



Sunliner News



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MAIL AIRLIFT ONE YEAR OLD



First Class Air Mail anniversary was celebrated in a ceremony at the Alamosa airport. Participating were Dr. Beatrice Aitchison (on horse) director of Research, Bureau of Transportation, Post Office Department, and V. A. Klein, right, general superintendent of postal transportation, Omaha. At left is Helen Higel, runner-up in last year's "Miss Airport" contest; and Eddie Wuckert, representing the pony express phase of the postal service.—Photo courtesy Daily Courier.

All Cities on Denver-Phoenix Segment Celebrate Birthday

Civic and business leaders from all eleven cities on Frontier's Denver-Phoenix segment set aside March 10 to commemorate the first birthday of "First Class Mail by Air."

The Post Office Department was well represented with Dr. Beatrice Aitchison, Director of Research—Bureau of Transportation, Washington; Val Kline, General Superintendent of the Fourteenth Division at Omaha; John Painter, General Superintendent, Postal Transportation, San Francisco; B. E. McCaskill, General Superintendent, Eleventh Division, Ft. Worth; Donald Horne, District Superintendent, El Paso; and Emmit Gore, Assistant District Superintendent, Albuquerque. These people, along with the local postmasters, were the principal speakers at the dinners and luncheons held in honor of the first year of first class mail by air. The position of the Post Office Department and the aviation industry is reflected in the following views of the special panel of the transportation council of the Department of Commerce on whether or not the experiment in moving first class mail by air should be continued:

"The majority of the panel supports the airline contention as follows:

"So far the Post Office policy with respect to the handling of mail has been effective in developing for this country one of the world's finest public services. The fact that we have such an excellent system of handling the many classes of mail including both priority and non-priority types is no reason why the Department should not experiment with still further developments in expedition, just as they are constantly working to facilitate the assembly and

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Pre-Hearing Conference Held March 14

The pre-hearing conference on Frontier's certificate renewal and route extension case was held in Washington, D. C., on March 14 before C.A.B. Examiner Ferdinand Moran.

Frontier asked for a permanent certificate on present routes between Denver and Phoenix, Albuquerque and Salt Lake City, Grand Junction and Denver, and Denver and Billings. A fifteen-year extension was requested between Salt Lake City and Billings, Denver-Salt Lake City, Phoenix to Silver City with an extension into Albuquerque and Billings-Bismarck.

Also included were the following route extension applications: between the intermediate point Riverton, Wyoming, and intermediate point Jackson, Wyoming, and the terminal point Idaho Falls, Idaho; between the terminal point Great Falls, Montana, the intermediate points Havre, Glasgow and Wolf Point, Montana, and the terminal point Williston, North Dakota; between the intermediate point Minot, North Dakota, and the intermediate points Devils Lake and Grand Forks, North Dakota, and the intermediate point, Fargo, North Dakota; between the terminal point Bismarck, North Dakota, the intermediate points Jamestown and Fargo,

North Dakota, Fergus Falls and Alexandria, Minnesota, and the terminal point Minneapolis-St. Paul, Minnesota; and between the intermediate point Casper, Wyoming, and the intermediate points Douglas, Lusk, and Newcastle, Wyoming, Spearfish, Rapid City and Hot Springs, South Dakota, Alliance and Scottsbluff, Nebraska, and the intermediate point Cheyenne, Wyoming.

