



# Sunliner News



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Jolly Ol' St. Nick enjoyed his short sojourn . . . listening to the wishes of pert Barbara Hoffman . . . one of many youngsters of Frontier employees who attended the annual Sunliners Club Christmas party. Santa was ably assisted by Stewardess Patti Thomas.

## CAB Renders Decision in Seven States Case

A long-awaited decision was rendered by the CAB in the Seven States Case on Wednesday, December 10 . . . just forty-five days before the second anniversary of when this case went before the Civil Aeronautics Board.

"Every effort will be made to commence service on the newly authorized segments by February 16, 1959, the effective date set by the Board," said President C. A. Myhre. He said, "there is still a large amount of work to be done before the new routes can be served."

The decision amends Frontier's certificate to serve between the terminal points of Bismarck/Mandan, N. D., and Rapid City, S. D., with intermediate stops at Dickinson, N. D., and Lemmon, S. D.

This route continues beyond Rapid City to Newcastle and Casper, Wyo., and beyond Rapid City to the intermediate cities of Hot Springs, S. D.; Chadron, Alliance and Scottsbluff, Neb.; Cheyenne, and to Denver. The Rapid City-Bismarck/Mandan and the Rapid City-Casper extensions will be in effect for a five-year period, and the rest of this route is permanent.

Frontier is also authorized to serve Sterling, Colo., Sidney, Imperial, McCook, Kearney, Hastings and Lincoln, Neb., on a route between Denver and Omaha. This route is also in effect for five years.

On another segment, Frontier will fly between Omaha and the intermediate points of Lincoln, Grand Island and North Platte, Neb., and beyond North Platte to the intermediate cities of Sidney, Neb., and Cheyenne, Wyo., terminating in Denver. Between North Platte and Denver, Frontier will also make stops at Alliance and Scottsbluff.

And between the terminal points of Casper and Omaha stops will be made at Douglas and Lusk, Wyo., and Chadron, Valentine, Ainsworth, Norfolk, Columbus and Lincoln, Nebr. This route has been served since October 1 on a temporary basis.

Frontier is also authorized to serve Lincoln and Beatrice, Neb., and St. Joseph, Mo., on a route between Omaha and Kansas City.

On the Williston Basin route, Frontier is authorized to serve for five years Minot, N. D., as an alternate intermediate point with Dickinson, N. D., between Williston and Bismarck/Mandan, N. D.

Frontier was authorized to over-fly intermediate points on these new segments after two round trips have been provided to each intermediate city. On all Denver-Omaha segments, at least one intermediate stop is required except when a stop is made at Lincoln, when a second intermediate stop is required. Between Omaha and Kansas City, at least one intermediate stop is required.

With these latest additions, Frontier will be serving sixty-seven communities. Two, of which, bear the same name: Sidney, Montana, and Sidney, Nebraska.

