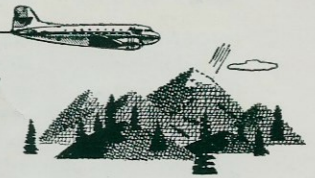




Sunliner News



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SEVEN STATES CASE BEFORE C.A.B.



There's a thrill in schussing down the mountain, swirling the snow. Ski enthusiasts abound in the little Switzerland of America as there are 30 ski areas in the Rocky Mountain region of Colorado, and most are served by Frontier. The picture was taken near Gunnison.

Pre-hearing Conference Concluded

Representatives of fourteen airlines and nearly as many states met in Washington, D. C., January 24, before Civil Aeronautics Board Examiner Curtis Henderson to undertake the complex job of determining the scope of the "Seven States Case" now in the pre-hearing conference stage.

The investigation was originally instituted at the request of the states involved to determine the needs for local air service in an area where surface transportation is generally inadequate and distances are great. Included in the initial hearing were North Dakota, South Dakota, Nebraska, Iowa, Wisconsin, Illinois and Minnesota. Subsequent applications by various carriers have tended to broaden the area to the entire western half of the United States and one of the primary functions of the pre-hearing conference was to determine just what territory will be included.

Counsel for the Bureau of Air Operations recommended that the area be limited to certain terminal points: Chicago, Ill.; St. Louis and Kansas City, Mo.; Denver, Colo.; and Williston, N. D. Anything not in this area should be according to the recommendation handled in a separate proceeding.

It immediately became obvious that the hearing would be limited to local service carriers as all trunk line applications would extend the scope of the area far beyond the original intent. Braniff International Airways is presently operating route 26 between Kansas City, Mo. and Minot, N. D., via Lincoln, Omaha and Norfolk, Nebr.; Sioux City, Iowa; Yankton and Huron, S. D. and other intermediate cities, on a temporary certificate which expires in June of this year. Counsel for Braniff stated that his company has no intention of asking for an extension of authority to continue operation of this route.

There was, however, disagreement among the carriers on whether or not Montana should be included in the "Seven States Case." Harry A. Bowen, counsel for Frontier, pointed out the community of interest that existed between Montana points and other points on Frontier's system and asked that additional service to Montana, including the so-called "hi-line" points, be included to enable this service to be started at the earliest possible moment. West Coast Airlines objected and asked that Montana service be held in a separate proceeding or that the Pacific Northwest states be included. Examiner Henderson intimated that extending the area to the west coast would certainly take it far beyond what the C.A.B. intended.

CONGRESSIONAL RECORD CARRIES FRONTIER BOARD CHAIRMAN'S TALK

When Frontier Board Chairman Louis E. Leverone speaks on aviation matters he speaks with authority, and his recent address before the Aviation Committee of the Decatur Chamber of Commerce at Decatur, Ill., was no exception. In fact, his remarks were so timely that Senator Everett M. Dirksen of Illinois had his entire speech included in the Congressional Record of January 5, 1956.

To support his request that the talk be included in the Record, Senator Dirksen said, "Mr. Leverone served several terms as president of the National Aeronautics Association, is presently director of that organization, and is recognized as an able authority on national aviation problems. His address is therefore not only authoritative but timely, and points out a number of aspects of the overall aviation and transportation problem which will prove useful and constructive."

Mr. Leverone discussed the sound development of an adequate highway system to handle the needs of one segment of our transportation system. "I only mention this," he continued, "in preface and as parallel of a very comparable problem which faces us in air travel. Similarly, we need the same kind of public leadership and sound planning to avert a very critical situation which is slowly but certainly developing in aviation."

Airport planners, he pointed out, have not kept pace with the rapid developments in flight equipment. "If these new types of aircraft were placed in service tomorrow," he stated, "only a handful of American cities would have airport facilities adequate to handle this air traffic."

The solution to the problem, according to Mr. Leverone, lies in the realization of this need at the grass roots and must be encouraged and stimulated at the community level. "We have too few leaders who can envision this progress; and not enough men of stature who realize that this is the golden era and the next 10 years may be the greatest decade of our entire history."