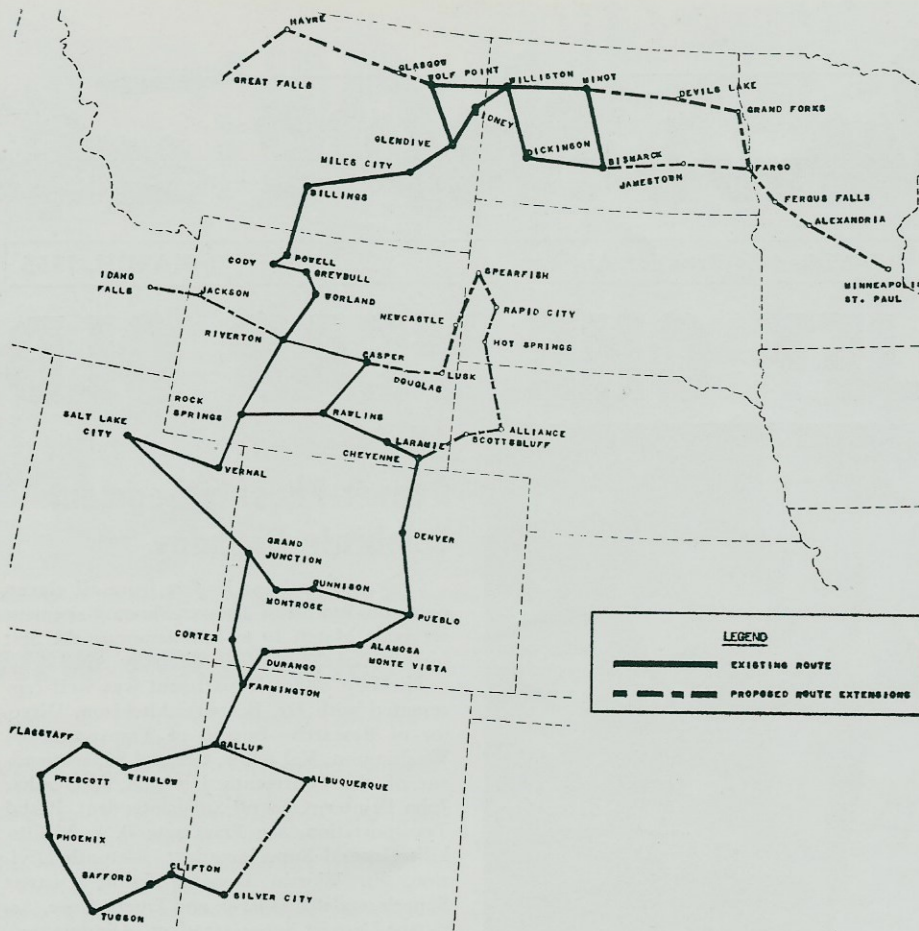
United Air Lines asked that Rock Springs be eliminated from its certificate and Northwest Airlines made the same request regarding Miles City. At the present time, both carriers have only temporary authority to suspend service at these two cities. North Central Airlines requested an extension into North Dakota including Minneapolis to Fargo, a segment they had been given authority to drop some time ago.

Since the pre-hearing conference determines the issues of a case, it will not be known until the examiner's report is issued—probably some time in the latter part of April—just what matters will be included in the final hearing.

Frontier was represented by President C. A. Myhre; Emil N. Levin, member, Board of Directors; Harry A. Bowen, attorney for Frontier Airlines; John D. Lindsay, Vice President-Traffic and Sales; Pres Blatter, Treasurer; and Clark Coe, Director of Economic Research.



Dr. Aitchison presents a birthday cake to Frontier President, C. A. Myhre, at a luncheon held in Denver marking the first anniversary of carrying first class mail by air. At left is Miss Pauline Allison, postmistress at Eaton and national committee woman, National Association of Postmasters.



The proposed extension of Frontier's operations, requested at the pre-hearing conference on March 14 in Washington, D. C., is indicated above by the broken line.

same as last year. Flights 18 and 19 will operate as before, except for six days a week instead of five.

Flights 16 and 17 will operate six days a week instead of the previous seven days.

Vernal will be served on Flights 12 and 15 in place of Flights 3 and 24, in addition to Flights 4 and 23. Flight 23 will make the extra stop at Cody for the summer, as long as daylight permits.

Flights 71 and 72 between Denver and Grand Junction will again operate about two hours later.

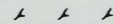
C.A.B. NEWS

Frontier has applied for authority to serve Vernal, Utah, as an intermediate point between Salt Lake City, Utah, and Grand Junction, Colorado, on one round trip daily and for authority to overfly Vernal on the second daily round trip operated between Salt Lake City and Rock Springs, Wyoming.