## Vote Taken In Montana Case

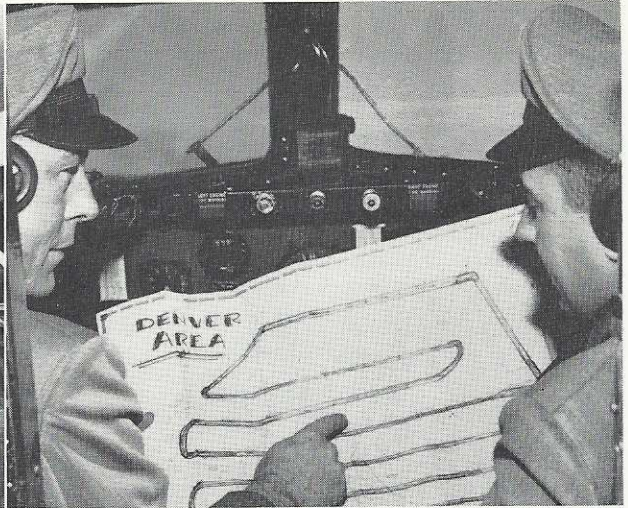
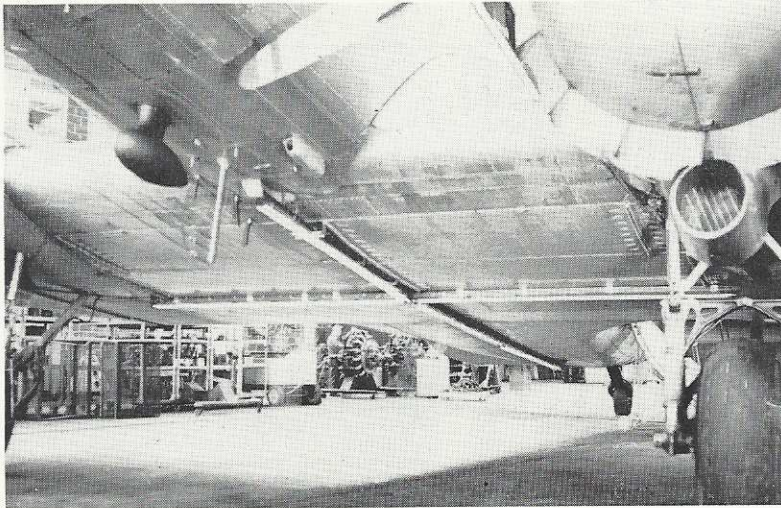
In a tentative vote taken by the CAB in the Montana Service Case, Frontier was authorized to provide service over a route between Great Falls, Havre, Glasgow and Wolf Point, Montana, and Williston, North Dakota. This announcement is not the formal decision, which will be formally entered and issued at a later date.

According to CAB's press release on the vote, Frontier would also add Lewiston, Montana, on a new segment extending between Billings and Great Falls. It also voted tentatively to authorize an extension of Frontier's system west from Riverton-Lander to Jackson in Wyoming and on to Idaho Falls, Idaho.

The CAB decided that United Air Lines' service to Rock Springs, Wyo., be discontinued, and Western Air Lines' service to Lewiston, Mont., be suspended in this tentative vote. Rock Springs is also served by Frontier.

This would be the first airline service to Havre and Glasgow, and means an additional 685 route miles to Frontier's present system.





Across Denver skies on Christmas Eve citizens and visitors alike will see the now famous illuminated cross. This will be the 13th year that the DENVER POST and Frontier have sponsored the "Flying Cross," which is strung beneath the

wings and fuselage of a Sunliner. Pre-checking the route to be flown are Captain Ed Walker, division chief pilot, and copilot Marion Tongish. But E. L. Aden, director of flight operations, will fly the "Cross" as he has done for the past 12 years.

## "Use It Or Lose It" Policy Of The CAB

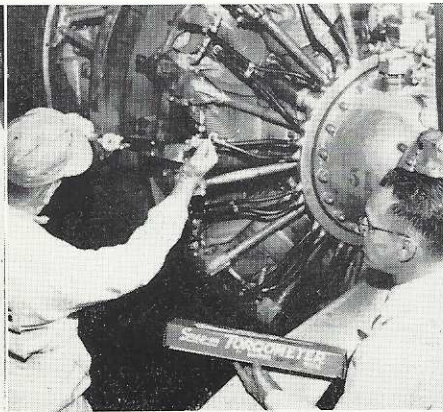
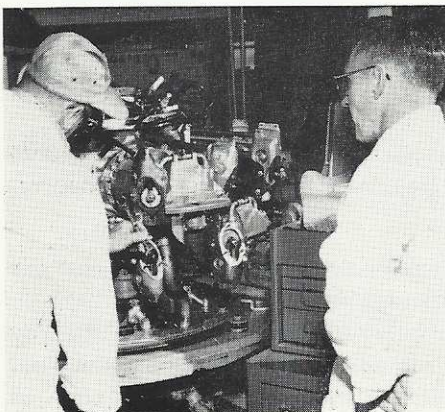
In recent decisions and votes taken by the Civil Aeronautics Board in service cases, it has been guided by a "use it or lose it" policy. The following explanation of this policy has been excerpted from the decision in the Seven States Case.

