



Sunliner News



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ARIZONA SET FOR BIG WINTER SEASON



Typical of the many fine resorts in the Phoenix area is the Jokake Inn, one of the most popular of the larger vacation spots. The winter season is just getting under way and as the snow starts piling up on sidewalks and stubborn tire chains shorten tempers, more and more people will follow the birds and fly to the Valley of the Sun. The Arizona winter area boasts of accommodations to suite anyone's tastes and budget—from palatial suites to inexpensive kitchenette apartments.

Bright New Look Greets Arizona Visitors

One of the most delightful of all times to visit the Southwestern desert country is during the early winter months. And one of the most delightful places to see the desert is the mild winter resort of Phoenix, and the Valley of the Sun.

Delightful because the climate is just right—balmy, clear and dry. Delightful, too, because Phoenix offers a host of varied vacation pleasures and the best in desert scenery mixed with modern conveniences and comforts.

A bright new look—to the tune of some \$1,000,000—will greet vacationists in the warm winter resort of Phoenix and the Valley of the Sun this year.

The huge sum represents only the amount of redecorating, additions and improvements in the area's older resorts and motor hotels. In addition, another \$7,000,000 has been spent on new motor hotel construction, restaurants, swimming pools and sports facilities.

Biggest improvement is being made by the Sky Riders Hotel, the nation's first airport hotel, located at Sky Harbor Airport. Operators are adding 34 new units, bringing the total to 80, a coffee shop, cocktail lounge, multi-purpose room and new recreational facilities. Total cost of the improvements will be \$250,000.

The old Palmesa Court has been done over from top to bottom at the cost of \$200,000 and has been renamed the Sandman Motor Hotel. Ultra-modern in design, the 30-unit hotel will cater to tourists seeking a residential-type establishment.

At the Wigwam, one of the Valley's major resorts in nearby Litchfield Park, some \$100,000 has been spent on new units and a 200-capacity convention room. The new additions bring the resort's total number of accommodations to 150.

The managers of the Arizona Manor, one of the Valley's year-round resorts, have spent some \$80,000 recently to build a new dining room, called "LeVon's Holiday," and to redecorate rooms. The new dining room will have an innovation in that guests may pick out their own steaks, "brand" them and watch them broiled in an all-copper barbecue pit.

In addition, Jokake Inn, Paradise Inn, Arizona Ambassador, Casa Siesta, and several of the Wickenburg dude ranches have "spruced" up considerably over last year.

Insurance for Pilots

Connecticut General Life Insurance Company of Hartford today announced that it will now offer life insurance at standard rates to pilots and crew members of scheduled airlines and to many private pilots.

"Our decision," said President Frazar B. Wilde of Connecticut General, "reflects the continuing statistical study of the safety of air travel that we have maintained since the early days of flying, and our faith in the continued improvement of air safety."

"Today the safety record is so satisfactory that it is possible for us to extend life insurance to men and women who fly on the scheduled lines as a profession on the same terms as we do to any other occupational group."

"Our records show that notwithstanding current misfortunes in commercial aviation, the operation of scheduled carriers by United States flag lines throughout the world sets a high standard of transportation safety."

Connecticut General was the first company to offer insurance to those who fly when, in 1926, it insured airline passengers. It became the first insurance company to write group insurance on the employees of an airline, first with Western Air Lines in 1930 and then with United Airlines. Today, it insures personnel of more than 30 air transportation firms, as well as many aviation manufacturers, flying schools and allied businesses.



The word is out—"If it says Frontier—it's good." This Wyoming chipmunk joins an ever-growing list of satisfied customers. The picture was taken by Glenn Emmons of the Riverton station. The little fellow in the picture is not a pet, he just couldn't resist marshmallows.

Christmas Mailing

The Post Office Department has authorized an expanded use of local service carrier in the transportation of first class and preferential mails by air during this Holiday Season, December 14 to 26 inclusive. This service on Frontier will be about the same pattern as in 1954, however, it is anticipated that Flights 19, 71 and 72 will be used.



Joanne Pershin

J. B. Montgomery, Supt. of Passenger Service, announced the appointments of Miss Joanne Pershin and Miss Louise Herrmann as Stewardesses-in-Charge at Salt Lake City and Billings, respectively.

