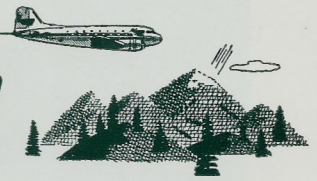




Sunliner News



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PILOTS HONOR RETIRING DOCTOR



Captain Floyd Ririe (right) proudly presents Dr. Mazel Skolfield with a model Frontier "Sunliner" in token of appreciation for ten years of service to the Salt Lake City pilots as their physical examiner.

DR. M. SKOLFIELD RECEIVES MODEL OF A SUNLINER

Dr. Mazel Skolfield was the guest of honor at a recent banquet held at the Aviation Club in Salt Lake City by the pilots of Frontier Airlines. Dr. Skolfield had announced that he was retiring from the Civil Aeronautics Administration and as company doctor for Frontier, as well as his general practice in Salt Lake City.

Captain Floyd Ririe, who took his first pilot physical examination from Dr. Skolfield in 1929, presented him with a model DC-3 Frontier "Sunliner." It bears the engraving: "To Dr. M. Skolfield from the Frontier Airlines Pilots of S.L.C."

The "Sunliner" was presented to him as a token of the ten years of service he has given Frontier Airlines and in recognition of the twenty-nine years he has served as medical examiner of pilots in the Rocky Mountain area.

Dr. Mazel Skolfield received his degree as a medical doctor in 1924, wherein he began his general practice in Salt Lake City. In March 1927 Dr. Skolfield applied to the Civil Aeronautics Administration and subsequently was appointed as physical examiner for the C.A.A. At the time of his appointment, Dr. Skolfield was the only C.A.A. examiner west of Denver.

ADEN AND KELLER TO VISIT FOKKER PLANT IN AMSTERDAM

Captains Everett L. Aden and Scott Keller, representing Frontier Airlines, and M. A. Ferguson, representative for the Airline Pilots Association, will leave the latter part of August to visit the Fokker plant in Amsterdam, Holland. They will make a first-hand inspection of the "Friendship" F-27. Arrangements for their visit are being made by the Fairchild Engine and Airplane Corporation, the American distributor.

Earlier this year C. A. Myhre, Frontier's President, announced that Frontier had placed an order for six Fairchild F-27's. Two of these turboprop transports are to be delivered in 1958, and the remaining four at later dates. The March 1956 issue of *Sunliner News* carried a picture and story on its front page.

C.A.B. Renders Decision on Frontier's Petition

In the matter of the Petition of Frontier Airlines, Inc. for an investigation to explore methods of reducing Frontier's subsidy, etc., The Civil Aeronautics Board adopted the following order on July 17, 1956.

"Frontier Airlines, Inc. (Frontier), has filed a petition requesting that the Board institute an investigation to explore various methods of reducing its subsidy. Specifically, Frontier requests that such an investigation encompass relaxation of its operating restrictions, suspension of points served by trunkline carriers in areas served by Frontier, amendment or extension of Frontier's route, the issue of what showing should be made by trunkline carriers before they be permitted to serve points in Frontier's area, and granting Frontier operating authority which will permit it economically to use more efficient aircraft than it now uses.

We are keenly aware of the necessity for reducing subsidy requirements and we commend Frontier for its interest in lessening its dependence on subsidy. We believe, however, that the issues raised by Frontier's proposal can best be considered through particular formal route proceedings conducted under section 4C1 of the Act. The issues raised by Frontier's proposal, in the main, are or probably will be under consideration in various current route proceedings to which Frontier

is a party, e.g., the *Seven States Area Case*, Docket No. 7454, the *Pacific-Northwest Local Service Area Case*, Docket No. 4192, and the *Service to Phoenix Case*, Docket No. 6247. In these cases extensive route applications of Frontier have been or probably will be consolidated for hearing along with Frontier's requests for changes in its operating authority, such as skip-stop authority on various routes. The issues in these cases also include suspension and realignment of the routes of trunkline carriers serving at various points along Frontier's requesting routes and throughout a large part of the territory served by Frontier.

We believe that these proceedings, in which specific issues affecting Frontier's system are being or probably will be tried, will be a more appropriate and effective form of considering improvements to Frontier's route system than a general investigation in which no specific proposals can be carried out. If, at the conclusion of these various current route proceedings which will affect and possibly modify Frontier's route system, it still appears that the investigation requested by Frontier is pertinent for further consideration, we will reconsider Frontier's request herein. **ACCORDINGLY, IT IS ORDERED:**

That formal action on Frontier's petition herein be deferred until further notice."