"Use it or lose it" policy, being simultaneously adopted by the Board, contemplates an early and critical reassessment of traffic results of new authorizations to determine whether cities are making sufficient use of air service they requested or should lose it. Specifically, in order not to "lose it," each city will be required to meet a minimum standard of use, e.g. enplane an average of five or more passengers daily; unless a city meets this minimum average enplanement for the twelve months following the initial six months of service, in the absence of unusual or compelling circumstances, a formal investigation will be instituted to determine whether that city should lose its air service for lack of use. Traffic results of new route

segments for same twelve-month period will also be reviewed; if the passenger load on each flight serving a segment in question averages less than five passengers, appropriate proceedings will be started to determine whether suspension or deletion of segment required; for those route segments, whose average passenger load per flight ranges between five and seven passengers, formal proceedings for termination of the service, will be instituted, except where unusual circumstances, such as extreme isolation or national defense needs dictate the contrary. Continuing surveillance of experienced traffic results at all points on new routes will be maintained, and cities, as well as carriers serving them, will be expected to make all-out effort to develop requisite traffic so service will not be lost."

And the Board further stated, "As a general rule, carriers operating new routes will have authority, so long as each intermediate point is scheduled to receive two daily round

trips, to nonstop between non-competitive terminals, but will be required to make at least one stop between competitive terminals. Requiring the local service carrier to schedule at least two daily round trips to each intermediate point (with minor exceptions) before nonstop or one-stop flights can be operated, will assure necessary minimum pattern of service to these points; permitting the local service carriers the freedom necessary to operate additional flights over the segments on a nonstop or one-stop basis where traffic demands warrant, will enable management to provide improved service to the public, and at the same time conduct more economical operations; trunk-line carriers are fully capable, in an economic sense, of coping with the limited amount of competition from the local service carriers being authorized and are not entitled to, nor do they need, any further protection from the local service carriers.

