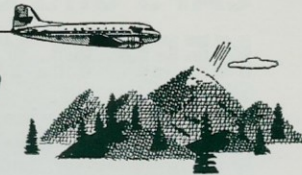




Sunliner News



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LOCAL SERVICE LINES NOW PERMANENT



The Taylor River, above, is typical of thousands of miles of trout streams which draw more and more vacationists to the Rocky Mountain Region each year, whether fishing or just to "get away from it all." There is no substitute for the peace and quiet of pine forests and mountain streams.

URANIUM IS BIG BUSINESS

BY LEE OLSON

Denver Post Staff Writer

During the first five months of 1955 The Denver Post printed 183 stories about uranium, an average of well over one a day. Whatever else uranium may be it at least is a news bonanza.

The industry in the last two years has caught the public fancy in spectacular fashion. It has turned eastern truck drivers into prospectors with geiger counters—literally overnight. It has swollen annual income in the Rocky Mountain Empire by millions of dollars. It has created history.

These days there are many trends. Just listen on a street corner in Denver, Grand Junction, Moab, Durango, Riverton, Farmington, Gunnison, Albuquerque or Salt Lake City. The boom, you'll learn, is heading toward Wyoming—(or New Mexico, Idaho, etc.)—Or—Floyd Odum has bought up "everybody." Or—"They've already built an atomic airplane but they're keeping it secret."

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The monthly reports turned in by the Air Express agents along Frontier's system provides one of the best guides as to just what is going on these days and what makes the area tick—and it's really ticking, particularly the Geiger counters. Each report has a "remarks" section where an explanation for increases or decreases is noted.

Here are a few samples:

"Acct. more Geiger counters handled by Air Express."

"Increases due to activity in uranium, oil, construction, industry and T.V. station."

"Increase in shipments forwarded due to sample wool shipments to Boston."

"Decrease in shipments account wool samples moving later this year."

"Increase in shipments due to heavy movement from Government installations; also 71 shipments of uranium prospectus."

"Increase of cut flower shipments due to several large funerals."

"Increase due to several heavy shipments received for drilling crews."

"Increased uranium prospecting."

So—business is good and the experts predict it will stay that way for a long time to come.

CAB Chairman Extends Welcome Into "Permanent Air Transportation Network"

The President of the United States signed the bill granting permanent certificates of operation to America's 13 local service air carriers and to one trunkline air carrier that has recently acquired a local air carrier.

"The local service air carriers that were initially brought into existence by the CAB to develop the benefits of commercial air service for the nation's smaller cities and towns have today come of age," CAB Chairman Ross Rizley declared. He pointed out that the 14 air carriers which now receive certificates of unlimited duration have already been authorized by the Board to serve 387 cities and towns in 43 States of the nation on an experimental basis.

"The action of the Congress and the President in recognizing this local service that is now made permanently available to the American public is a significant contribution to the development of transportation in the United States," Chairman Rizley said. "I trust that the new approach to local service will speed the day when the carriers will be off subsidy and self-sufficient," the Chairman added.

"On behalf of the Board," Chairman Rizley said, "I am both pleased and honored to welcome these local service air carriers into the permanent air transportation network of the United States. I pledge to them that the Board and its staff stands ready to implement the new law as soon as possible after the carriers file their applications in accordance with the new Act."

The Chairman added that of the more than 300 intermediate points now served by the local service airlines, the Act provides that at least half will be made permanent stopping-points on the certificates of the carriers.

At the present time, the carriers furnishing local air service operate 175 aircraft and employ more than 6,000 persons in such operations.

Frontier will immediately file an application to make all of the company's present routes permanent instead of continuing the certificate extension proceedings which were in progress when the permanent certification bill was passed. The route extensions which were a part of the renewal case will be filed separately and each extension will be handled as an individual case.

Since the Board will be occupied processing the applications for permanent certificates for the local service airlines during the next four

(Continued on Page 2, Col. 1)

CAPS and GOWNS KEEP FLYING

Several years ago when Chet Lubben, Denver District Sales Manager, called on Autrey Brothers of Denver, and explained the advantages of air freight for the shipment of caps and gowns, he started a seasonal business that has exceeded even the most optimistic predictions.