Booth Receives Appointment

Miss Virginia Booth was recently appointed Stewardess-in-Charge of the Salt Lake City domicile by Geri Anderson, Chief Stewardess. She succeeds Miss Jo Anne Pershin, who is Stewardess-in-Charge of the Denver domicile.

Miss Booth joined Frontier as a stewardess in June, 1955, and since that time has performed regular stewardess duties at Billings and Salt Lake City domiciles.

SIX SCHOLARSHIPS AWARDED AT MUSIC DAY CONTEST

Saturday, July 21, 1956, not only marked the fifth annual Central City Music Day Contest, but for the first time an Aspen Music School scholarship was awarded in addition to the Spencer Penrose scholarships. The contest is co-sponsored by Frontier Airlines and the Central City Opera House Association.

Winner of the Aspen Music School award was George Coffe of Denver. Other scholarships were awarded to Bruce Brown of Denver, Lorraine Stillings of Monte Vista, Daryl Dem of Denver, Janet Worth of Monte Vista, and William Karstens of Denver.

Scholarships in the amounts of \$500 and \$250 have been awarded in recent years. Trophys were originally given the winners. Along with the scholarships, the contestants visited radio station KOA to make a recording which was played at a later date over the network.

Judges for the contest this year were Norman Singer, Dean of Music at Aspen; Edith Oppens, piano teacher at Aspen; E. Buckley, Musical Director at Central City; W. Taussing, assistant director at Central City and with the Metropolitan Opera House in New York, and F. Eyle, Concert Master of the orchestra at Central City and the Metropolitan Opera House.

The contest was established to enable talented young music students of the area, which Frontier serves, to continue their studies.

Calendar of Events

ARIZONA

August 11 Prescott SMOKI SNAKE DANCE
August 21-25 Tucson "SOLID GOLD CADILLAC"
Arizona Corral Theatre

COLORADO

August 3-5 Durango SPANISH TRAILS FIESTA
August 21-26 Pueblo COLORADO STATE FAIR

NEW MEXICO

August 9-12 Gallup INTER-TRIBAL INDIAN CEREMONIAL
August 26 Farmington KID'S FISHING DERBY

WYOMING

August 15-18 Riverton 50TH ANNIVERSARY CELEBRATION

"AIR SHOWS" SUCCESSFUL

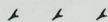
A banner summer of "Air Shows" celebrating Frontier's tenth anniversary of flying the Rocky Mountain Region will soon become another chapter in Frontier's history. These "Air Shows" are a climax to a full week of activities promoting aviation in the community.

Citizens in and around Rock Springs, Williston, Glendive, Vernal and Worland have turned out en masse, and to date more than 2,600 have taken sight-seeing trips on Frontier's Sunliners this season.

These people have avidly watched the aerobatic performances of Utah's Air National Guard at Rock Springs and Vernal. The Great Falls Air Defense Command flew over F-94 Starfires and the Wyoming Air National Guard sent their jets from Cheyenne to put on a demonstration at Worland.

Between these military demonstrations and Frontier Sunliners the people of the Rocky Mountain Region are getting a first-hand picture of the importance of military and civilian aviation as it is today.

Credit for the success of these "Air Weeks and Shows" goes to an energetic group of District Sales Managers: Dex Alger of Salt Lake City, Gordon Dahl of Billings, and Don Boyle of Bismarck.



Statistics per Walter Albany, Station Manager at Gunnison, shows that in a little more than ten years, Frontier has carried 950,000 passengers more than 250 million passenger-miles without a fatal accident, and that it has successfully crossed Monarch Pass more than 8,000 times.

Seven States Hearing In Omaha

Witnesses from eighty towns and representatives of seven states presented evidence to C.A.B. Examiner Curtis Henderson to substantiate their claims for local airline service. The recently concluded hearings, held in Omaha, represents the first phase of the hearings in the "Seven States Case." The airlines concerned will present their particular case in Washington in September.

The witnesses consistently hammered away at one of the problems which has been a deterrent to new industry for years: the lack of north-south service in an area of great distances and natural barriers to adequate surface transportation. Many testified that to adequately serve their area an air freight service should be provided in addition to air express and air mail. Examiner Curtis Henderson should have a complete picture of what the cities and states involved feel are their needs for new or additional local airline service with the record of seven days' testimony.