There is a great need, Mr. Leverone feels, for many more airports with lights and hard surface runways. Many of our present airports are inadequate to handle our present four engine planes and many of our major cities have not developed airport facilities fast enough to keep pace with constantly improving and faster planes.

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C.A.B. NEWS

PHOENIX SERVICE CASE—Issues to be heard in the Phoenix Service Case were discussed before Examiner James E. Keith at the pre-hearing conference on January 16th.

Airlines seeking non-stop service between Denver and Phoenix include Frontier, Continental, TWA, United and Western. Non-stop service between Salt Lake City and Phoenix is requested by Frontier, Bonanza and Western. Also, additional service Phoenix to San Diego and Los Angeles is sought by Bonanza, Continental, TWA, United and Western.

Frontier has applied for a route between Phoenix and Salt Lake City via Prescott, Flagstaff, Grand Canyon, St. George, Cedar City and Richfield. Bonanza is also seeking a route in this area.

The scope of the case will be determined by the Board's order consolidating certain of these applications into this case and will, no doubt, consider proposed services between Phoenix and Denver, Salt Lake City and Los Angeles, plus intermediate services between Phoenix and Salt Lake City. The hearing date has been set for May 1st.

SILVER CITY AND ALBUQUERQUE CASE—

Frontier has filed an application for an exemption to operate between Silver City and Albuquerque. The issue of this service was excluded from consideration in the Service to Tucson case.

The proposed service will not entail an increase in Frontier's subsidy requirement and will satisfy an obvious need for air service in an area where no other air service is available and surface transportation is difficult and circuitous.

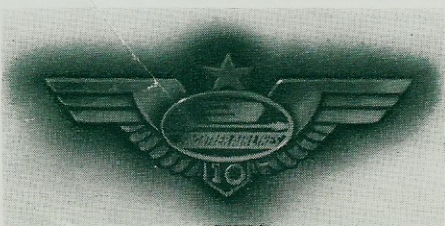
Frontier to Award Ten-Year Pins

Forty-nine Frontier Airlines pioneers will be honored this year for ten years of service, announced Al Schmidt, Personnel Manager. Of this total, twenty-seven are from Maintenance, fourteen from Flight Operations Department, eight from Ground Operations Department, three from Executive Department, and one each from Purchasing, and Traffic and Sales.

Schmidt stated that the ten-year pins will be gold with a gold star mounted directly above the wings, and is similar in design to the five-year pin.

"Frontier has made plans for three more pins," Schmidt continued. These will be given for fifteen, twenty, and twenty-five years of service. Each pin will be gold with a jewel in the center of the star: ruby for fifteen years, emerald for twenty years, and a diamond for twenty-five years.

THE TEN-YEAR PIN



"Miss Skyway" Finalist

Alyce Lorraine Campbell, Frontier Airlines' stewardess, recently received word that she is one of the finalists for the "Miss Skyway" Award. This Award will be presented to the ideal air stewardess selected from finalists from all the scheduled air lines on February 9, 1956, at the Wings Club in the Hotel Biltmore in New York City.

Miss Campbell was assigned to Billings, Montana upon graduation from Stewardess School. She is a graduate of Hanna High School, Hanna, Wyoming. Lorrie is the daughter of Mr. and Mrs. James Campbell of Hanna, Wyoming.

"Miss Skyway" will receive a Hillman Minx sports convertible, and the runner-up from each air line will be presented with a complete set of matched Skyway Luggage.

The Award is under the joint sponsorship of the Air Line Stewards and Stewardesses Association and Skyway Luggage. It commemorates the 25th anniversary of air stewardess service in the United States. These young women have been pre-judged for ability and beauty before they were accepted by the air lines.

Passengers on twenty-eight air lines had the opportunity to recommend their favorite air stewardess as a candidate for the "Miss Skyways" Award.

NEW PERSONNEL

BETTE J. MUEHLHAUSEN — *Secretary* — Denver, Colorado.

ARTHUR H. BLISTEN — *Station Agent* — Riverton, Wyoming.