Spring is graduation time and caps and gowns do not make their owners any money while they are enroute. Since it takes days between many of Frontier's stops via available surface transportation, flying seemed to be the logical answer and subsequent experience has proven it is.

A sample breakdown of some of the business handled gives a graphic picture of the cap and gown business—Durango—410 pounds, Billings—1,500 pounds, Phoenix—700 pounds, and Casper—1,000 pounds.

Don Autrey, president of Autrey Bros., is high in his praise of Frontier's service and naturally appreciates the additional revenue his company realizes by using air service.

It is the seasonal business plus the heavy traffic that keeps Frontier way out in front of all other local service carriers in the cargo field.



REPORT STRAYS PROMPTLY!

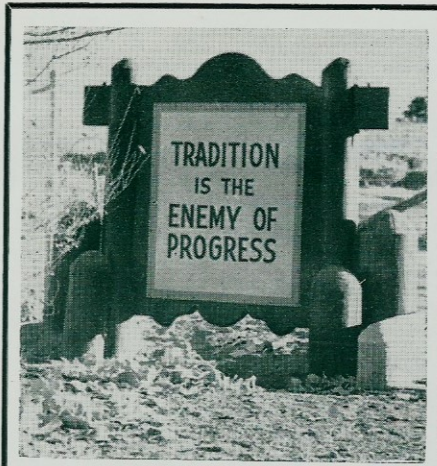
Another in a series of posters being distributed by Air Cargo, Inc., to constantly improve the nation's air freight service.

LOCAL SERVICE LINES

(Continued from Page 1, Col. 3)

months, it is not likely that any positive action on route extension applications will be acted upon until late this year or early in 1956.

Frontier President C. A. Myhre hailed the legislation as one of the major forward steps in making the nation's local service airlines self sufficient. "We can now plan," Myhre said, "on a long range basis the future development of Frontier's routes, new equipment and financing."



The above road sign might well be the slogan for any business, but it is particularly applicable to the aviation industry. The following story from the Civil Aeronautics Board is apropos.

The Civil Aeronautics Board today announced the appointment of James Leland Jones as an attorney in the Bureau of Air Operations, Routes and Carrier Relations Division. Mr. Jones was sworn in by Chairman Ross Rizley in the Board room before the Board Members and Staff Officials. Mr. Jones is the first Negro to be appointed as an attorney on the Board's staff.

Mr. Jones was graduated *magna cum laude* from Howard University, Washington, D. C., and received his L.L.B. degree from Lincoln University School of Law, St. Louis, Mo. He was admitted to practice before the Missouri Bar and while attending Lincoln University he received the School of Law Faculty Award and the U. S. Law Week Award for excellency in scholarship in 1952.

Prior to coming with the Board, Mr. Jones served as an instructor at Howard University in Business Administration and Marketing Principles in the School of Pharmacy. Before his teaching assignment at Howard, Mr. Jones was employed in the Aeronautical Chart and Information Center at St. Louis, Mo.

Mr. Jones was born in Wentzville, Mo., in 1924.

SHORT HOPS

The request that Frontier Airlines conduct a series of conferences and tours for Advanced Armament Officers stationed at Lowry Air Force Base was recently granted by Frontier management. The primary purpose of these trips, supplemented by similar tours of Lowry Field, is to promote student initiative in unit discussions by indicating specific points of comparison of maintenance methods and procedures of the Air Force and a certified airline.

A list of subjects considered common to the Air Force and a commercial carrier include: production planning, organization pattern, graphic presentations of economy procedures and methods improvement, and applied management with its utilization of manpower and equipment, supervisory techniques, maintenance supply problems, and problem saving procedures.

Frontier was selected for these bi-monthly conferences because of its superior operational maintenance record.

