

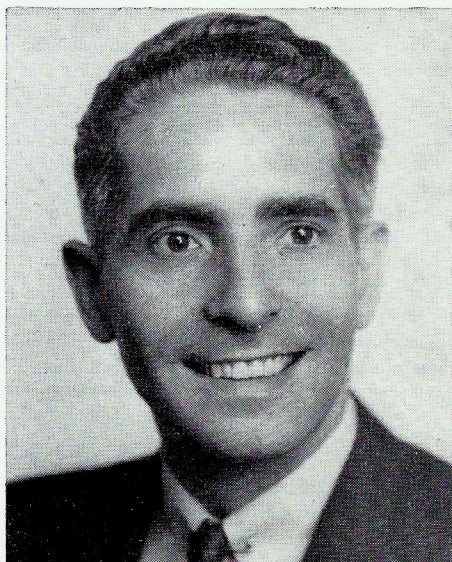
Sunliner News



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NOVEMBER, 1957



KOSTAS J. BOUDOURIS

Air France Opens Denver Office

Tales of the early West carry colorful stories of distinguished visitors and emigrants from Europe and, in turn, of the westerners who made good making a grand tour of Europe. Today the world is at the doorstep of the West.

Denver, which is rich in western lore, is becoming the center of European airline sales offices.

Air France opened its new office in the Patterson Building, and Kostas J. Boudouris is their district sales representative.

Boudouris gracefully talks about Air France being the world's largest airline, covering more than 174,000 route miles or 7 times around the earth. This network serves all six continents and a total of 76 different countries.

One interesting point he made was that today it takes no more time to fly from Tokyo to Paris than it did two hundred years ago to travel by stage coach from New York to Washington.

Before joining Air France, Boudouris was associated with TWA for five years, in passenger sales in New York, and subsequently as Sales Manager for Puerto Rico and the Caribbean.

Immediately after World War II, Boudouris was a civilian interpreter with the American Military Government in Germany, and he has a command of five languages in addition to English.

Welcome to Denver Air France and Mr. Kostas J. Boudouris.

Frontier Recommended For New Routes By CAB Examiner

The CAB Examiner has issued a 650-page document containing its recommendations in the Seven States Case.

Two routes were recommended to Frontier by the Examiner. The first is a route from Omaha, Nebraska, via the intermediate points of Columbus, Lincoln, Grand Island, Hastings, Kearney, North Platte, McCook, Imperial, Alliance, Sidney, Sterling, Scottsbluff and beyond Scottsbluff to Lusk, Douglas and Casper, Wyoming. The second route is Bismarck, Lemmon, Spearfish, New Castle, Rapid City, Hot Springs, Chadron, Alliance, Scottsbluff, Cheyenne, Sidney, Sterling, Denver.

The following conditions are also included in the recommendations:

- Minot be served as an alternate intermediate point with Dickinson between Williston and Bismarck.
- Frontier can over-fly all or part of the Omaha-Denver-Casper segment and the Bismarck-Denver segment after two round trips have been provided to all points, except Imperial, Nebraska, which is authorized for only one round trip.
- Frontier may over-fly Alliance, Scottsbluff, Sidney, and Sterling provided they are served with two round trips per day to Denver.

A minimum of two intermediate stops has been authorized between Omaha and Denver, and Denver-Rapid City. This applies after round trips have been provided to all points.

"While we were not recommended for all the routes in which we were interested," Frontier President C. A. Myhre stated, "we are encouraged by the Examiner's report and will continue to press our case in other areas in which Frontier was not recommended."

"It is impossible to say when service will be started," Myhre added, "but, assuming the CAB goes along with the Examiner's recommendations and that the future proceedings are not unduly lengthy, we feel that possibly operations could be started July 1, 1958. This is only an estimate," Myhre emphasized, "but we will take no more time than absolutely necessary once the routes are authorized."

United Air Lines was suspended at Grand Island, North Platte and Scottsbluff, Nebraska, and Western Airlines was suspended at Alliance, Chadron and Scottsbluff, Nebraska, and Hot Springs and Spearfish, South Dakota.

The balance of the area involved in the Seven States Case was granted in part to North Central and in part to Ozark Air Lines. Specific details are not available at this printing.

