyoming.
- OLE THOMSEN, JR.—*Station Agent*—Silver City, New Mexico.
- ARTHUR W. TOLL—*Station Agent*—Safford, Arizona.
- RAY D. WILLCOX—*Station Agent*—Laramie, Wyoming.
- JOHN C. RUCKMAN—*Station Agent*—Alamosa, Colorado.
- EVELEN A. WAITE—*Secretary*—Denver Engineering.
- MARY T. TALLON—*Reservations Agent*—Denver Reservations.