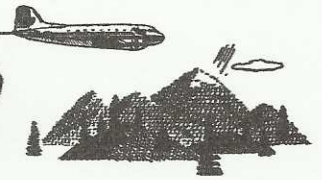




Sunliner News



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SKIERS' PARADISE . . . SUN VALLEY, IDAHO. Here three devotees of the sport on a ridge high above Sun Valley pause to drink in the beauty created by a recent snowfall. This Union Pacific resort is celebrating its 20th wonderful winter in the 1956-57 season. Though skiers board Frontier to go to the many other ski areas, they may in the near future go to Sun Valley by Frontier.

Steady growth in 1957 foreseen by Rocky Mountain Oil and Gas Industry

BY HENRY W. HOUGH, *Editor*
Rocky Mountain Oil Reporter

Led by the booming "Four Corners" area, the oil and gas industry is experiencing remarkable growth all through the mountain and prairie states. For the past decade, one part of the "Booming Basins" after another has won national attention by important oil discoveries and multi-dollar drilling programs.

Virtually all of the "major" oil companies and most of the leading "independents" are included in the Rocky Mountain oil and gas industry today, as production of oil rises rapidly toward the million-barrels-per-day mark.

Many people are interested in the effect the Suez Canal closing and Middle East crisis will have on the oil and gas industry in the mountain and prairie states.

Fortunately, the immediate effects are minor. Near the seaports and in oil producing

areas with more than enough pipeline capacity, there has been pronounced stepping-up of oil output—for a few months. This is expected to drop off as soon as the Canal is opened and normal flow of oil through pipelines in the Middle East is resumed, which most experts now expect within a few months. There has been no such increase in Rocky Mountain oil output, principally because pipelines serving the area already were filled to capacity and only relatively small increases could be made to meet the crisis. This will be a favorable factor in the late spring and summer when a slump may be felt in areas geared up to more than normal production during a crisis expected to be quite temporary.

The long-range picture resulting from the trouble in the Middle East is something quite different. The great oil companies now are thinking twice before approving additional

(Continued on Page 4, Col. 3)

Frontier Provides Airlift During Emergency

Airlift of "Surface Preferential Mails" by Frontier Airlines was authorized between Denver-Pueblo and Durango and area, January 28 through February 1, 1957, during the emergency period when heavy snows prevented surface transportation. Several hundred pounds was moved daily, thus providing prompt daily mail service for the affected area.

Frontier Airlines has performed similar service in the past and as Tollie Glaves, Superintendent of Mails, stated, "Frontier always welcomes the opportunity to cooperate with the Post Office Department in providing postal service for patrons in emergencies."

C. A. B. Authorization on Interim Local Service Case

The Civil Aeronautics Board voted late January 30 in the *Route 26 Interim Local Service Case* to authorize North Central Airlines, Inc., a local service air carrier, to operate on a temporary basis between Grand Forks, N. D. and Omaha, Neb., via Fargo, N. D., Watertown, Brookings, Sioux Falls and Yankton, S. D. and Sioux City, Iowa and Norfolk, Neb., until sixty (60) days after final decision by the Board in the *Seven States Area Case*.

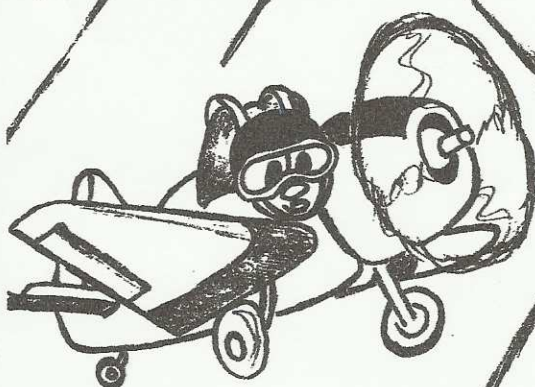
At the same time the Board voted to deny the remaining applications for service in the same general area by Ozark Air Lines, Inc., North Central Airlines, Inc., and Frontier Airlines, Inc.

The Board pointed out that this announcement does not constitute the Board's decision in this case, which will be entered and issued at a later date.

Two Frontier Employees Winners in SABENA Contest

Stewardess Janette Crumpler, stationed at Billings, Montana, and Station Manager Duane H. Phelps, Laramie, Wyoming, are winners in the "Thanks for Your Memories" contest, being conducted by SABENA Belgian World Airlines. The prize for the best story of a true experience during the course of airline work is a trip for two to Europe. The contest is for airline employees only.

Frontier is not only proud of their achievement, but wishes them the best of times when they take their European trip.



SUNLINER CHATTER

IN THIS CORNER ...

January ... Infantile Paralysis Month

February ... Your HEART Month

Millions of dollars are spent each year on costly collections: rare pictures, rare objects of art, and hobbies. But when it comes to seeing the DOCTOR ... it's a great big NO. You can't afford it. Not until you're really ILL.