In the past few months there has been greatly increased uranium activity in the Vernal area bringing about an increasing community of interest between Vernal and Grand Junction, Cortez, Durango, Farmington and Albuquerque. Frontier proposes to serve Vernal on Flights 12, 15, 4, and 23. Because Vernal has no railroad, it has a great need for Frontier's service, which would now be provided in a third direction from the city.

Flights bypassing Vernal on the Salt Lake City-Rock Springs route will save thirty minutes and Salt Lake City-Grand Junction flights will require twenty minutes for the addition of Vernal.

Frontier proposes to start the service on May 1, pending CAB approval.



The Civil Aeronautics Board has transferred American Airlines' route from Chicago to Detroit via South Bend, Kalamazoo, Battle Creek, Jackson, and Ann Arbor to North Central Airlines. American's suspension at the five intermediate cities will continue during the period for which the local service airline operates the route.

DC-3 Replacement Sought

Many articles have been released recently on aircraft designed to replace the DC-3. This together with news that several local service carriers are purchasing or using larger planes has raised the question as to Frontier's future equipment plans.

Since 1951 Don Edwards, Regulations Manager, has maintained data and has made exhaustive studies on all new aircraft that might be adaptable to Frontier's operation. A few of the airplanes that have been analyzed to determine their feasibility are the Boeing 417-40, Canadair CL-21, Northrop N-23, Fokker F-27, Scandia, Martin 202A, Convair 340, Super DC-3, Handley Page HPR-3, DC-3 modification (larger engines, etc.), and the Hurel-Dubois HD-32. Oddly enough nothing to date either built or on drawing boards at this time will take the place of the DC-3 when the economic and operational factors or Frontier's routes are considered.

The management of Frontier is aware of the need for a DC-3 replacement but until such equipment is developed, the present "Sunliners" will continue to be a familiar sight throughout the Rocky Mountain area.

Defense Department Curbs "Unattended Operation"

Due to the requirements of the National Defense Program, Frontier Airlines is faced with the problem of abandoning "Unattended Operation" for company operated "H" facilities. The "H" facilities owned and operated by Frontier are vital to its existence. Without these facilities, Frontier could not furnish dependable air transportation to the majority of the communities served. Many of these facilities were of necessity installed at locations remote from the airports served and radio operations could not be provided. Through the cooperation and efforts of Arinc these facilities were approved by the FCC for "Unattended Operation" and were placed in a special category. These stations are operated twenty-four hours a day with no positive means of control except through telephone contacts with company representatives near the "H" facilities. The time required to get the transmitters turned off can vary from fifteen minutes to the worst condition when it might be impossible to get them turned off at all.

The current National Defense requirement is that any or all radio facilities must be turned off within five minutes after notification of a Conelrad alert. This means that a positive system of control must be provided for all Frontier radio facilities. Control can be provided by either telephone lines or radio. Investigation has been underway for some time as to the feasibility of leasing telephone lines. At the same time, in co-opera-

tion with Arinc, various means of radio control have been considered. Tests have already been made to determine the possibility of VHF radio control from Frontier stations and more tests will be made in the future.

The first test of VHF radio control is slated to be conducted at Williston as soon as licensing procedure has been cleared with the FCC. The actual control units for this test are to be furnished by Arinc. If the tests prove satisfactory, this type of control will be installed at various Frontier stations where its use is practical. Control for other facilities will be provided by leased phone lines and possibly HF radio control if necessary.

Summer Flight Schedules Announced

Efforts are being continued to have Flights 5, 6, 18, and 19, made a permanent part of Frontier's service pattern. The service rendered by these extra flights became justified during the summer and autumn months of 1954 when the loads carried by the flights increased steadily almost to the level of system average load. They were still doing well when Frontier was compelled to discontinue them to November 1, 1954, because of CAB mail rate and mileage developments which did not take into account the value and purpose of this service.

On May 1 these flights will be reinstated at least for the five summer months in order to take care of additional business and relief of congested flights north and south in and out of Denver. Flights 5 and 6 will operate daily between Rock Springs and Denver, the

FRONTIER NEWS IN PICTURES . . .



