

Sunliner News



Vol. 7—No. 5

Published by Frontier Airlines

MAY, 1958

NEW ROUTES AWARDED

27 Cities in Middle West Added to Frontier's System

The Civil Aeronautics Board has just issued its decision in one of the biggest area cases in the history of the board. Frontier was awarded an additional 2620 route miles and 27 new cities in Nebraska, South Dakota and Missouri . . . a new market area far in excess of Frontier's present system.

North Central and Ozark

North Central Airlines and Ozark Air Lines were also awarded route extensions in the Seven States Case. In brief, North Central was awarded routes between Minot and Sioux Falls; Grand Forks and Minot; Rapid City and the Twin Cities; Sioux Falls and the Twin Cities; Grand Forks-Sioux Falls; Madison and Chicago; and Twin Cities to Milwaukee.

Ozark was granted routes between Des Moines and Milwaukee; Quad Cities and Twin Cities; Des Moines and Twin Cities; Sioux City and Chicago; Des Moines and Chicago; Kansas City and Quad Cities; Omaha and Sioux Falls; and Sioux Falls to Waterloo. Central Airlines was authorized to operate Kansas City, Wichita via Topeka until 60 days after the decision in the Kansas-Oklahoma Case, which is now pending.

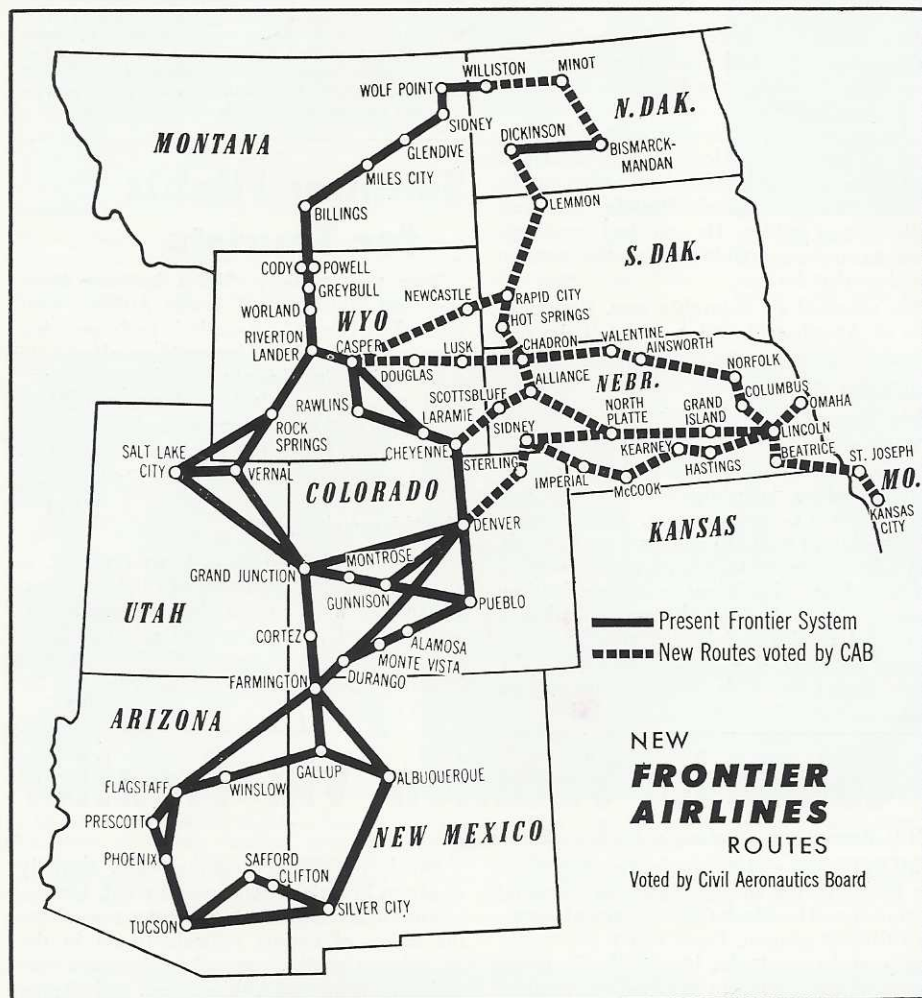
Studies being made

In announcing its new and more liberal policy of authorizing service to many new communities, the board made it clear that it would watch the traffic results carefully and if, after eighteen months of operation, any city or segment dropped below five passengers per day the service would be terminated.

It is estimated the new routes will require the addition of more than 300 new employees: primarily pilots, stewardesses, and ground personnel. Studies are also being made to determine the equipment requirements.

Official order awaited

The board's decision does not become final until the official order is issued which probably will be several months. There is generally a sixty-day period from the date the order is issued until it becomes effective. In all probability it will be late this year before service can be inaugurated because of these necessary procedural steps.