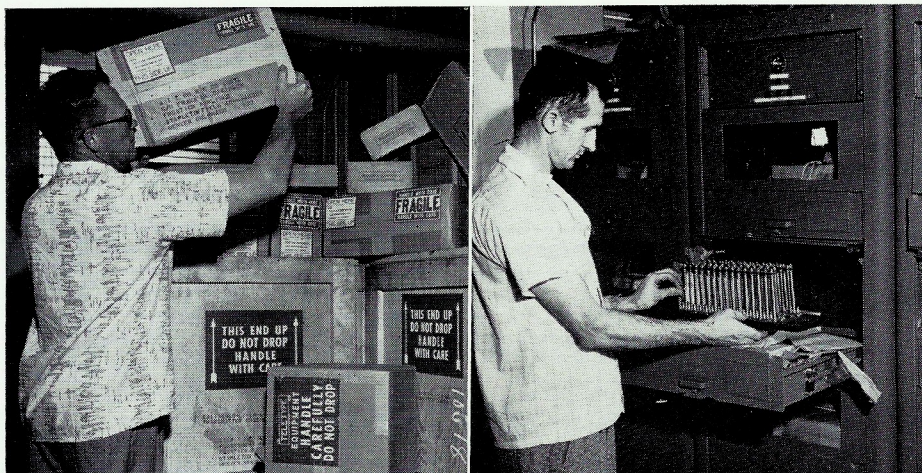
Fall Season Sets New Passenger Records

Passenger travel on Frontier Airlines' fleet of "Sunliners" set a new high record for the month of November. Throughout Frontier's seven-state system of the Rocky Mountain West, 16,300 passengers used the service during the month of November. This was a 9 per cent increase over a similar month in 1956. During November, the 16,300 passengers flew a total of 4,351,000 revenue passenger miles for an 8 per cent increase over the records of a year ago.

Said John D. Lindsay, vice president of Traffic and Sales for Frontier, "Frontier Airlines has had an exceptional fall season. The airline industry of the country, almost without exception, has had an appreciable drop in passenger traffic during the latter part of September and the entire part of October. Frontier Airlines alone set new records in the

months of September, October, and November. Much of the reason for this extensive use of air travel throughout Frontier's system was the result of two factors: an improvement of service and better scheduling by Frontier Airlines and, secondly, the continuing growth of the entire Mountain West area."

During the 12 months ending on November 30, Frontier had carried 211,800 passengers for a new record of 57,372,000 revenue passenger miles. This is better than a 10 per cent increase for a similar 12-month period a year ago. It is expected that the airline will show a record-breaking year for 1957. High passenger loads in the summer and autumn months did much to offset the lower than average passenger traffic of the spring quarter.



COMMUNICATIONS . . . Unloading parts for the new communications center is Frank L. Davidson, superintendent of ground facilities, and working on the ROTR cabinets is Lee Fowler of Western Electric Company.

Frontier Installs New Type Communications Center

Frontier Airlines is unique in many respects, of which many have already been told. Our many trips a day across the Continental Divide, as well as the size of the communities we serve, from metropolitan areas to communities of less than 5000 persons. These wide variations pose numerous problems, one of which is to supply a means of communication between the stations and aircraft operating over our routes with the hub of Frontier's activities in Denver, Colorado.

At the start of operation, a "teletypewriter" circuit was installed between Denver and all operating stations. This service coupled with VHF radio facilities at each station was the chain by which information was relayed to and from our aircraft and stations. During this first period of our operation, utilization of this facility averaged about 500 words per hour. This system was satisfactory for practically all uses due to the low utilization. Time passed and Frontier grew.

Increase brings changes

With an increase in the number of aircraft, schedules operated, passengers, and cargo, the load factor on the communications system was also increased. Thus, it was found necessary to improve the equipment supplied to the stations. High density stations were then supplied with automatic tape transmitters on the "teletypewriter" circuit. This equipment transmitted its messages automatically at 60 words per minute and the typing capabilities of the operator were no longer a limiting factor. Manually operated machines were only maintained at stations generating small amounts of message traffic.

In the operation of a "teletypewriter" system, there has always been a feeling that the line of communication should follow the line of flight. This is not a new concept and to a great extent has been followed by most airline companies during their early stages of operation. In the case of Frontier this resulted in a circuit that served 22 stations, covering an area from Salt Lake City-Denver-Albuquerque-Phoenix and all routes flown from these points. It was found that this one circuit with the continuing increase of message traffic could not satisfy the needs of these stations. To relieve this condition, a second part-time circuit was installed covering the

majority of the high density message traffic stations. This was a partial answer but not an economical one, and message traffic continued to increase.