Miss Pershin joined Frontier as a stewardess in August, 1954, and prior to her new assignment did regular flight duty out of Denver and Salt Lake City.

Miss Herrmann began her flying in March, 1955, and has been based in Billings. Miss Herrmann replaces Geri Anderson who has just been promoted to Chief Stewardess, and Miss Pershin replaces Mary Lu Blake who has assumed the duties of Stewardess-in-Charge at Phoenix.

Both girls assume their new responsibilities with all the qualifications necessary to turn in outstanding jobs and they can depend on the support of all Frontier personnel to get this accomplished.



Louise Herrmann

C.A.B. NEWS

The Civil Aeronautics Board decision in the Denver Service Case on November 14 awarded new routes to five airlines. The new certificates to become effective January 13, 1956 are as follows:

Trans-World Airlines is authorized to serve Denver between San Francisco/Oakland, Los Angeles and Kansas City, with restrictions from serving Denver on flights serving Kansas City or St. Louis and requiring that Denver-San Francisco/Oakland and Denver-Los Angeles flights shall originate or terminate at Chicago or points east.

Western Airlines is certificated from Denver to San Francisco/Oakland via Salt Lake City and Reno, subject to a restriction against through-plane service between San Francisco/Oakland and Reno, on the one hand, and points other than Denver north and east of Salt Lake City on Western's Great Falls and Minneapolis/St. Paul routes, on the other hand.

Continental Air Lines' route is extended from Kansas City to Chicago and from Denver to Los Angeles, subject to the restrictions that Kansas City-Chicago flights shall originate or terminate at Los Angeles; that single-plane service is prohibited through Denver to or from points south thereof; that single-plane service is prohibited between Chicago and points south of Kansas City.

United Air Lines is authorized to serve Kansas City as an intermediate point between Omaha and Des Moines, subject to a restriction against serving Kansas City on flights serving Denver or Chicago.

American Airlines is authorized to operate non-stop service between Chicago and San Francisco/Oakland.

All rulings were unanimous except for the Continental extension to Chicago and TWA's authorization between Denver and San Francisco to which Members Gurney and Denny dissented. The Continental extension to Chicago, they said, would provide no needed service, would result in an unprofitable operation for Continental, and through diversion of Braniff's present revenues between Kansas City and Chicago, would require additional subsidy payments to that carrier.

Gurney and Denny stated that TWA's participation in the Denver-San Francisco market would dilute the market to such an extent that none of the three carriers on the route would be in a position to operate a frequency of schedules sufficient to meet satisfactorily the needs of the local traffic.

In a supplemental opinion in the New York-Chicago case, issued simultaneously, CAB authorized United Air Lines to serve Pittsburgh, subject to a long-haul restriction requiring that all flights serving Pittsburgh originate or terminate west of Chicago and stop at Chicago.

(Continued on Page 4, Col. 2)

For a dime he won \$500!

Richard Lohbeck, manager of Frontier Airlines station at Prescott, had to borrow the dime to purchase the ticket from Dee McAfee, who was selling queen contestant tickets for the Prescott Firemen.

What luck!

The Civil Aeronautics Board decision in the Southwest-Northeast service case on November 22nd extended the routes of Braniff Airways and Delta Air Lines into the Washington, D. C.-New York area. Braniff's Dallas-Fort Worth-Oklahoma City-Tulsa-Memphis route was extended to Nashville, Chattanooga, Washington and New York, thus adding Braniff as a direct competitor to American Airlines in the Dallas-New York market. Delta is authorized as a third carrier on this route with a stop required at Atlanta.

Delta will compete with Eastern Air Lines for Houston-New York and New Orleans-New York traffic, with American also authorized Houston-New York with a required stop at Pittsburgh. Capital Airlines is authorized to compete with Eastern and Delta in the New Orleans-New York market.

Other details of the decision included the certification of TWA to Tulsa and Oklahoma City and between Washington and New York via Baltimore and Philadelphia.

This decision thereby continues the Board's announced policy of strengthening medium-sized carriers when competitive service on "Big Four"—American, United, Eastern, and TWA—routes is required.

Mail Clinic Presented

The "Mail Clinic" was presented before a group of 125 members of the Fort Worth, Texas, Traffic Club by Supt. of Mails Tollie Glaves and Elden Brown, Director of Cargo Sales—Continental Air Lines, on November 21.