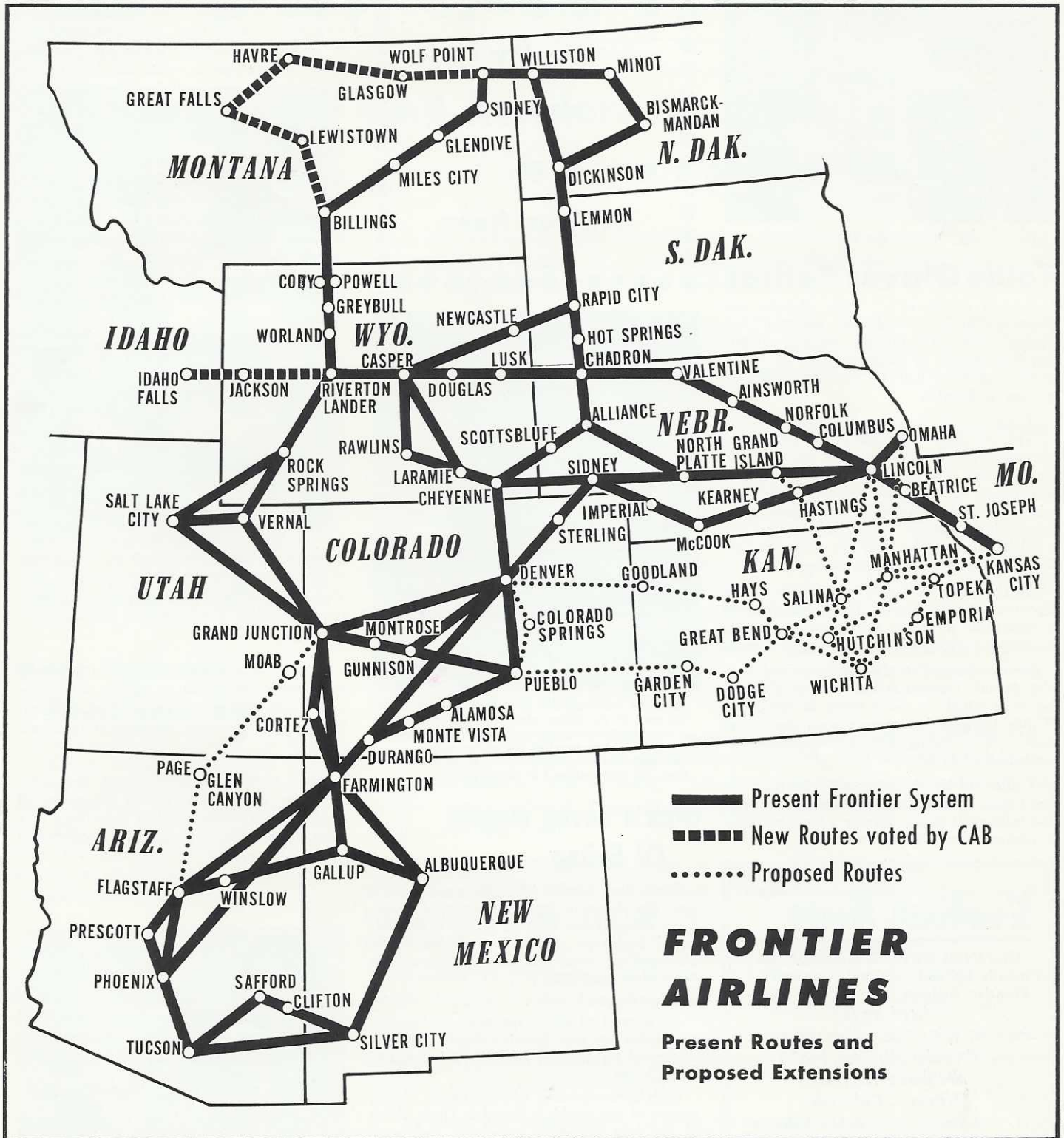


A joint company relations story between the Snap-on Tool Company and Frontier will soon be told. For over 12 years mechanics of Frontier have been working with kits of Snap-on Tools, and this fact will be a part of their national advertising

program. Recently, the Denver Sales Manager Don Southard and mechanic Don Wardman got together for a series of pictures on the use made of these tools at Frontier's Denver maintenance base.

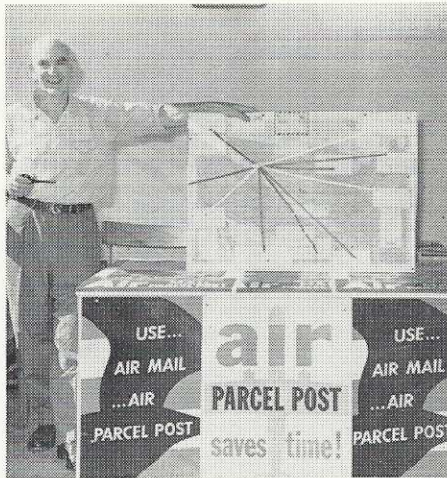


# FRONTIER'S LATEST ROUTE MAP



When service begins to the newly awarded communities in the Seven States Case, Frontier will be serving 67 cities and will cover a total of 6504 route miles on its system. Still pending before the Civil Aeronautics Board are the Glen Canyon, Montana, and Kansas Cases.





TOLLIE GLAVES

## Tollie Glaves Retires

A desk is cleared . . . the pictures and pipes are gone . . . and "Mr. Air Mail" has retired. For Tollie Glaves, who has capably handled the job of Superintendent of Mails, retires on December 10 after five years of service at Frontier.

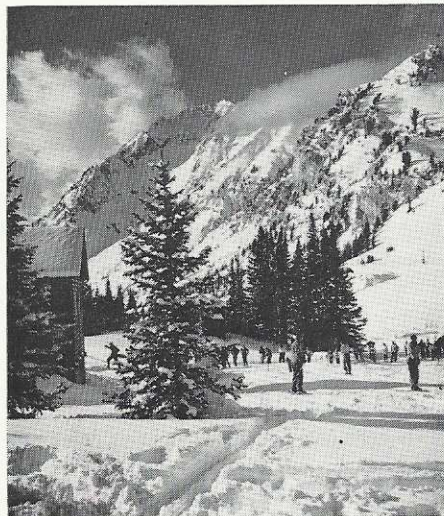
Tollie, as he is known to everyone, has served on the Air Transport Association committees having to do with air mail, air freight, and air express. He has traveled extensively in telling the story of expediting air mail, and along with it he has taken interesting displays that have been eye catchers at meetings and the numerous air fairs in which he has participated.