Frontier Airlines was one of three local service carriers authorized for the transportation of surface mails early in the general experiment. It is significant that Postmaster General Summerfield, his transportation staff, and field officials recognized the need for expediting the mails in this area, and took prompt action to designate the Denver-Phoenix segment for the experimental project. They deserve much credit for their efforts to expedite the mails, which is in line with the President's policy of better postal service. Frontier is grateful for the opportunity of cooperating with the Post Office Department in the experiment by the use of available space and coming a step closer to self sufficiency, without any additional cost to the Government—and in doing this, we have attained an enviable status in the eyes of the air industry. Credit for the success is due to the team work of all concerned with the project. Top row, left to right: Phoenix Arizona: Mayor Frank Murphy and Assistant Postmaster W. J. Mason. • Prescott, Arizona: Earl Mayer, President Chamber of Commerce; Mayor Bert Schoneberger; Gifford Franks, Asst. Postmaster. • Gallup, New Mexico: E. W. Zimmerman, President Chamber of Commerce; Al Schmidt, Frontier's Personnel Manager; Don Wadleigh, Station Manager; Frank Kennerly, Asst. Postmaster; R. E. Gore, Asst. Supt. Postal Trans. Service (Albuquerque): Dick Partington, Supt. of Mails; Postmaster Dominic Rollie.



Typical of the many luncheon and dinner meetings was the one held in Denver where the press, radio, and television representatives had an opportunity to discuss surface mail by air with top Post Office Department officials and representatives of Frontier Airlines. Included in the group above, left to right, are: Tollie Graves, Frontier's Superintendent of Mails; Bill Michelsen, KBTV News Editor; Dr. Beatrice Aitchison, Director of Research, Bureau of Transportation, Post Office Department; Ed Douley, Managing Editor, Denver Post; Robert Dunbar, Postal Inspector in Charge; Miss Pauline Allison, National Committee Woman, National Association of Postmasters; Eldon Brown, Continental Air Lines' Cargo Sales Manager. Tollie Graves represents Frontier at Winslow and is shown presenting the traditional birthday cake to Mayor Carl Zimmerman. The Farmington celebration provided an occasion for Postmaster Lewis Moore to make the presentation to Farmington Mayor W. H. "Bill" Nygren. The one hundred percent participation in the event is indicative of the whole hearted support being given the experiment which has resulted in greatly improved postal service.



Stewardess Betty Valentine, whose first trip was Flight 14 on Valentine's Day, was awarded a Valentine by the staff of the Grand Junction Daily Sentinel. (Photo courtesy Sentinel.)



Keith Jones, Western Air Lines' District Sales Manager in Los Angeles, provides the necessary passes for Frontier District Sales Managers, Tom Makurat (Albuquerque) and Dex Alger (Salt Lake City) to continue their interline trip from Los Angeles to San Francisco. They were one of four teams covering the larger metropolitan cities on a two-week interline sales promotion in Frontier's vacation areas.



The Salt Lake City domicile received, for the second consecutive year, the outstanding sportsmanship team trophy for its participation in the Salt Lake Recreation Basketball League, awarded at a recent sponsor's night banquet through the courtesy of the Footprinters Club. Pictured above are Bob Nicholson, Al Mooney, Scott Keller, Floyd Ririe, Meredith Dexter, and Dex Alger.



Another of the posters being given national distribution by Air Express as a part of the airlines' program to constantly improve service to the shipping public.

NEW PERSONNEL

DORIS E. CONITZ—*Stewardess Assignee*—Denver, Colorado.
 LOUISE R. HERRMANN—*Stewardess Assignee*—Denver, Colorado.
 JACQUELINE JACOBSON—*Stewardess Assignee*—Denver, Colorado.
 JOANNE V. LOHSE—*Stewardess Assignee*—Denver, Colorado.
 BETH I. MCNEILL—*Stewardess Assignee*—Denver, Colorado.
 JUNE M. MIHELICH—*Stewardess Assignee*—Denver, Colorado.
 DORIS E. SMITH—*Stewardess Assignee*—Denver, Colorado.
 HALE F. CLARK—*Janitor*—Denver, Colorado.
 FERDINAND G. CASTROP—*Station Agent*—Flagstaff, Arizona.
 LARRY G. HUGHEY—*Station Agent Trainee*—Denver, Colorado.
 CHARLES W. MANGUS—*Station Agent*—Casper, Wyoming.
 EVERETT MILL—*Station Agent Trainee*—Cheyenne, Wyoming.
 EDWIN A. NELSON, JR.—*Station Agent Trainee*—Farmington, New Mexico.
 KENNETH J. SERNETT—*Station Agent*—Dickinson, No. Dakota.
 BOB G. TUTTLE—*Station Agent Trainee*—Glendive, Montana.

