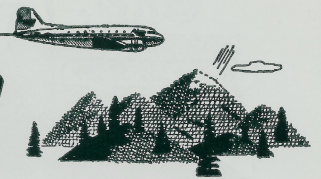




Sunliner News



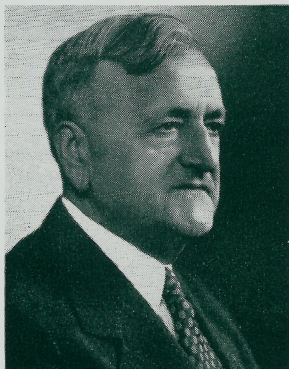
Vol. 6—No. 3

Published by Frontier Airlines

MARCH, 1957

Frontier Board Chairman Dies in Chicago

Aviation lost one of its ardent supporters on Saturday, March 16, when L. E. Leverone, Chairman of Frontier's Board of Directors, passed away. He had been hospitalized in Chicago for several weeks following a heart attack.



Mr. Leverone spent more than a quarter of his seventy-seven years in aviation interests. He was president of the

National Aeronautic Association from 1948 to 1951. At the time of his death, he was vice president of the National Aeronautic Association, and a member of the Advisory Board of Illinois State Aeronautic Department. He served as chairman of the Governor's Committee in planning the 50th Anniversary of Powered Flight. In April of 1954 he was elected chairman of Frontier's Board of Directors, taking an active interest in Frontier's development and activities.

Aside from his aviation activities, Mr. Leverone was President and Chairman of the Board of Nationwide Food Service, Inc. He also served as State Chairman of the Illinois Manufacturers Association and in the same capacity for the "Crusade for Freedom." He was a director of the Michigan Avenue National Bank in Chicago and of the Contemporary Publications. He was a member of the University of Illinois Citizens Committee and the Public Health Services' National Advisory Heart Council. And during 1941-42 he was President of the Illinois State Chamber of Commerce.

Mr. Leverone held honorary memberships in international aviation organizations: Aero Club Royal de Belgique, Royal Aero Club of England, Aero Club de France, and Aero Club D'Italia. He also found time to write vocational guidance articles.

In 1904 he received his B.S. Degree from Dartmouth, and in 1951 an honorary doctor's degree was conferred upon him by Bradley University.

Mr. Leverone is survived by his widow, Mrs. Florence M. Leverone.



Frontier's president, C. A. Myhre, receives the 1957 University of Denver aviation award from Chancellor Chester M. Alter at the Alpha Eta Rho dinner held at the Albany Hotel.

San Juan Basin Businessmen Hear Myhre on Phoenix Service Case

"Frontier will continue to strive for a route pattern and operating authority which can bring you the benefits of improved air transportation on a sound economical basis at a declining cost to the government and, incidentally, to you—the taxpayer," stated C. A. Myhre, President of Frontier Airlines, at the conclusion of his address before one hundred and fifty businessmen at the Farmington (New Mexico) Country Club on Monday, March 25, 1957.

These men, members of the service clubs and Chambers of Commerce of the San Juan Basin area, attended this meeting to hear Mr. Myhre tell what the implications of the examiner's report on the Phoenix Service Case means to them.

Examiner Keith recommended a trunk line be authorized to fly the non-stop flights between Phoenix and Denver, and Phoenix and Salt Lake City, and that Frontier be given two-stop authority between Phoenix and Denver. This raises some interesting questions regarding the future of local service.

"Will the local service airlines," Myhre asked, "continue to be a subsidy burden to the taxpayer, or will presently available corrective measures be applied by the regulatory agencies in time so that the present local service airline subsidy will be reduced and eventually eliminated? Also, we might ask: Is it the policy of the Civil Aeronautics Board to grant trunk lines the non-stop terminal to terminal traffic of a local service route segment when non-stop service is found to be required in the public interest?"