Mr. Glaves stated that the presentation was exceptionally well received, as indicated by the many comments and inquiries, especially from a railroad official, who remarked as to how valuable the information was to his company.

The Air Mail Committee in their "News Letter" of November 28 expressed their gratitude for the efforts of Messrs. Brown and Glaves in the Rocky Mountain Region, and of Brooks and Sherwood in the eastern regions in the presentation of the "Mail Clinic."



Seniff photo.

Eight out-of-state hunters were guests at the Magnet Cove Barium company's Twin Buttes lodge in the Big Horns recently, coming to Greybull in a special chartered plane. Shown here are Lee Grenier, local superintendent for the company, and Luther Evans, local Frontier Airlines station manager at the extreme left, greeting the men at the Greybull airport.

Others from left to right are the co-captain and captain of the plane. Bill Sweringen of the Gulf Coast Leaseholders, Inc.; Charley Talbott of MagCoBar; Clyde Ikins, independent oil operator; Bo Carter of Ada Oil Co.; Roy Henderson of MagCoBar; Royce Ouilane of Ada Oil Co.; Horace Godell of Cypress Mining Oil Co.; and J. C. Hewitt of MagCoBar, who is serving as co-ordinator of the groups who will be guests here of the company. Carter is from Louisiana, the rest from Houston, Tex.

FRONTIER NEWS IN PICTURES . . .



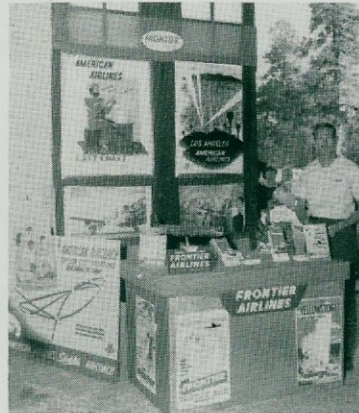
Zero degrees. The Denver Chamber's intrepid D-Envoys faced zero weather as they prepared to depart for Durango, Cortez, and Farmington recently. Denver's Mayor Will Nicholson, who donned his honorary D-Envoy hat, gave the warmest send-off on that chilly morning, and presented his personal letters to the Mayors of these three cities to the envoys to deliver. Tis heard that the trip to the Four Corners area was most successful for all concerned.



A big day for a group of Pueblo Girl Scouts was a trip to Denver, and a day of "living it up" with sightseeing and eating, the two elements that make a successful trip for anyone. The girls came to Denver with their leader, Mrs. W. K. Hurd, second from left. The flight was part of a program to qualify all of the scouts for their weather and aviation badges.



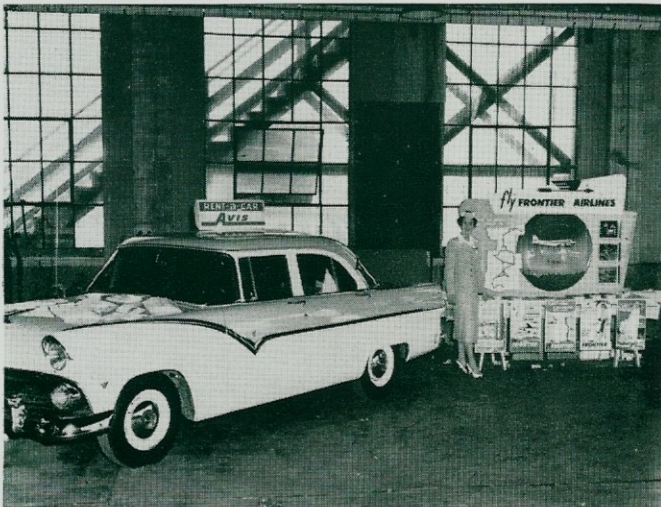
Mr. W. D. Brewer, Regional Director, Post Office Operation, was a featured speaker at the recent airport dedication at Montrose. Also shown, at right, Montrose Postmaster Frank Buskirk. Hundreds of Western Slope residents visited their airport and took sight-seeing flight in a Frontier "Sunliner."



Station Manager Ed Talbot had Frontier well represented at the Coconino Fair in Flagstaff. The display attracted lots of attention and pointed up Frontier's connecting service at terminal points such as Phoenix. Such activities is one of the main reasons Flagstaff is one of the best stations on Frontier's system.