FREDERICK H. DEBELLY — *Station Agent* — Denver, Colorado.

RALPH A. FISHER, JR. — *Station Agent* — Silver City, New Mexico.

DANNY L. FOREMAN — *Station Agent* — Grand Junction, Colorado.

RONALD K. GRANT — *Station Agent* — Riverton, Wyoming.

HERSCHEL P. LOWE — *Station Agent* — Grand Junction, Colorado.

LARRY P. STEPANEK — *Station Agent* — Williston, North Dakota.

DON M. VOTINO — *Station Agent* — Denver, Colorado.

SHORT HOPS

The U. S. Court of Appeals has ruled that the Post Office Department has the legal right to conduct its experiment with the scheduled airlines in moving first-class mail by air on a space-available basis.

The decision upset a District Court order granted in favor of a dozen railroads who have been fighting to have the experiment discontinued. The railroads contended that the experiment would cause them to lose millions of dollars.

Figures are not yet available on the second year of the experiment, but during the first year hundreds of millions of letters reached their destinations an average of 11½ hours sooner than if they had moved by surface.

The test covered only a few major cities in the beginning but it now is being carried on between 206 cities throughout the nation.

The famed New Music Quartet, long a featured attraction at the Aspen Music Festival, Aspen, Colorado, left for a three month tour of Europe and North Africa on January 6. This is the first American quartet ever sent abroad under the joint auspices of the State Department and the American National Theater Academy. The quartet is composed of Broadus Erle and Matthew Raimondi, violins; Walter Trampler, viola and Aldo Parisot, cello.

Mr. S. A. Morales, Morales Taxi Company at Clifton, Arizona, will celebrate his fifth anniversary on January 24, 1956 as part of the nationwide network of air freight cartage agents.

Three major league baseball teams—the New York Giants, Chicago Cubs, and Baltimore Orioles—now train during the spring around the all-year "desert spa" of Phoenix, Arizona. The Cleveland Indians also train in nearby Tucson.

Phoenix, Arizona, the desert oasis capital of the Valley of the Sun resort area, celebrates the 75th anniversary of its incorporation in 1956. From an old hay camp, it has developed into one of the most modern and fastest growing cities in the country.

The Chairman of the Air Mail Committee moved next door when Elden D. Brown of Continental Air Lines was elected to be head of the committee during the next year. The Air Mail Committee is charged with the responsibility of promoting air mail and air parcel post, operational procedures and liaison with the Post Office Department. Frontier is ably represented by Tollie Glaves.

Capt. W. H. Kennedy has been a pilot with United Air Lines for 25 years, and at present is flying a DC-7 between San Francisco and Honolulu. His son, Willis H. Kennedy, Jr., has more than ten years of commercial flying, and is a pilot for Frontier.

E. E. Knudson, station manager for Frontier Airlines in Albuquerque, will soon celebrate 25 years in the airline business. He was Chief Agent for T.W.A. and Continental Air Lines before joining Frontier.

FRONTIER NEWS IN PICTURES . . .



Frontier was well represented at a recent luncheon meeting of the J.C.'s in Salt Lake City. Left to right: Carmen Kipp, President of the J.C.'s, Jacqueline Jacobson and Joanne Pershin, Frontier Stewardesses, and John Lindsay, Vice President—Traffic and Sales, who was the guest speaker.



Don Boyle, Jay Gardner, and Chet Lubben dropped in on Pete Smythe of "Pete Smythe's General Store," KOA-TV's popular day-time show. They discussed climatic changes—from the snows of Colorado to the sunny winter vacationland of Phoenix, Arizona—via Frontier, of course.



Winner of the Sales Promotion contest at KOA-TV, Mr. and Mrs. Jay Gardner enjoy a well-earned siesta at Casa Siesta Lodge in Phoenix. Besides winning a week's vacation in the Valley of the Sun, the Gardners also won a round-trip on Frontier.



Michael O'Shea, famous screen and TV star, was welcomed aboard Frontier recently by Stewardess Laurene Crawford. O'Shea was taking a brief vacation to look over the property his wife, Virginia Mayo, had purchased while making a picture in Durango.