Willard Murfin, Secretary-Manager of the Wyoming Department of Commerce and Industry, predicts that Illinois and California will send more visitors to his state than any others. Next in line will be Texas, Indiana, Michigan, Iowa and Missouri. Drouth conditions in the plains states, North and South Dakota, Nebraska and Kansas are expected to curtail travel during the coming summer season, but any reductions will be more than made up from other states. It all adds up to one thing—a record breaking 1955 summer season.

Postmaster General Arthur E. Summerfield has announced a special 3-cent commemorative Armed Forces Reserve stamp which was available throughout the country on May 23. "A strong reserve force," Mr. Summerfield noted, "is an integral part of our national defense. Men and women who join the Reserve components of any of the branches of the Armed Forces are performing a patriotic and vital duty. This stamp," Mr. Summerfield said, "will emphasize the important role the Armed Forces Reserve have played and are continuing to play in the necessary defense of our country."

During the year 1954 a total of \$44,427.50 was paid out in the form of benefits to Frontier employees. This was an increase of 7% over the year 1953. Based on the money the employees paid in the form of monthly premiums, a return of \$1.03 was experienced for every dollar paid in. This return, in excess of the premium paid by the employee, was made possible by Frontier's contribution to the overall cost of the program. At the present time, over 87% of all employees have group insurance coverage.

Two Colorado Junior Chambers of Commerce local clubs received awards in the field of Aviation at the annual convention of the J.C.'s at Grand Junction, May 12-14. They each received first place in their city population category, and their primary aviation projects in each case was their Airport Dedication and sponsoring of Frontier Sightseeing Flights. One city was Pueblo, the other, Alamosa.

Another award given at the convention was to Frank Fuhrer, Station Manager at Grand Junction for his activity as editor of the Grand Junction Gab Sheet. He won first place for mimeographed publications.

During the annual Spring Banquet of Kappa Chapter, Alpha Eta Rho, International Aviation Fraternity, held May 21st, presentation of the annual Aviation Achievement Award was made to Frontier Captain Richard G. Koplitz. Criterion for selection is based upon academic achievement and upon outstanding contribution to aviation made by the most eligible graduating senior of the year.

The guest speaker, Mr. Howard Saisslin, Associate Professor of Industrial Management, University of Denver, gave an informative talk concerned primarily with relationship between management and labor. The evening's functions were climaxed with the initiation of four new members into the fraternity, and, after unanimous vote, Mr. Saisslin was made an Associate Member of the Fraternity.

FRONTIER NEWS IN PICTURES . . .



Future passengers (in this case, the Fifth Grade) get a look at Frontier Airlines' Sunliner during a scheduled stop at Worland, Wyoming. This is the fourth tour at Worland Airport and is typical of every station on the FAL system.



Mr. E. LaMar Buckner of Ogden, Utah, President of the U. S. Junior Chamber of Commerce, chats with two Frontier Airlines stewardesses in BIL enroute to Mandan-Bismarck, North Dakota, to attend the North Dakota Jaycee state convention. With Buckner are Mary Ann Giles and Mary LaSalvia, both of BIL.



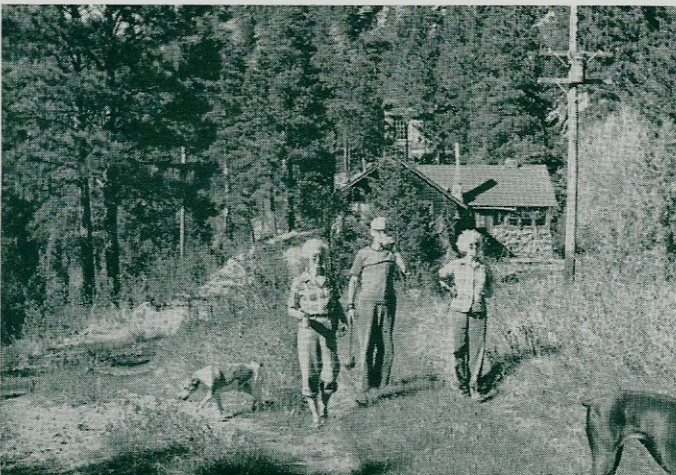
Frontier Airlines' bowlers walked away with a host of honors during the recent bowling season. Front row, l. to r.: Earl Fischer, Harry Russell, Roland Roepe, Floyd Lauderman, Marvin Larson. Not present for the picture was Harold Ruppel. Back row, l. to r.: Lorraine Rauen, Mary Alys Daugherty, Lenora Boyd, Mary Warhover, Janet Kaiser, Charlotte Matilainen, Alameda O'Leary, Claire Alquist, Bernice Claassen, Maxine Combs. High honors went to H. Russell for 3rd highest individual average; R. Roepe, highest individual series; Leonora Boyd, highest individual series; Janet Kaiser, highest average and highest individual game.