Frontier has applied for route extensions from Denver to Omaha via a number of intermediate stops in Nebraska, from Denver to Bismarck-Mandan via intermediate stops in Nebraska and South Dakota. Also in issue is Braniff Airways' present route from Minot to Kansas City, extensions from Bismarck-Mandan to Minneapolis and a further extension across South Dakota to the Twin Cities. North Central Airlines, Inc. and Ozark Air Lines, Inc. have also applied for similar routes. Full details of the "Seven States Case" appeared in the January and April issues of *Sunliner News*, with a route map on page 4 of the January issue.

FRONTIER NEWS IN PICTURES . . .



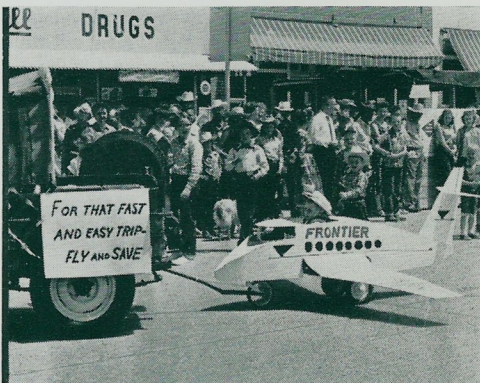
Glendive's Diamond Jubilee, along with the 4th of July, was celebrated with a mile-long parade. Frontier's stewardesses Marilyn Satree (left) and Geri Anderson (right) tossed geranium corsages to the ladies viewing the parade.



Mr. Bert Hilger, Glendive, seems pleased to receive the latest information on Frontier from stewardesses Marilyn Satree (right) and Geri Anderson (left).



Adding his rich tenor voice to the quartet is none other than Captain Ben Stuart, Billings. The musicians are Mr. and Mrs. Jim Bennet of the Hotel Jordan, and the other singer is Station Agent Harvey Cole.



Greybull's 49er Parade had a miniature Frontier Sunliner float, which was made by Station Manager Luther Evans. Undoubtedly Bill Evans, Luther's son, was the most popular pilot among his playmates that day. Wonder if Chief Pilot E. L. Aden has signed him up for 1976?



Everett L. Aden, Director of Flight Operations, and Harvey P. Barnard, Director of Maintenance, proudly accept the "Award of Honor" presented by the National Safety Council for a perfect safety record in 1955.



Proof positive for their fish stories! A mighty fine catch of 2 natives and 4 rainbows was made at the Strawberry Reservoir by Frontier's pilots Matt Ferguson, Robert Schow and Jay Curtis, all of Salt Lake City, Utah. Deseret News & Telegram photo.



Wings and diplomas bring happy smiles to these five graduates of Frontier's recent stewardess class. Left to right: Edith Hummel, Carolyn Miller, Gloy Jorgensen, Carolyn Robertson and Martha McCarroll. All graduating classes look forward to this day, especially the luncheon affair.



Interline (TWA-FAL) first prize window display winners can't help but beam upon receiving their prizes. Left to right: Wally Westover, TWA Sales Representative; winners Don Bodeman, FAL Station Manager at Winslow and Mrs. Polly Shaw, clerk in Whipples (store for women); Earl Passwater, FAL District Sales Manager, and the store owner Floyd Whipple.



Four more charming young ladies joined Frontier's growing Stewardess ranks upon receiving their wings and diplomas. Left to right: Mary Colish, Beth Deedman, Susy McAbee and Charlotte Turner.