"We firmly believe," continued Myhre, "that when improved or expedited service is found to be required in the public interest in the area served by a local carrier—and more particularly over its own route segments—the local carrier should provide that improved service rather than a profitable trunk line. The profits from such an operation will off-set the losses on the short-haul services. *This is a mighty important issue:* It can reduce subsidy, contribute to financial strength . . . resulting in the ability of financing more modern equipment, and lead to the improvement of short-haul service."

Myhre reviewed the development of the trunk lines, pointing out that they, too, were built and developed on a subsidy basis and were only able to eliminate their dependence on the United States Government by re-

(Continued on Page 4, Col. 1)

Maintenance annual awards presented

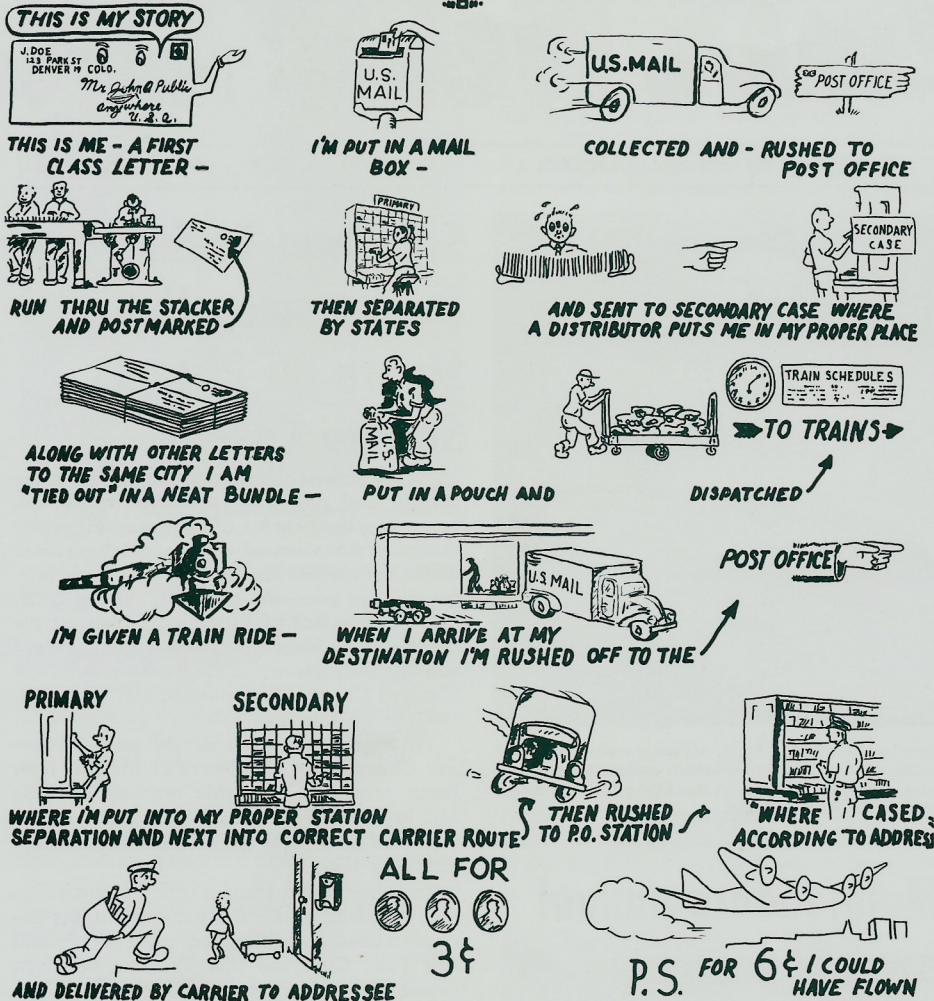
An idea, conceived by Larry Keen of the Maintenance Department, not only paid off with the \$100 Suggestion Award, but it has saved Frontier an estimated \$12,000. Keen's suggestion has put into service approximately 30 oil tanks, which would have been retired because of corrosion. Larry suggested that new angles be made to replace those corroded, which means that not only the discarded tanks but all tanks will be serviceable.