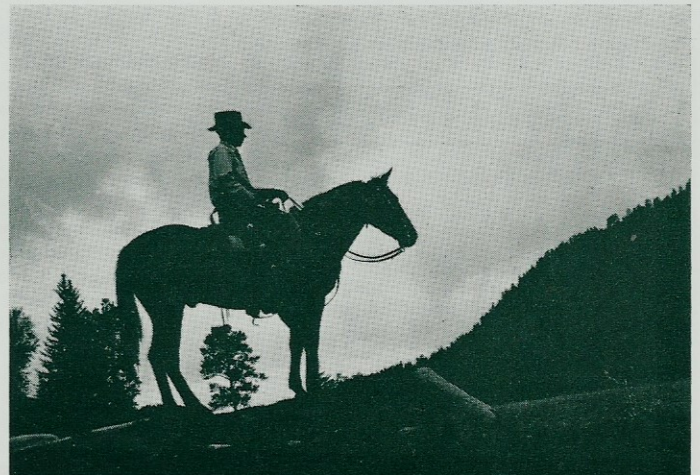
Gordon Dahl, sales representative, Denver, displaying one of the signs over a ballot box at Bears Stadium, Denver. Baseball fans will be trying to guess total attendance at the ball park for all the Bears home games for the season to win an all expense five-day vacation at the Grand Canyon via Frontier Airlines. Participating in the promotion are the Navi Hopi Tours, Monte Vista Hotel, El Tovar Hotel and Grand Canyon National Park tours.



Frontier Airlines stewardess, Dee Lanick, gets the "dugout dope" from one of the Denver Bears' top pitchers, Rip Coleman, during a recent Denver Bears Press charter to Toledo. Although the Bears got off to a slow start in the first year of Triple A play, they are now fifth in the eight-team league and hope to be playing in the first division within the next few games. The Denver Bears are a farm team of the New York Yankees and many "anti-Yankee" fans are having a little trouble becoming adjusted but it is expected the transition will be fully completed after the team's first few home games.



Whether it is a restful few weeks in a secluded mountain cabin, or watching a western sunset from a timberline trail, the vacationist can find something to his liking at the nation's Top-of-the-World—Rocky Mountain play ground, and



each year more and more people are flying Frontier which gives them added days of vacation pleasure.



Students of the Old West will be pleased to know that copies of the above map are now available through Rand McNally and Company, Chicago. The map appeared as a frontispiece in a book "The West from the Census of 1880," by Robert P. Porter, published in 1882. According to the author the map "was originally published by the Government in Powell's (J.W.) Arid Regions."

SHORT HOPS (cont.)

Contract negotiations were held recently between the Rocky Mountain Airline Agents Association (RMAAA) and Frontier Airlines. Station personnel have been advised by a copy of the amended agreement as to what changes were made in the existing contract. Station representatives from the RMAAA who attended the negotiations were Eddie Baker, Relief Agent, Farmington; Jerry McGrath, Farmington; Harvey Cale, Glendive; and Laudie Chorne, Williston.

The following Denver-based personnel received five-year pins during the recent Station Managers' Meeting at a luncheon held at the Skyways Hotel: S. S. Millis, Dispatcher; G. B. Fox, Station Manager, Denver; R. W. Long, Mechanic; L. L. Hoglund, Mechanic; W. G. Dryden, Radio Mechanic; Eleanor Whowell, Personnel Department.