As chairman of the Credit Committee of Frontier's Credit Union, Tollie has devoted considerable time in consideration of the employee loans made by the Credit Union.

Before joining Frontier, Tollie retired from the Postal Transportation service after 29 years in which 25 were spent in Air Mail. Tollie retained his contact with the postal service by attending many postal conventions on behalf of Frontier.

Tollie and his charming wife, Bertha, will soon take up residence in Van Nuys, Calif., but both shall always receive a fond welcome whenever they visit Frontier.

**Best Wishes for  
a Happy Holiday  
to the  
readers  
of  
Sunliner News**



Down the mountain side in a flurry of snow . . . the tang of the biting wind . . . this and more is the skier's paradise . . . for it is an exhilarating, tingling sport of the winter months . . . and Utah has many excellent ski areas to choose from for that weekend of skiing thrills.

## Utah's Seven Months Of Skiing

Sift a deep blanket of fluffy powder snow onto the slopes of superbly beautiful mountains, situated less than an hour's drive over paved highways from a heavily populated metropolitan area, and keep it there from November until May . . .

What do you have?

An unexcelled winter sports area, of course, combining in one locality every desirable feature of terrain, snow quality, climate, and accessibility.

Such a combination of advantages, almost unique in the world, is found in Utah. Some of the best ski snow anywhere, and some of the most varied terrain, located not more than 25 miles from large cities, and with a seven-month season!

The main factors involved in this unusual combination are Utah's lofty Wasatch Mountains and their colorful southern extension, the High Plateaus, which form a 300-mile north-south barrier that captures considerable

snow in the winter season. Most of the state's people live at the base of these mountains and depend on them for water, shelter, and recreation.

Three of Utah's winter resorts are already known throughout the sports world. Alta, Brighton, and Snow Basin are renowned for excellent ski conditions, and their popularity is steadily increasing. Utah also contains other winter sports areas that are not so widely known or so well developed, but which offer snow and terrain equalling that of their more famous neighbors.

Alta and Brighton resorts are nestled high in the Wasatch Mountains, about 25 miles southeast of Salt Lake City. Both offer accommodations, shelters, lifts, tows, and schools. Snow Basin, 18 miles east of Ogden, is also developed with lifts and tows, and every kind of accommodation may be found a few minutes away in Ogden, Utah's second city.

The ski terrain at Alta and Brighton ranges in elevation from 8500 to 11,000 feet above sea level, and the usual season (early November to mid-May) is one of the longest in the United States. Three chair lifts and four tows are located at Alta; two chair lifts, a T-bar, and a rope tow at Brighton. Another large hotel and chair lift development are under construction near Brighton.

Snow Basin is slightly lower than Alta and Brighton (6400 to 9000 feet) but has almost as long a season and is closer to a large city. This very popular area is serviced by a 4800-foot chair lift, T-bar, platen pole lift, and rope tow.

Slopes, runs, jumps, and tours in Utah's snow areas are varied enough to satisfy the preferences of every degree of skier, from the beginner to the most discriminating of experts.

Snow, terrain, length of season, and access—all are unsurpassed in the mountains of Utah. Sports lovers can find everything they want, winter as well as summer, in the Center of Scenic America!

## Sunliner News

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*Edited by the*  
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*Frontier Airlines, Inc.*  
Stapleton Airfield  
Denver 7, Colorado

G. S. KITCHEN, *Dir., Public Relations*  
E. H. GERHARDT, *Dir., Publicity*  
DOLLY VARDEN McDOWELL, *Editor*

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A letter of letters gets typed to Santa by Frontier's youngest typist, Barbara Hoffman, daughter of Captain Dick Hoffman. What she doesn't know is that Santa, who appears in the front page picture, is none other than Howard Fenner, meteorologist.