After approximately 18 months of study of systems used by other airlines, a recommendation for a manual type relay center with rearranged circuitry was made to management. In making the decision to use this type of communications system, many items were considered: growth possibilities, equipment costs, as well as how efficiently it could serve the greatest needs of the company.

New set-up

On May 15, 1957, the manual type relay center was placed in operation. And on November 15, 1957, the second phase of the manual tape relay system was installed: SCATS (Sequential Coded Automatic Transmitter Start). This means that the "teletypewriter" operator now prepares the tape for transmission, places it in the transmitter, closes the gate, and is then free to pursue other activities that are required at his station. Upon receipt of a predetermined code signal from the SCATS equipment in the Communications Center, the transmitter at the station is started and the message is forwarded to its destination without further action on the part of the operator. This latest addition eliminates all contention due to two or more stations attempting to cease the circuit and transmit simultaneously.

Word growth

Back in December, 1954, the old South Circuit (8641), which is now Circuits A and B, was handling approximately 1000 words per hour during peak periods. The next survey conducted in November, 1956, of this same circuit, which had been dualled at many stations, was running approximately 1700 words per hour during the peak periods. The last survey made during the week of November 27, 1957, over the same area now served by Circuits A and B, averaged approximately 2100 words per hour on Circuit B and 1800 words per hour on Circuit A, for a total of 3900 words per hour as compared with the 1000 words back in 1954.

As the company grows, so will the growth of the Communications Center. Even at this date, studies are in progress for the next step.

Reimbursed Expenses

By L. PRESTON BLATTER, *Treasurer*

We have received many inquiries from employees regarding the change in Form 1040—U. S. Individual Income Tax Return—1957 and how it affects the individual.

In the 1957 Return a new line (6) has been added to page one on which will be reported the amount of "travel, reimbursed expenses, etc.," to be deducted from Gross Income in arriving at Adjusted Gross Income. Although there has been no change in the law, the "spotlighting" of expenses on page one of the return has created considerable comment. It is completely true that Internal Revenue Service is not asking for any more than the law has always required, but it is probably equally true that most taxpayers disregarded the requirement of reporting reimbursed expenses since they felt it a bother to report income and also expenses if the net result was zero.

It is the feeling of some tax authorities that the 1957 returns will not be examined any closer than in prior years, but that all taxpayers are now on notice with regard to future years. We therefore urge employees to keep adequate records in the future to explain and support expenses to be claimed on their tax return. It should be understood that this applies to expenses for which employees are reimbursed, as well as expenses incurred while away from their domicile for which they receive an hourly remuneration in lieu of actual expenses.

North Dakota Aviation Leaders Hold Meeting

Dickinson and Bismarck aviation leaders held a joint meeting at Dickinson's Ray Hotel on November 18, to discuss present and future aviation plans for North Dakota. The meeting was arranged by Don Boyle, district sales manager at Bismarck.

The members of the two Chambers of Commerce aviation committees met not only to discuss aviation, but to strengthen the business ties between them. It was another "Good Will" trip.

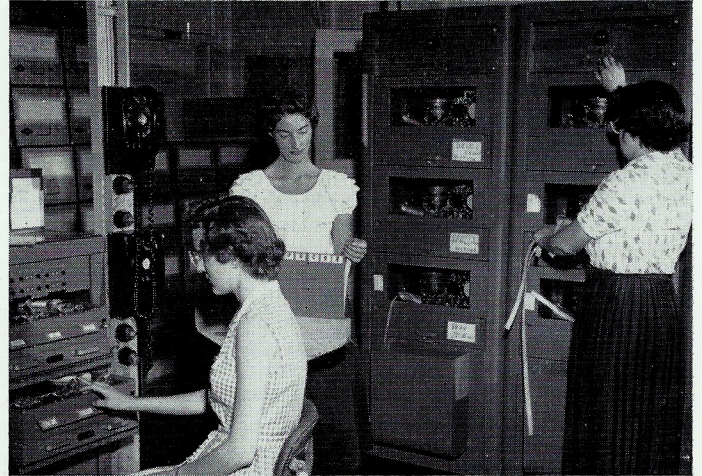
Among points brought up for discussion were the pending Seven States Case, the Montana Case, and the transportation future of the North Dakota and Williston Basin country. It was brought out that while business has not been as heavy as anticipated the future looks very bright. This is due to increased oil activity, some recent discoveries in the area, and the steady business growth of the North Dakota communities.