All set to show London and Zurich a Western cowpoke is Michael Roder, 10,000,000 passenger on Trans-Canada Air Lines. Michael, his parents, Mr. and Mrs. Fred Rober, and sister, Carol, visited relatives. He is shown with Jackie Harper, TCA passenger agent. (TCA picture.)



Getting the final statistics for a Stockman's Tour to Australia are William Mueller, left, and Boyd Madison. Mr. Madison, District Sales Manager for Qantas Airways Ltd. in San Francisco, was here for the National Western. The picture was taken during a tour of Denver's Union Stockyards.



Who wouldn't take off if he thought a Brahma bull was right behind him! All set to get an action picture of a bucking bull with bells clanging and breathing fire, then add one clown who sneaks up behind, giving the bell a loud rattle, and you have the scene above—amusing to everyone but the photographer.

Wyoming Press Association Backs Frontier's Petition For Investigation

The Wyoming Press Association passed a resolution in support of Frontier's petition for investigation during their recent state convention in Laramie.

The resolution passed is as follows: "Since adequate transportation is the life and blood of any city and since air transportation is vital to the state of Wyoming—and since Frontier Airlines' petition for investigation, now on file with the C.A.B., is intended to insure continued local air service to the smaller communities of the state—The Wyoming Press Association urges immediate favorable action on the petition."

The members of the press evidenced considerable interest in this new approach to an old problem. This same attitude exists in other states served by Frontier even though not expressed in the form of a resolution.

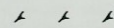
At this time Frontier has not been advised when, or what, action will be coming from the Board.

Leverone's Talk

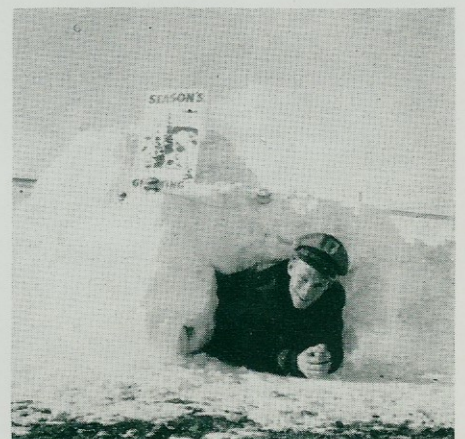
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In concluding his talk, Frontier's Board Chairman had some most timely suggestions and observations, applicable to any community. "It is just as important to consider," he stated, "the economic advantages of airports as it was years ago to realize the need for hard roads. Don't forget that political action is aroused by alert public opinion and that public sentiment must be generated from just such groups as these."