Keen was one of three recipients at the Awards Luncheon, held at the Town House. Clyde Burnaugh received \$35 for preventing the sagging of passenger seats aboard Sunliners, and \$25 went to Hugh Gulliksen for setting up a bench and rack combination to hold all parts for the final build-up of a right and left engine. Superintendent of Maintenance Harry Russell presented the awards.

10-Year Pins

And one hundred and thirty years of service was represented by the 13 men who received their 10-Year Pins from Director of Maintenance Harvey P. Barnard, Jr. Prior to presenting the pins, Mr. Barnard presented the maintenance program for the ensuing months. The pins were given to William Buckley, Willard Myers, James Ralston, John Brennan, Bryce Garner, John Randall, Walter Scott, Harold Cook, Richard Rickert, Clarence Umerski, Joseph Coopersmith, Kenneth Stevenson and Howard Jones.

The STORY OF A LETTER



It's about time someone told "My Story"! Every day millions of people address an envelope, stuff me in it, stamp me, and drop me in the nearest mailbox. I'm soon forgotten. That is, unless I'm lost. Then all heck breaks out, like the time the stamps didn't stick. And that little pictorial story of me shows that it takes 17 different handlings before I'm delivered.

"My Story" was developed by the Public Relations Department of the Denver Post Office. Because of the efforts of Tollie Graves, Frontier's Superintendent of Mails, the Post Office gave permission for "My Story" to be reprinted in SUNLINER NEWS.

New tunnel improves access to Mesa Verde

By DAVE BURR, Station Manager at Cortez

Frontier tourists visiting Mesa Verde National Park beginning this summer will be greeted with the portals of this impressive and much needed tunnel located on the route from the park entrance to the headquarters twenty miles within the park itself.

Since 1922, visitors to Mesa Verde have, of necessity, used the dangerous and nerve-shattering "knife-edge" route to enter this only man-made national park in existence. The narrow road has caused engineering problems since the day it was originally put into use, with its sheer cliffs climbing high above one side of the narrow road and a drop off of hundreds of feet to the valley below on the opposite side.

The tunnel pictured is the engineers' answer to the problem. Costing a total of \$1,003,137 to build, the giant undertaking was started in July of 1956 and will be completed sometime in June of this year. Completely eliminating the dangerous "knife-

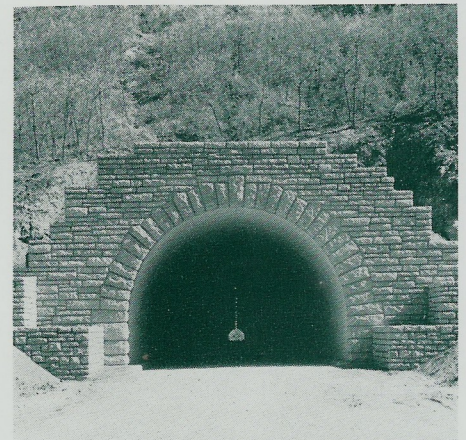
edge" and taking several miles off the present route the tunnel is 1,500 feet in length and will accommodate two-way traffic. In an effort to conform to park beauty and the original cliff-dwellers style in design, the portals to the tunnel have been constructed of a brownish sandstone from nearby Cortez, matching in color but of a harder type than the Cliff House sandstone used by the Pueblo Indians of Mesa Verde's many cliff dwellings during the Great Pueblo Period (A.D. 1200-1300) to build the hundreds of stone homes and cities in the cliffs and canyons of the park, majority of which have never yet been exploited.

Three miles of approach road are also being constructed on each side of the tunnel, connecting it with the now existing highway. Though these three miles on either side, costing an additional \$325,000, will not present the splendor of the magnificent view from the present road overlooking the beau-

tiful and awe-inspiring Montezuma Valley to the west and equally exciting Mancos Valley to the east, the park service is now building overlooks on the highway to replace the abandonment of the present sites. These old scenic views have been a lasting impression on all those who have visited the park in the past.