Cadet Major Fred Wetzel had an idea and did something about it. This Phoenix high school student thought it would be a good idea if all the students in his city sent "get well" greetings to President Eisenhower during his convalescence in Denver. Since it was his idea, Cadet Major Wetzel was elected to present the handsome hand-tooled leather scroll at the summer White House. During his stay in Denver he was featured on several radio programs. The above picture shows Wetzel looking over the "gallery of Presidents" at the Denver Press Club.



Tony Standish, Avis operator for all Frontier stations in Arizona, was on hand and conspicuous during the Winslow Air Fair. A shiny new car, a Frontier display plus a charming Stewardess, all adds up to a "crowd stopper." Because of the splendid cooperation of Mr. Standish there are Avis rental cars at every airport served by a scheduled carrier in Arizona.



It's a big day when stewardess' training is completed and the latest class to finish training was all smiles as they received their diplomas from J. B. Montgomery, Supt. of Passenger Service. The girls, left to right, are Charlene Mullen, Helen Coons, Carol Jackson and LaDawn Noble.

New Plane Modification Well Along

"Steady progress on airplane 430 is evident," stated Jack Burnell, Director of Maintenance and Engineering, recently.

Burnell gave the percentage ratio of the work completed on the various systems and components: alcohol system 95%; electrical system 40%; plumbing, such as fuel, oxygen, vacuum, hydraulic, oil, and air pressure systems, 95%; vacelles 75%; heating system, 95%; cabin 80%; cabin drop door 60%; instrumentation 20%; buffet 95%; cargo compartments 75%; radio rack 95%; cockpit-general 60%; interior painting 25%; exterior painting 5%. This gives a general picture of 430's status.

"There are very few parts and materials short," he concluded, "and these are not holding up the work."

NEW PERSONNEL

DOROTHY L. YOUNG — *Secretary* — Denver, Colorado.

DONALD H. HENDERSON — *Mechanic* — Denver, Colorado.

MERLE E. BEELER — *Station Agent* — Sidney, Montana.

ALBERT F. CIFERRI — *Station Agent* — Farmington, New Mexico.

DAVID A. EATON — *Station Agent* — Farmington, New Mexico.

DON E. JORGENSEN — *Station Agent* — Winslow, Arizona.

DELBERT D. MCINTYRE — *Station Agent* — Farmington, New Mexico.

EDWARD L. MCINTYRE — *Station Agent* — Denver, Colorado.

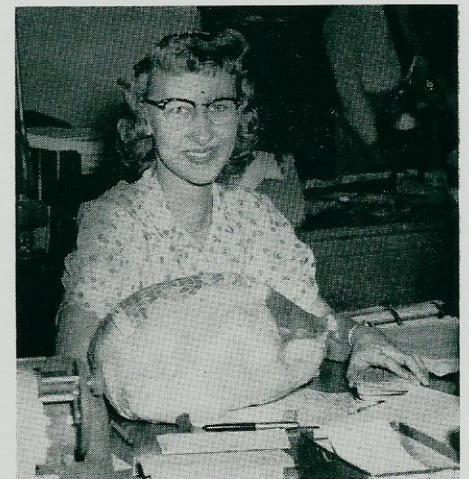
CLIFFORD L. MAGGARD — *Station Agent* — Monte Vista, Colorado.

LAWRENCE B. MODROW — *Station Agent* — Farmington, New Mexico.