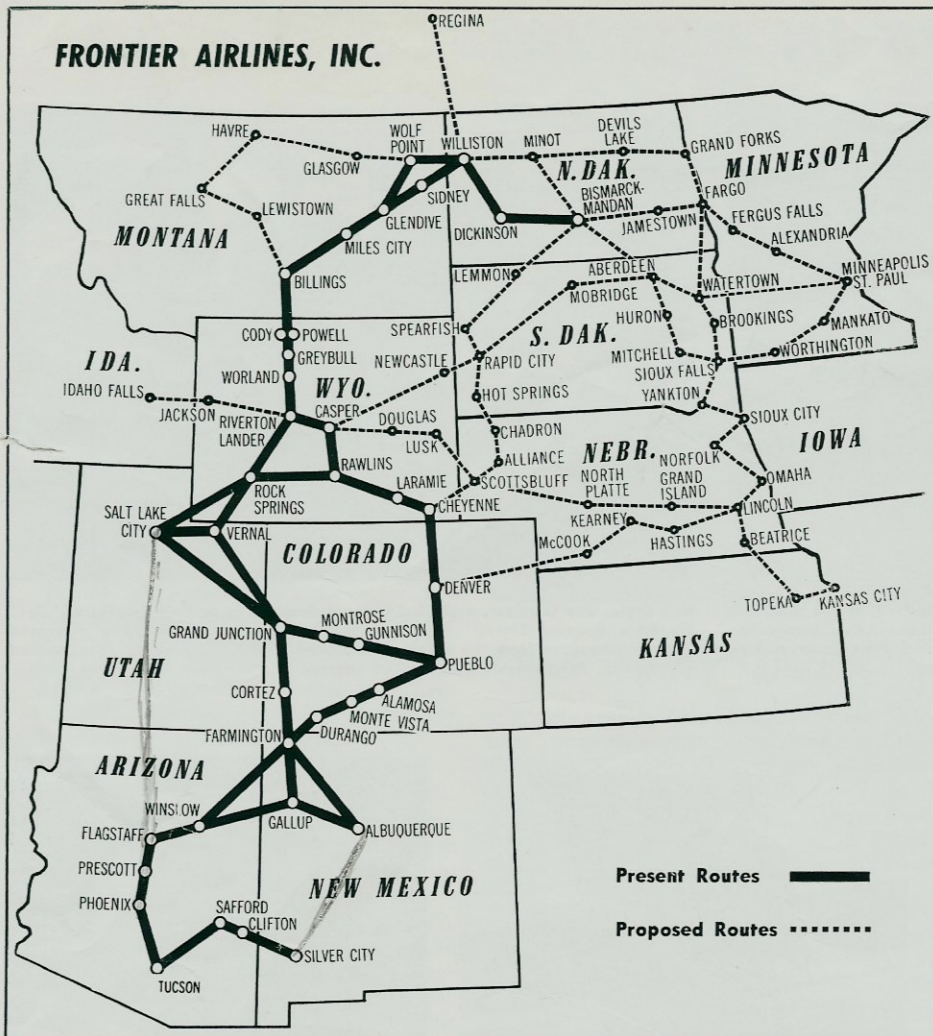
Since many people have evidenced this interest in studying the entire text of Mr. Leverone's address, the Public Relations Department has arranged for a limited number of reprints which are available on a first come first served basis.



Imposing ruins of cities built more than 700 years ago are found in many spots around the winter resort of Phoenix, Ariz. They were built by the Hohokam Indians, "the Departed Ones," who constructed the first irrigation canals in this desert oasis.



It's not Alaska! But it sure gives a good idea for a Sunliner trip to the Valley of the Sun. Smiling Wayne Mangus, Frontier agent, built the igloo after a recent snowstorm in Powell, Wyoming.



Seven States Case

(Continued from Page 1, Col. 3)

The extent of Frontier's interest in this case can best be shown by examining the map, page four, showing the routes for which Frontier has made application.

Since the pre-hearing conference is the first phase of a proceeding, it is impossible to predict how long it will take before the Board comes out with a decision. Because of the scope of the case and the parties involved it will, no doubt, be at least eighteen months before final Board orders are issued.

Five-Year Pins and Awards Presented

At a recent Five-Year Pin and Awards luncheon Mr. C. A. Myhre, Frontier's President, reviewed the major problems confronting the airline, with specific mention of the "Petition" and the "Seven States Case."

Myhre pointed out that in the past Frontier was thought of in terms of one year, then five, then ten, but that we can now think of it in terms of 20 years: being cognizant, of course, that there is much which will have to be accomplished when the C.A.B. renders its decision. He also stated that studies of the needs of Frontier, such as airplanes, were constantly being made.

Five-Year Pins were awarded by Mr. Myhre to: Irene D. Moltzau, Secretary; J. R. Klingensmith, Dispatch Clerk; L. A. Allen, Brad J. Hurd, and J. R. Langhofer, co-pilots; Beverly J. Hays, Comm. Operator; E. H. Lehmann, Mechanic; Guy L. Lewis and Irene A. Davis, Traffic and Sales Dept.; Dolores T. Lanick and Donna Mans, Stewardesses—all of Denver.

Suggestion Awards were presented to H. V. Gulliksen and N. L. Keen, Mechanics, and C. V. Willmann, Lead Mechanic, by Jack Burnell, Director of Maintenance and Engineering. Burnell stated that these awards were made for the best suggestions submitted in 1955 for ways and means of improvement in the work of the Maintenance Department.

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