Your health, especially your HEART, is the most precious thing you have!! So why not take care of it! Get a check up. Eat properly. Exercise accordingly. And sleep - that's the best thing you can do for it. You can have fun, but fun won't last long unless you take care of that ticker of yours.

CHIT-CHAT

Didja know that the first paper money ever issued in America consisted of IOU notes written on the backs of playing cards in 1685 by the French Governor of Canada in Quebec?

And ... During the Boer War in South Africa (1899-1902) Thomas A. Edison kept fully equipped "British" and "Boer" armies in the hills of northern New Jersey. As news of the real battles came from the front, these "armies" would go through the same action for motion picture cameras and the "battle" films would be sent to the movie houses.

ROUND ABOUT

Not much to write up this time. News just didn't happen any place along the system, other than:

FLAGSTAFF ... Glenn Ford, movie star, was at the airport to meet several of the members of the cast of his next picture. Location is Sedona, Arizona, about 25 miles south of FLG, and the picture's title at present is "3:10 to Yuma".

PHOENIX ... Pat Dillingham and Betty Vannoy, stewardesses, are getting married. Ira Kemp and John DeYoung will sojourn in Mexico City.

DENVER ... DENO's Peggy Richard is quitting shortly. Another Richard is expected.

Priscilla Swartz, formerly in DENZ, had a baby girl in December.

RIVERTON ... Agent Paul McClure and Senior Agent Bill Cook went Elk hunting in the Jackson area.

NEEDED ... A recording of "All I Want for Christmas". The staff in Public Relations said that's all they'd get for Tollie Glaves last Christmas.

BILLINGS ... The C. A. Fechners are the proud parents of a baby girl.

Ah, yes! It's a woman's world these days!

SUNLINER CHATTER

✓ DEC 9, 00

JAKE,

THIS "SUNLINER CHATTER" IS AN
EMPLOYEE INSERT INTO THE JAN 1957

"SUNLINER NEWS"

IT HAS 2 ARTICLES ABOUT STEWARDESSES
THAT YOU MIGHT BE ABLE TO USE
SOMETIME,

Ken

A Few Thoughts from Abraham Lincoln:

"I am nothing but truth is everything. I know I am right because I know that liberty is right, for Christ teaches it, and Christ is God. I have told them that a house divided against itself cannot stand, and Christ and reason say the same and they will find it so.

... Trusting in Him, Who can go with me, and remain with you, and be everywhere for good, let us confidently hope that all will yet be well. To His care commending you, as I hope in your prayers you will commend me, I bid you an affectionate farewell.

And "... that this nation, under God, shall have a new birth of freedom and that government of the people, by the people, for the people, shall not perish from the earth."

If perchance you have a moment or so, you'll recall the words of other great leaders of our country. These thoughts are for eternity ... they can be helpful in our daily living ... during work or relaxation. Too often it is easy to "___", where thanks might more easily be said. Somewhere are the forgotten words of "thank you" or "that's a job well done."

About all success in life means is you quit fussing the surface transportation companies and start worrying about plane reservations.

NEW EMPLOYEES

Peggy Lenig, DENT; D. Campbell, ABQ; P. M. Roehr, GJT; Sally Collins, DENA; Duane Myers, DENP; Marilyn Rhodes, DENA; Chest Poell, Marion Rose and Dale Buehrer, all in DENM.

Station Agents Louis Cansino, James Downs, Arnold A. Gaub, L. Dee Kearns, Dean E. Kirksey, Ronald E. Maybee, Leon B. Northrop, Garrett J'Hara, Kenneth R. Stultz and Lloyd D. Travis.

Stewardesses Donna Bailey, Lorna Woodruff, Sue Melrose, Nancy Cooper, Martha Hicks, Pat Hutensohn and Ruth Mogensen.

Welcome to Frontier!

MAIL by Tollie Graves, Supt. of Mails

All during the history of Air Mail Services it was generally considered that the transportation costs of air mail was to a certain degree subsidized by the Post Office Department. However, recently, or since needed financial assistance necessary for some carriers to provide air transportation to communities was transferred from the Post Office Dept. to the responsibility of the Civil Aeronautics Board, with the Postal Dept. now paying a mail transportation service charge only, air mail is returning a sizable profit to the Post Office Department.

In the last fiscal year the Post Office Dept according to its cost ascertainment report, has a return of \$32,000,000. from air mail; \$12,000,000. on International, and \$20,000,000 on domestic air mails.

Air mail is one class of mail that is not only paying its way, but the Air Industry ... the airlines in providing mail transportation are partners with the Post Office Dept. in reducing the Postal Deficit of which we hear so much the past several years.

It is estimated that out of each 6¢ air mail postage sold that the airlines receive 1-1/10¢ for transportation on the average. Of course, not all of the remain four and nine-tenths cent is profit to the P. O., as there is overhead costs, such as: administration, facilities, equipment, etc. It is indicated that on the average each piece air parcel post returns a net of 25¢ each. By increasing the use of air mail, we all benefit personally, as well as your airline, the Air Industry, Postal Dept. and patrons in general.