DAVID H. PARCHEN—*Mail Clerk—Part Time*—Denver, Colorado.
 CHARLES D. THRELKELD—*Station Agent Trainee*—Casper, Wyoming.
 JOHN J. SCHULTE—*Station Agent Trainee*—Farmington, New Mexico.
 RICHARD L. PUTNAM—*Station Agent Trainee*—Farmington, New Mexico.
 JACK R. GREGORY—*Station Agent*—Winslow, Arizona.
 WAYNE S. KEGLEY—*Station Agent Trainee*—Williston, No. Dakota.
 PAUL D. MORRIS—*Station Agent*—Bismarck, No. Dakota.
 HOWARD S. WINTERS, JR.—*Station Agent*—Farmington, New Mexico.
 ELBERT E. CLARK—*Station Agent Trainee*—Alamosa, Colorado.
 BONNIE M. WARRINGTON—*Secretary*—Denver, Colorado.

Frontier Backs "Aqualantes"

The Aqualantes, (water vigilantes) a newly formed group to push for the ultimate completion of the Upper Colorado River project, has been given the full support of Frontier Airlines.

All flight crews are wearing the little sheriff's badges reminiscent of the old west. The questions the badge raises gives them a chance to explain just why this project is so important to the development of the Rocky Mountain area.

The project is intended to provide storage facilities for water so that commitments made to California and Arizona can be met without depriving the states of Wyoming, Utah, Colorado and New Mexico of the water which is essential to the orderly development of this part of the country.

Opposition has stemmed from California and various wild life groups who contend that the project would ruin many primitive areas. Supporters are quick to point out that instead of a loss, the new dams and reservoirs would create additional recreational facilities in this area.

Only by the full and complete support of this project by the residents of the states concerned can ultimate success be achieved.

Additional information can be secured either through Frontier Airlines or the Denver Chamber of Commerce.

First Class Mail by Air

(Continued from Page 1, Col. 3)

distribution of mail. The policy of the Department, no matter how fine in the past, is not chiseled in stone. The fact that the current two-class priority mail has been built up over many years, and has become our established policy does not mean that further change and improvement is precluded. It may be that these experimental flights will show that the savings and over-all increase in expedition are not sufficient to justify a change at this time. That is for the Department to decide. It should not be barred from obtaining the needed data on which to make the decision."

Respectfully submitted:

A. G. Anderson,
Socony Vacuum Oil, Inc.
 Myles Robinson,
Air Transport Association.
 H. B. Brand,
Association of American Railroads.
 L. H. Ristow,
The Greyhound Corporation.
 A. B. Rosenbaum,
Regular Common Carrier Conference, ATA.
 John H. Frederick,
University of Maryland,
Chairman.

Frontier's entire official family participated in events along the system to make certain that everyone might know that Frontier is sold on handling first class mail and will do everything possible to see the experiment continued and expanded.

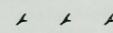
The press, radio and television stations gave the "celebration" generous and accurate coverage. It was through these stories that many people realized for the first time why their mail service had improved so much during recent months.

The interest indicated by Station Managers and station personnel in the project contributed much to the success of the occasion.

To see just what happened, who was there, and what went on, turn to the picture page.



Gordon Getz, former station manager at Alamosa, has been named "Outstanding Jaycee of the Year 1954" for his community. Shown congratulating Gordon is Jaycee President, Jack Ton.



Since the American Red Cross Safety Services program began in 1910, more than 25,113,000 individuals have completed first aid and water safety courses.

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