Included in the Bismarck group were Ell Torrence, president of the Bismarck Chamber of Commerce, and Harold Vavra, director of the North Dakota State Aeronautics Department. The party arrived in Dickinson on Frontier flight 31 shortly after noon and returned to Bismarck on flight 34 later that afternoon.

FRONTIER NEWS IN PICTURES . . .



NEW EQUIPMENT . . . Beverly Hays and Carol Bucher, communications operators, are shown at the multigate transmitter equipment. Messages to all stations are sent on these machines.



OPERATORS . . . Communication operators Carol Bucher (left) is at the transmitter, Beverly Hays is checking the tape, and Agnes Lantz (right) is removing the tape from the ROTR cabinet.



HAPPY HUNTERS . . . Francis J. Skluzak, state representative of South Dakota, looks over the pheasants shot by Hoadly Dean, realtor of Rapid City, South Dakota, and Scott C. Whitney, Frontier attorney.



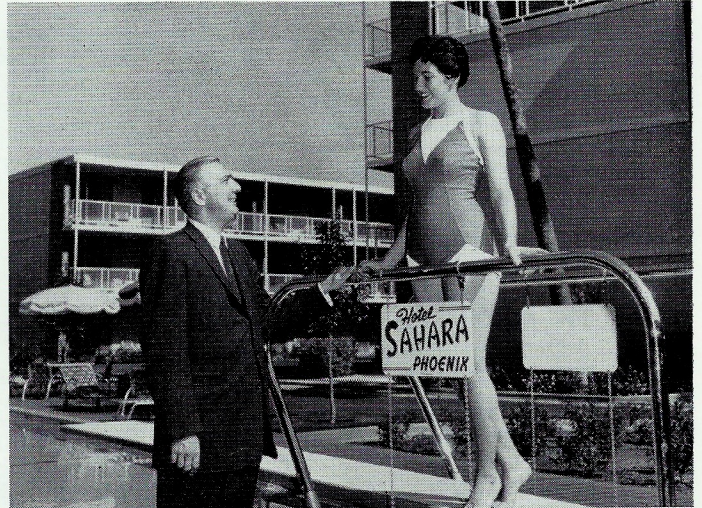
HUNTER'S PROOF . . . Sidney station agent, Merle Beeler, shot this mule deer southeast of Wibous, Montana, during the past hunting season.



WINNER . . . Larry Hughey, Denver station agent, proudly accepts the trophies in the company fishing contest from C. A. Myhre, president of Frontier. Congratulations, Larry.



SMILES . . . Miss Graham County, Marie Reeves, and Frontier Stewardess, Wanda Foster, smile for the camera. Both girls had time for a short chat on beauty contests at Tucson.



QUEEN . . . District Sales Manager Earl Passwater meets Miss Gaynell Johnson, Grand Junction's Diamond Jubilee Queen, during a fabulous weekend at the Sahara, managed by John Lann.

Frontier Cases Before CAB

Phoenix Case

On November 26, Frontier filed with the U. S. Court of Appeals for the District of Columbia, a petition for judicial review of the order entered by the Civil Aeronautics Board on September 27, which awarded Denver-Phoenix non-stop service rights to Western Air Lines and Salt Lake City-Phoenix rights to Bonanza Air Lines. On the day following this appeal, Frontier also filed a petition with the Court of Appeals requesting that the Court stay the effectiveness of the C.A.B. Phoenix decision. If granted, it would have prevented Western operating non-stop service between Denver and Phoenix.

Western Air Lines and Bonanza Airlines, as well as the C.A.B., intervened to oppose both of Frontier's petitions. These airlines were joined by Phoenix and Denver. Nine cities, as well as the Governor of Colorado, Stephen McNichols, through an appointed spokesman on the Colorado Public Utilities Commission intervened in behalf of Frontier. The nine cities were Pueblo, Alamosa, Monte Vista, Grand Junction and Cortez, Colorado; Farmington and Gallup, New Mexico; and Winslow and Flagstaff, Arizona.

On December 6, 1957, the Court of Appeals denied the petition for the stay order, but ordered a prehearing conference to be held on December 12, and, during the week of January 19 a hearing will be held to determine the legality of the C.A.B. decision and to determine whether that decision should be reversed.