Frontier Airlines began serving Mesa Verde National Park directly in 1949 when regular stops were inaugurated at Montezuma County Airport in Cortez, Colorado, just 10 miles from the park entrance. Attendance at the park stood at 78,024 in 1949 and has made a fast climb to 186,808 tourists and vacationers during 1956. "Fly and Drive" service via Frontier and Avis have contributed largely to the accessibility of Mesa Verde both at Cortez and Durango and will be planning tours through the area in the near future.

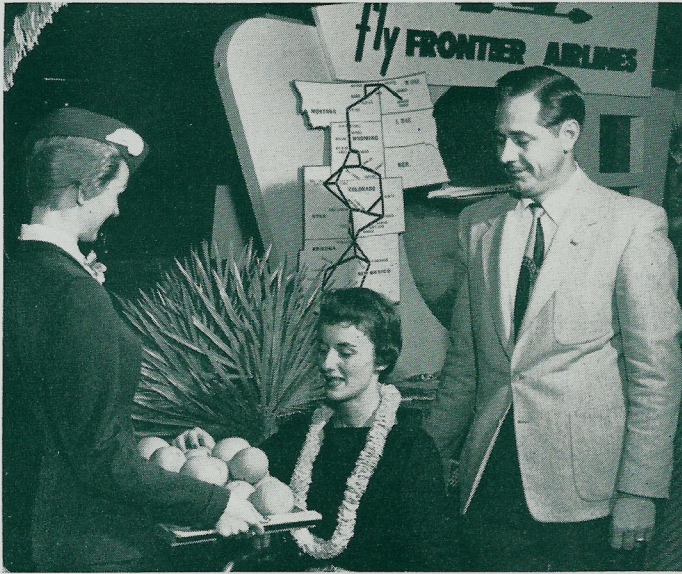
Through the National Park System's recently organized "Mission 66" program and the work of those in Park Service, a good many changes are in store for Mesa Verde and its ever increasing tourist appeal. New ruins are slated to be excavated, new park roads to be built, additional lodging facilities and an increased park staff are only a few of the plans for the future. Park officials estimate by 1966 that the number of visitors through the ruins and the fabulous park museum will climb to 450,000. This group of almost half a million inquisitive interested people will want to see for themselves how the Pueblo Indian actually lived some seven hundred years ago among the canyons and cliffs of the plateau the Spanish conquistadores first sighted during their explorations of the eighteenth century and christened Green Table, to them MESA VERDE.



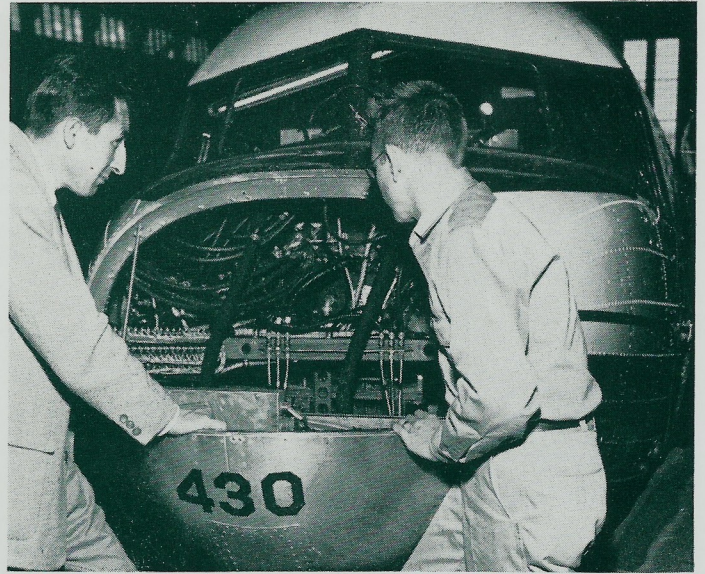
SOMETHING NEW . . . Tourists on their way to the Mesa Verde Park this summer will see the new tunnel, which does away with the dangerous "knife-edge" road that has been used in the past. The stone facings were taken from the quarries west of Cortez, costing \$25,000 for each entrance. Photo contributed by Vic's Photos, Cortez, Colorado.