Sunliner News

SUNLINER NEWS is published every month by and for the personnel of Frontier Airlines.

Edited by the
**PUBLIC RELATIONS
 DEPARTMENT OF FRONTIER**

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GALLUP SITE FOR INDIAN MEMORIAL

Plans have been underway for sometime to erect a memorial to the American Indian and it is only natural that the "Indian Capital of the World," Gallup, should be picked as the site for the nine million dollar project.

The Red Rocks east of Gallup is the area chosen by the American Indian Foundation of Ann Arbor, Mich., as the location for the ambitious undertaking.

Plans call for the construction of a "colossal pink granite figure, the largest statue ever erected by man." The statue, expected to be one of the greatest tourist attractions in the United States, will be hollow inside and equipped with elevators so that visitors may rise to the top of the 250-foot figure and have a sweeping view of the land that has been Indian country since the beginning of man's history on this continent.

In addition to the statue there will be hundreds of acres of land dedicated to a "living" memorial to America's first people. A huge amphitheatre to present Indian dances and ceremonial will be built. Workshops will be available to Indians of all tribes where they can demonstrate the many crafts for which they are justly famous.

E. Harlan Daniels of Ann Arbor, a nationally known sculptor, will supervise the overall construction of the monument. Although work will start immediately an estimated two years will be required to quarry the pink granite which will be required to build the statue.

The Gallup businessmen who worked diligently to bring this project to Gallup deserve the congratulations of the entire Rocky Mountain area. Such a tourist attraction can only benefit everyone doing business in the region. Frontier will do everything possible to let the world know that Gallup is the "Indian Capital" and suggest they fly in and see it.

URANIUM

(Continued from Page 1, Col. 1)

Take your choice. At any rate uranium appears to be what you make it.

The facts alone are tremendous. In a few short years uranium has become big industry in the west. Income to Colorado is estimated at more than \$100 million per year—and that is conservative.

Since 1951, and mostly during 1954 and 1955, more than 800,000,000 shares of uranium stock have been sold in Salt Lake City, first western city to develop strong trading.

The federal defense minerals exploration administration said that Colorado exploration loan applications during the first three months of 1955 totaled more than \$5 million—more than 10 times the total in the same period of 1954.

Wyoming persistently is developing greater interest, particularly in the Gas Hills area of Fremont County. There's production, a new U. S. buying station at Riverton, plans for a big new mill, and plenty of activity.

Says Sheriff C. A. "Pee Wee" McDougall of Fremont county:

"This uranium is fever. People around here that I've grown up with—know all my life—mention uranium and they get wild-eyed. I get lots of calls on the phone like this: " 'Sheriff you better come on out. This bird wants my claim. He's got a gun and I've got a gun. Better hurry out or one of us is going to get shot.' "

But over and above the wild-eyed stuff uranium remains good business; pretty steady business at that. Mine and mill payrolls are large on a year-around basis. Transportation has had to expand to meet the challenge of this new industry that's willing to go anywhere just as long as there is ore at the other end of the line.

Uranium is colorful. The complicated chemistry of a modern mill processing this wonder metal may fascinate a visitor to Colorado plateau areas; ten minutes later he may be flying over Indian ruins dating from pre-Columbian times.

What's in the future for uranium is anyone's guess. But you can bet your last share of Fat Chance Uranium that it will be interesting—and that when the smoke has cleared the west will have gained substantially.

BEARS RUN PRESS CHARTER

Twenty members of the Denver press saw Denver's Bears open the season at Toledo and while they were impressed with the caliber of play, the 4-0 score, with Denver on the short end, was not what the partisan scribes would have liked. This was the fourth annual charter Frontier has handled for the Denver Bears. Previous junkets have been made to spring training exhibition games.

The charters were started by Bob Howsam, Bears' president, in order to give the Denver sports writers a good look at the team before they opened play at Denver.

Considerable interest is developing with the team this year since this is the first year Triple A baseball has been seen in these parts. This interest, particularly in southern Wyoming, should result in considerable additional revenue to Frontier.