New trip

Frontier has filed with the C.A.B. an application for a change in service pattern which, if granted, will permit Frontier to operate a second round trip between Phoenix and Albuquerque via two intermediate points: Silver City and Tucson. Frontier was joined in this application by the Chamber of Commerce of Albuquerque, the Tucson Municipal Airport Board, and the City and Chamber of Commerce of Silver City.

To date, no opposition to this application has been forthcoming. However, the deadline for filing opposition is December 16. If authorized, the additional service could be operated with a savings of over \$70,000 per year, compared to the operation of the second round trip via all stops. Frontier will continue to provide the same quality and quantity of service at Safford and Clifton as presently received by these cities.

Denver - Grand Junction Non-Stop

Frontier has filed with the C.A.B. its application requesting an amendment of Frontier's certificate granting authority to provide a Denver-Grand Junction non-stop service which Frontier is presently providing under the authority of a change in service pattern which became effective last June 1.

In addition, Frontier's application contains a motion for expeditious handling of the application in order that a final decision may be reached prior to the resumption of service by United Air Lines which is predicted to occur sometime in the spring or early summer of 1958.

The City and Chamber of Commerce of Grand Junction and Mesa County, as well as the Denver Chamber of Commerce, have filed similar applications urging that Frontier's non-stop authority between Denver and Grand Junction be made permanent. United Air Lines has stated that its formal position will be one of non-opposition.

Williston Basin

By HENRY W. HOUGH
Editor-Oil Reporter

Paced by important new production of oil in the Lignite area of North Dakota and the Outlook area of northeastern Montana, the Williston Basin is living up to the great promise it indicated half a dozen years ago.

The biggest refineries in the area are being greatly enlarged, not to take care of any emergency situation but because of the solid growth of the Northwest, spurred by the interstate highway program. The Mandan refinery of Standard Oil Co. (Indiana) is being greatly enlarged and at Billings, Montana, the 25,000 barrels-per-day refinery of Carter Oil Co., is being enlarged to handle 35,000 barrels daily.

Great Northern railway is having a study made for a proposed 25,000 barrels-per-day pipeline to move Williston Basin oil from eastern Montana through North Dakota to the St. Paul-Minneapolis and Duluth-Superior areas on the Great Lakes. Existing pipelines now provide outlets for eastern Montana oil fields, not only to the refining center at Billings-Laurel but also southward into Wyoming and thence by trunk pipelines eastward to the middle west and southern Great Lakes district. The Billings-Laurel refineries are served by a products pipeline which moves gasoline, jet fuel and other petroleum products westward to Montana, Idaho and western Washington consuming areas.

Hottest spot in the North Dakota portion of the Williston Basin currently is the Lignite area in Burke County, which has more than 15 drilling rigs working and produces flowing wells of more than 200 barrels per day each. Such production is the sort oil men relish.

On the Montana side of the Williston Basin, the extensions to other fields and new discoveries have continued at a fast pace. Official production figures of the Montana Oil & Gas Commission show oil output almost one-third higher than a year ago, with Williston Basin fields leading in the large increase.

Pine Field in the Glendive area of eastern Montana produces approximately half a million barrels of oil per month, and East Poplar field yields about 400,000 barrels. Cabin Creek produced 352,309 barrels of oil in September, and many of the smaller fields swell Montana's total to new high levels month after month. Total Montana oil production is now running more than 2,000,000 barrels per month, with increases in the Williston Basin area more than offsetting decreases in the older fields in northwestern Montana, especially Cut Bank, Pondera and Kevin-Sunburst.

The next 20 months or so will be particularly active, experts predict, because of the large amount of land that must be evaluated before leases expire.

North Dakota state geologist Wilson M. Laird estimates his state's proven reserves of petroleum now amount to approximately 500,000,000 barrels. This great reserve has been developed with less than 1,600 wells drilled in the entire state, a remarkable record of success with relatively few areas adequately tested so far. North Dakota expects its proved reserve to soar to the billion barrel mark before long.

Farmington Air Fair

It is estimated that more than 10,000 people attended the Elks Air Fair at Farmington on Sunday, November 10. The Fair was believed to have brought out the largest crowd to any single day's event in the history of Farmington.

It was a day jam-packed with activities, and in which Frontier participated with 30 sightseeing tours. Tom Bolack was chairman of the affair.



KEEP SHIPMENTS MOVING!

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