One of the most unusual Easter services will be held again this year at Wickenburg, the Dude Ranch Capital northwest of Phoenix and the Valley of the Sun. On Easter morning, April 21, residents of the town will observe a sunrise service on horseback. Everyone who attends stays mounted on his horse during the entire service, observing Holy Day with a special Western touch.

FRONTIER NEWS IN PICTURES . . .



Arizona grown . . . Frontier flown . . . Delicious "Sunkissed" oranges are being served by Stewardess Gloy Jorgenson (left) to Stewardess Ruth Mogenson and Sales Representative Mel Brandt at Frontier's display for the Denver Air Travel Show, held at the Cosmopolitan Hotel.



Inside . . . The Sunliner 430 nose gets an inspection by Rene Pairoa, Director of Chilean Air Lines, and Harry Summerton, Superintendent of Inspection. Mr. Pairoa not only was interested in this phase of maintenance, but studied each department of Frontier Airlines.



"Miss Air Power". . . Frontier's contestant was pert stewardess Jean Wight. The Utah wing of the Air Force Association conducted a beauty contest to select "Miss Air Power of Utah for 1957."



8th Place . . . On their way up to 1st place in the city tournament of the Denver Women's Bowling Association are (l. to r.) Charlotte Matilainen, Mary Warhover, Phyllis Easterly, Mary Alys Daugherty and Claire Almquist.



Number 15 . . . A new coat of paint, along with pattern overhaul, will soon make the Sunliner 596 a part of Frontier's fleet of DC-3's. It is anticipated that it will be commissioned for service about the middle of May.



"Ready! Camera! Action!". . . These were the instructions as NBC's camera-man Bruce Powell (left), sound-man Hal Kluehe, and commentator John Chancellor filmed Frontier for their TV program, OUTLOOK. That's Karl Bancroft, station manager at Vernal, being interviewed.



Up to bat is Frontier Stewardess Mary Colish, who is under the watchful eye of the New York Giants' manager Bill Rigney and Stewardess Wanda Foster (left). Taken by the Phoenix Chamber of Commerce during spring training.

Phoenix Case

(Continued from Page 1, Col. 3)

alignment of their routes, plus profitable new extensions. He also pointed out that all domestic trunk lines are, or soon will be, free of subsidy payments.

He emphasized that the function of a local service airlines is to provide service to the intermediate cities, and that Frontier certainly wants to continue and to improve such service. Why should an intermediate city be concerned? Because of the traffic diversion," explained Myhre. "Our load factor would drop, thus leading to a reduction in volume of service. Consequently, where three or four round trips are now being operated it is entirely possible they may have to be reduced to two round trips per day."

"The Examiner would not only deny you an improvement in service but would cause a deterioration in your present service. This is the price you would pay in order that a profitable trunk line may add another profitable route to its collection," Myhre emphatically stated to these businessmen of the San Juan Basin.

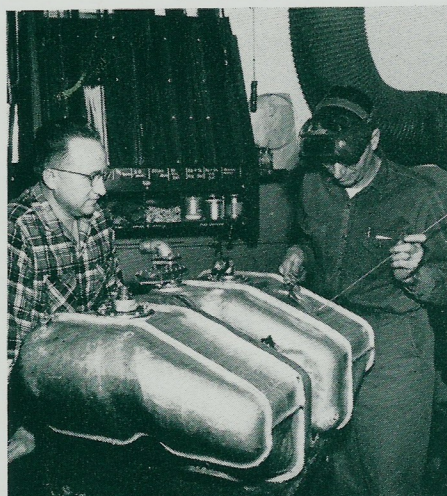
Frontier visited by Chilean

Among those traversing the halls of the general offices of Frontier are visitors from our South American neighbors. In particular, Rene Pairoa, a director of Cinta-Chilean Airlines. Last month it was Hugo Mirabal, chief dispatcher for Lloyd Aereo Boliviano.