Satisfied fishing tackle representatives after eating a buffalo roast dinner at Pahaska Tepee Lodge near the eastern entrance to Yellowstone National Park. Back row, left to right: Ronald O. Bell, District 2 Warden, Wyoming Game and Fish Commission, Cody, Wyo.; Frank Augur, True Temper Rod Co., Milwaukee, Wisc.; Bob Mortensen, Louis Johnson Co., Highland Park, Ill.; Ed Ludwikowski, Lazy Ike Co., Overland Park, Kan.; George McWilliams, DENVER POST writer, Denver, Colo.; Jack Griffin, CHICAGO SUN-TIMES sports writer, Chicago, Ill.; Bill Gautsche, Actionrod, Hastings, Mich.; Pete Carlson, Great Lakes Products, Cannon Falls, Minn.; John Q. Olson, Yellowstone Park Co., Wyoming. Second row, left to right: Bill Bragg, Jr., Wyoming Travel Commission, Cheyenne, Wyo.; Jerry Kitchen, Director Public Relations, Frontier Airlines, Denver, Colo.; Ed Smith, Phillipson Rod Co., Denver, Colo.; Stu Pritchard, South Bend Tackle Co., South Bend, Ind.; Warren Jenks, Sila-Flex Co., Elmhurst, Ill.; Rusty Thompson, Zebco Co., Minneapolis, Minn.; Tommy Thompson, Zebco Co., LaCrosse, Wisc.; Bud Ackley, Johnson Reel Co., Kansas City, Mo.; Willard Murfin, Wyoming Travel Commission, Cheyenne, Wyo.; Earl Thomas, Game Warden, Wyoming Game & Fish Commission, Cody, Wyo. Front row, left to right: B. H. Fisher, Airex Corp., Chicago, Ill.; Dick Frost, Chairman, Wyoming Travel Commission, Cody, Wyo.; John Low, Woodstock Metal Products, Arlington Heights, Ill.; Billy Cullerton, Cortland Line Co., Elmhurst, Ill.; J. B. Jorgenson, Cortland Line Co. and Arbogast Co., LaCrosse, Wisc.; Quinn Blaire, Pahaska Tepee Lodge, Cody, Wyo.

LEADING FISHING EXPERTS GUESTS AT JACKSON HOLE

Twenty of the nation's top tackle manufacturers and outdoor sports writers were guests of the Wyoming Travel Commission for a five-day fishing junket to the land of the "king-sized rainbows" in the Jackson Hole country this July. It was another of the ever-growing Frontier charter trips.

Passengers awaiting their flights in the Denver airport terminal building were agog as these men converged at Frontier's station counter to check in. They doff their formal attire, revealing some rather vivid "T" shirts with the stern warning fore, "Don't Stop Me," and aft, "I'm Heading for Wonderful Wyoming."

For five days the people of Wyoming took pride in showing these men some of the best fishing areas in the most magnificent scenery in the nation, and for five days the guests enjoyed it. They fished lakes and streams, packed into remote wilderness where anything under two pounds is thrown back. Even these experts exchanged the best of "fish stories" about the big ones that got away.

In the months to come these men will appear at all of the nations' major travel shows, and it is estimated they will talk to over 5 million people. Undoubtedly their stories about the junket via Frontier will contribute materially to Wyoming's travel during the coming season.

Williston Businessmen Spend A Busman's Holiday In Canada

Neighborliness reached another high when a group of civic-minded businessmen from Williston, North Dakota, chartered a Frontier "Sunliner" for several days' visit to Saskatoon and Regina in Saskatchewan province, Canada.

Each year the community of interest continues to increase between these two areas; largely due to the extension of the Williston Oil Basin into Canada. The oil companies and their supply houses shuttle personnel and

equipment between the Basin and points in Saskatchewan.

Noted for its excellent fishing and hunting ground, sportsmen the world over try their luck in its many lakes and forestland. And there's baseball, with teams from the North Dakota league playing teams from some of Saskatchewan's cities. While the North Dakota visitors were in Saskatoon they attended the baseball playoffs between teams from North Dakota and Saskatchewan.

Luncheons and dinners were part of the royal reception tendered the visiting dignitaries by the Canadians. At these get-togethers conversation centered around Frontier's proposed service between Williston and Regina, highlighting the numerous advantages that would result from such service in this area.

Dr. Carroll Lund, President of the First National Bank of Williston, was the official spokesman for the group. George Schmidt, Manager of Williston's Chamber of Commerce, spearheaded the planning for the trip. Frontier was represented by John D. Lindsay, Vice President of Traffic and Sales; L. Preston Blatter, Treasurer; and Ed Gerhardt, Manager of Publicity. Crew members were Captains Everett Aden and Ben Stuart, Chief Stewardess Geri Anderson, and Mechanic Ken Holmes.

"Interrupted Honeymoon"

Mishandled baggage has long been one of the major problems in all modes of transportation. The Air Transport Association has just released a short motion picture about the importance of handling passengers' baggage. It shows what happens when the passenger goes in one direction and his/her baggage in another. And it bears the intriguing title: "Interrupted Honeymoon." Frontier's Public Relations Department has a copy of it.



"John, John, how does your garden grow?" might be the parody on John Griffith's gardening. This is proof positive that John is a horticulturist during his spare time when he isn't supervising the stations in the southern division. He lives in Phoenix.

Sunliner News

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Edited by the

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DEPARTMENT OF FRONTIER

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