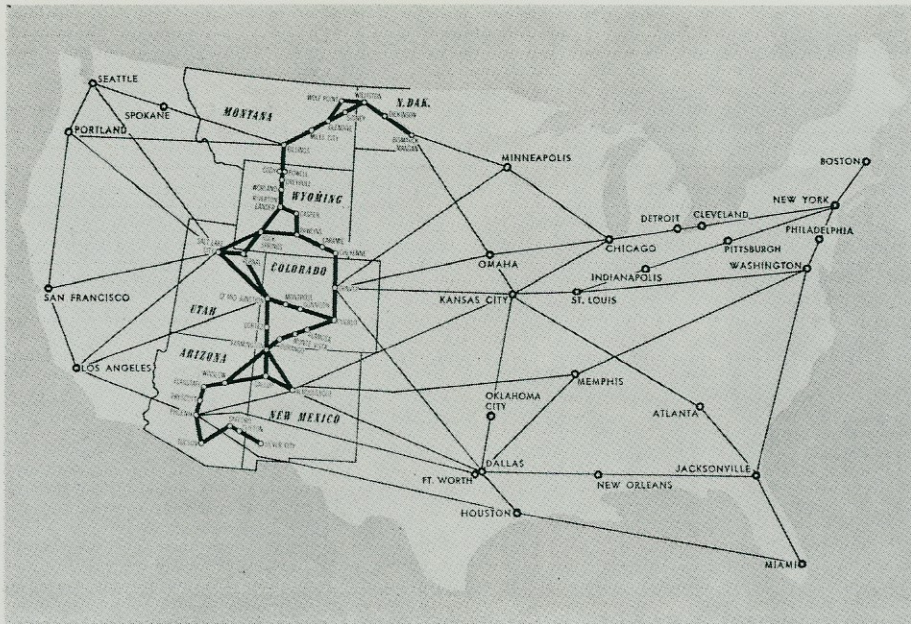
CLYDE A. RADLOFF — *Station Agent* — Casper, Wyoming.

ALAN SCHLOSSER — *Station Agent* — Cortez, Colorado.

RUDY B. WITTHUS — *Station Agent* — Casper, Wyoming.



Good bowling paid off for Charlotte Matlainen of the Denver Accounting Department. Her high score brought not only smiles but a turkey, and in plenty of time for Thanksgiving. She won it for high score in the Airliners' League.



Frontier's advertising agency, Rippey, Henderson and Kostka, has just produced the above map which will be used extensively in the company's advertising and promotional program. The map was designed to show how Frontier fits the Rocky Mountain area and the extensive connecting service available to Frontier passengers.

Youthful Fans Write Thanks

More and more school children are seeing planes, and one of the latest groups was at Glendive, Montana. All of the members of the third grade at Washington School took time to write of their experience and thanks for going aboard a Sunliner. Most of them complimented the staff, especially the stewardess: she won them with gum. Here are a few excerpts:

"Thank you for giving permission to hold the plane. I enjoyed going in the airplane very much. I enjoyed the stewardess, the pilots, and the man that showed us around the control tower and terminal."

"Thank you for holding the plane when we went on to look at it. The employee was very polite and kind to us at the airport."

"Thank you for letting us see the plane. I wish we will be able to see it again next year. But I wish we could stay longer. And the stewardess was nice because she gave us some gum. And I think the man that showed us around the airport was nice."

"I wish I could have a ride on an airplane. Thank you for letting us aboard the plane."

Sunliner News

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PUBLIC RELATIONS

DEPARTMENT OF FRONTIER

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C.A.B. NEWS

(Continued from Page 2, Col. 2)

Permanent certificates have been issued to Southwest Airways, Trans-Texas Airways, and Bonanza Air Lines. Trans-Texas was certificated for a new route between Laredo and Dallas via San Antonio, Austin and Fort Worth for a seven-year period, and between Shreveport and Lafayette, Louisiana via Lake Charles. Braniff Airways was suspended at Laredo, and Delta Air Lines was suspended at Tyler and Longview-Kilgore-Gladewater for the period that these cities are served by Trans-Texas.

Southwest was granted a new route between San Francisco and Los Angeles via San Jose, Monterey, Bakersfield, and Palmdale-Lancaster for an experimental three-year period. Southwest was authorized to serve Paso Robles, California through a common airport with San Luis Obispo. The Board said that traffic at those points could be adequately served through the airport of either city, but did not specify which airport the carriers should use, leaving this choice to Southwest.

In the Southwest case the Board discontinued United Air Lines' suspension at Monterey, Eureka, and Santa Barbara. Vice Chairman Adams dissented to United's reinstatement because it would increase Southwest's subsidy by over \$300,000 per year with no corresponding benefit to United's financial condition. He cited Board decisions which found that the specialized frequently operated services of local air carriers were more beneficial to the public interest than is the theoretical advantage claimed for one-carrier, two-plane connecting trunk-line service. Adams stated that the permanent certificate legislation "should have absolutely no adverse effect on this Board's ability to properly promote and develop" local carriers by preserving to them cities such as Santa Barbara, Monterey, and Eureka, which they, and not the trunk-lines have developed as strong traffic points.

Dwight D. Eisenhower is the first U. S. president to hold an airplane pilot's license.