Editors Note: USE AIR MAIL & AIR PARCEL POST!

Attached are two winning entries in the now famous SABENA Contest. The contest ends: MARCH 1957. Why not get one in! Contact Tom Makurat-DENT for entry blanks. DO IT NOW!

Congratulations to Janette Crumpler & Duane Phelps - Stewardess at BIL and Station Manager at LAR.

UPON BECOMING A STEWARDESS

There is, I believe, an unwritten rule that is not included in any stewardess manual of rules and regulation for working for an airline -- this rule being that each new stewardess must receive her fair-? share of teasing, ribbing and general practical jokes from the pilots. At any rate, my observations from eight month's flying would seem to bear out this belief.

From sometimes embarrassing, if humorous, personal experience in my first couple of month's work, I would venture to say that the razzing and teasing are part and parcel of the orientation program -- though not a part of it that one is forewarned of; so for this reason the tried and tested pranks never lose their laugh-producing power.

And I'm sure that the pilots -- bless their practical-joker souls -- must feel that they would not be upholding true airline tradition were they to let one girl get by without giving her the full treatment of unofficial hazing.

Which brings me around to the point of all this discussion which is that: Once upon a time there was a new stewardess fresh out of training class who was on her initial flight. Though she was perhaps a little tense with the new responsibilities, everything seemed to be running smoothly -- that is, until they ran into an electrical storm and then things were not so smooth anymore. While this stewardess, recently reviewed in all the ways of caring for frightened or airsick passengers, was performing each duty religiously, the green light from the crew came on signalling her to come to the cockpit immediately. Upon reaching the cockpit, the captain anxiously inquired whether she had put her grounding wire in her hat. This was something new. She could not remember ever having studied anything about having to wear a ground wire during a storm. The sober-faced crew quickly informed her that she must at all times while traveling in the path of an electrical storm wear a grounding wire in her hat to prevent the ship being struck by lightning. So she listened, somewhat in alarm, as they proceeded to place in her hat a rabbit-eared antenna affair fashioned from a piece of copper wire.

Then feeling more secure, she went about her work attending her passengers with her little aerial protruding from her cap during the remainder of the flight.

When the flight terminated and the passengers had been bid farewell the stewardess went inside the terminal building. A curious station agent asked what the "antenna" was for. Whereupon the stewardess gave the explanation she had been given and had since been giving her inquisitive passengers. Then and only then did she realize from the loud guffaws of the station personnel and the pilots that she had simply been the victim of another practical joke.

Yes, those pilots never miss a "trick".

Janette Crumpler
Frontier Airlines
Billings, Montana

THE UNCLAD STEWARDESS

This little dismaying experience happened on a Western Airlines flight operating between Great Falls, Montana and Salt Lake City, Utah on a chilly Fall day in 1952. The crew being Captain Everett Shaw, First Officer Dick Jones, and Stewardess Audrey Whitehead, who had been performing her duties with Western about two months. 1

Upon taking off from Butte, Montana for the hour flight to Idaho Falls, Idaho, Audrey began serving coffee to her half filled plane load of passengers. On her third serving trip she carefully filled two cups adding cream and sugar, placed them in her left hand and started up the aisle. The plane hit a tremendous jolt of turbulence and both cups of coffee spilled right onto Audrey's skirt completely drenching and soaking the front and side from top to bottom. She cleaned up the mess as quickly as possible, and went forward to the cockpit to ask a man's advice in her dilemma.

Both men looked the situation over and First Officer Jones suggested she remove the skirt and he would hold it out the window a few minutes, assuring her that that treatment would dry the skirt quickly. Audrey believing this probably the best solution removed the skirt, handed it to Dick, asking him to please be sure and hold tight. The window was opened and First Officer Jones pushed the skirt out. About ten seconds later he brought his hand back in holding a small shread of cloth about four inches square. The look on poor Audrey's face could have killed a cat, along with her exclamation of "Oh no, what do we do now?" could have been heard all the way to the ground.

For the next five minutes the wheels were grinding and wise-cracks flying hot and heavy. Finally Capt. Shaw asked if she had her winter uniform coat along, upon the answer yes, he suggested that he go get the coat, she could put it on, pin it in front, and no-one would know the difference. While Captain Shaw went back to claim Audrey's coat, he was asked by two of the passengers, "What was that dark object that swished by the windows some minutes ago?" Captain Shaw thinking very fast explained, "that a large eagle had just narrowly missed hitting the plane and that is what they had probably seen!"

Upon Captain Shaw's return to the cockpit, Audrey stepped out of his seat which she had been occupying in order not to be seen by the passengers when the door was opened. She put the coat on, pinned it, and worked the flight on into Salt Lake City as if nothing had happened. Her main embarrassment came when she had to ask the Chief Stewardess to order her another skirt.

1 The names used are ficticious to protect the innocent.

Duane H. Phelps
Station Mgr. - LAR