Mr. Pairoa has spent almost a month studying Frontier's organization: administration, maintenance, traffic and sales, and operations. Upon his return to his own airlines, he will make a complete report of his studies, not only of Frontier but of the other airlines and aircraft industries he has visited during his tour of our United States. Though he will remain on the board of Cinta, he expects to have an executive position in some field that will benefit his own airlines and his country.

This is the second scholarship that Rene Pairoa has been awarded. He is presently studying under the Point 4 plan, International Cooperation Administration, which is the same program that brought Mr. Mirabal to our country. The other scholarship was to Purdue University, where he learned to fly under the 3rd Inter-American Training Program.

There's quite a contrast, according to Mr. Pairoa, for there are few airports in his native country compared with the thousands in our country. His government has had a government-owned airline for twenty-eight years, and privately owned airlines are still in their infancy, being seven years old. Rene has been connected with some phase of aviation since 1943. His home is in Santiago, Chile, which is the 4th largest city in South America. He is married and has four children.



A \$100 idea . . . Bob Meisenbach, Assistant Foreman-Accessory Shop, looks on as Larry Keen puts his idea to practice. It is estimated that his suggestion has saved Frontier \$12,000.

10-year service pins given directors

Four department directors were recipients of service pins presented to them by Frontier President C. A. Myhre at a dinner held in their honor. Those who received their Ten-Year Pins were: Clark Coe, Director of Economic Research; Ed Gerhardt, Director of Publicity, and G. S. Kitchen, Director of Public Relations. L. Preston Blatter, Director of the Treasury Department, received his Five-Year Service Pin.

C.A.B. NEWS

MONTANA CASE . . . Hearings before Examiner Merritt Ruhlen will be held beginning May 13 at Great Falls, Montana. At this proceeding civic witnesses will have an opportunity to state what service is needed and which carrier should provide it.

SEVEN STATES CASE . . . No further action until Examiner's report is issued. This should be out within the next few months.

PHOENIX SERVICE CASE . . . Examiner recommended Western for the non-stop service between Phoenix and Denver, and Phoenix and Salt Lake City. Frontier was recommended for two-stop authority between Phoenix and Denver. Exceptions to the Examiner's recommendations have been filed and all parties have until the middle of April to file briefs with the Board. Oral argument will be held subsequently before the entire Civil Aeronautics Board.

DENVER-GRAND JUNCTION NON-STOP

. . . Frontier's application to provide non-stop service between Denver and Grand Junction, in addition to the two round trips presently operated, has been filed. United filed opposition, which it later withdrew, since Frontier has agreed to provide the non-stop service on an interim basis. United was granted temporary suspension because it contended the Grand Junction runways cannot handle DC-6 equipment. It is hoped favorable Board action will enable Frontier to start this service before this summer.

New instruments tested

Frontier pilots, based at Salt Lake City, had an opportunity to test the Collins Radio Company's integrated flight system when the Collins' aircraft was in that city recently.

Scott Keller, Division Chief Pilot, stated that most of the pilots had an opportunity to fly the twin-engine Beechcraft, which had the latest of instruments now available through the Collins Company. Each pilot was permitted to fly about thirty minutes over the Salt Lake City airport and make at least one landing with the use of the new flight system.



Who's who when out of uniform? Frontier Captain R. J. Nicholson, First Officers Frank Brogoch and Jim Stelter, Captain Mark Markwart of Billings, Mr. Bruce Rountree—pilot for Collins Radio Company, Mr. Miner of Collins Radio, and Captains Sam Grande and Bert Hall are shown above, left to right, during the company's visit to Salt Lake City.

Sunliner News

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

Edited by the
PUBLIC RELATIONS DEPARTMENT
Frontier Airlines, Inc.
Stapleton Airfield
Denver 7, Colorado

G. S. KITCHEN, Mgr., Public Relations
DOLLY VARDEN McDOWELL, Editor

News material may be reproduced without permission.