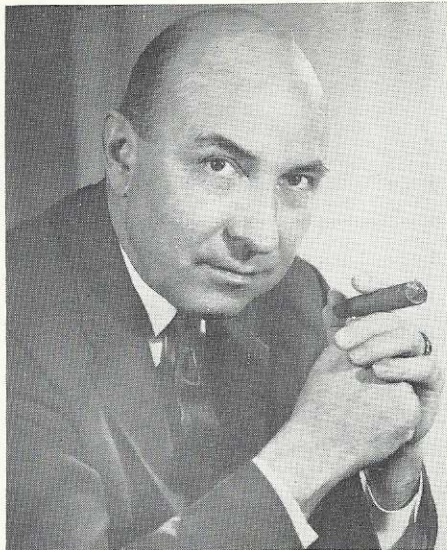
Grand Junction Nonstop Authority Decision Expected in Three Weeks

Nonstop authority to operate between Denver and Grand Junction is likely to be extended to Frontier Airlines as the result of an initial decision made today in Washington, D. C., by William J. Madden, CAB hearing examiner in the Denver-Grand Junction Nonstop Case. Frontier would be granted the authority on the basis of public convenience and necessity for a three-year period. This initial decision is expected to be made final within the next fifteen days because it is an uncontested case.

United Air Lines is also authorized to fly nonstop service between Denver and Grand Junction. United, however, has suspended its operations into Grand Junction since the

spring of 1956 pending improvements at Grand Junction's Walker Field which would accommodate United's large 4-engined aircraft. At the hearing held in Grand Junction on April 28, United did not contest Frontier's application for nonstop authority between the two Colorado cities.

Effective June 1 Frontier will schedule a nonstop departure from Denver at 3:20 p.m. for the one hour and forty-five minute flight to Grand Junction. Nonstop service from Grand Junction will leave at 5:30 p.m. to arrive in Denver at 7:00 p.m. Frontier also flies two other round trip flights between Denver and Grand Junction with additional service to Pueblo, Gunnison and Monroe-Delta.



G. L. FARNSWORTH

Air Service a Real Assist to His Job

Among the most frequent travelers on Frontier Airlines is G. L. Farnsworth, manager of Asphalt Sales for Husky Hi Power Inc., at Cody, Wyoming. Farnsworth started traveling on commercial air lines in 1939. He long ago became a member of United Air Lines 100,000 mile club and now has flown over one million miles on scheduled lines. *Last year, alone, he traveled more than 15,000 miles on Frontier.*

Farnsworth is a busy man who must cover a wide territory and whose business affairs take him to widely scattered cities from coast to coast. He finds Frontier's service throughout the mountain area a real assist in his job of acquiring and servicing Husky's asphalt accounts.

American Aviation Calls on Frontier

Eric Bramley, chief news editor of American Aviation, finally tore away from his Washington, D. C., desk and made Denver the first in a series of visits to major airline centers throughout the country.

During his week's stay, Bramley visited all Denver-based carriers and did a general survey of scheduled airline activities in this area. What stories will appear in American Aviation only Eric knows. This, of course, is a good way to insure readership for the forthcoming issues.

In addition to a heavy work schedule, our visiting journalist had planned on some outdoor activities under the Colorado sun. The U. S. weather bureau with total disregard to the presence of a visiting VIP picked the week of his visit to cloud up the skies and dump a couple of inches of moisture on the Denver area. Fortunately Bramley is a versatile sort of fellow. He switched from outdoor to indoor activities like the veteran switcher that he is.

He reported an enjoyable stay. Future issues of American Aviation will tell the *real* story.

Hobbyist Parrish adds Vernal

Wayne Parrish, editor and publisher of American Aviation, made a short stop in Denver before boarding Frontier for Salt Lake City via Grand Junction. He requested this routing in order to land at Vernal, Utah, and add one more scheduled airline stop to his record. It is his intent to make a landing at every city in the United States served by a scheduled carrier and he has nearly accomplished his goal. He has one lament: "The Seven States Decision is going to set me back five years."



There's no ice at this meeting . . . Everett L. Aden, director of Flight Operations, was happy to present an old friend, Agnar Kofaed Hansen, to Frontier's president C. A. Myhre. Hansen is chairman of the Board of Civil Aviation in Iceland. Aden met Hansen while serving as a member of ICAO with Icelandic, helping to establish routes, radio navigation and instrument type operations in Iceland.

Summer Flights for Tourists

Two new nonstop flights between Flagstaff and Phoenix on Frontier Airlines went into effect May 15. Frontier's early morning departure of Flight 17 leaves Flagstaff at 7:45 a.m., arrives in Phoenix 50 minutes later at 8:35 a.m. Frontier's second nonstop flight from Flagstaff into Phoenix, Flight 27, leaves Flagstaff at 10:55 p.m., arrives Phoenix at 11:45 p.m.

Northbound Flights

Northbound from Phoenix to Flagstaff, is an early morning departure of Flight 16 from Phoenix at 6:40 a.m., arrives Flagstaff non-stop at 7:34 a.m. A second nonstop flight from Phoenix to Flagstaff, Flight 26, leaves Phoenix at 9:45, arrives at Flagstaff at 10:45 p.m.

Have an Exciting Colorado Vacation Via Frontier

By Bill Brenneman—Colorado Visitors Bureau

Anywhere in Colorado that a Frontier Airlines DC-3 touches ground is but a hop, step, and a jump from some of the most exciting mountain scenery in America.

In fact, there probably isn't another airline in America which can say—truthfully—that it serves two national parks and four national monuments which are visited by a total of 2.5 million vacationers each year.

Frontier flies over many of these natural spectacles. And, when its wheels touch at cities such as Montrose, Gunnison, Grand Junction, Alamosa, Monte Vista, Cortez, and Durango, rental cars are easily available to carry the passengers into the heart of a mountain wilderness in a matter of minutes.

Here, by areas, are some of the magnificent attractions of Colorado's mountain country, which are easily and quickly accessible to Frontier's many mountain area stations:

GUNNISON—Some of Colorado's best trout-fishing streams are located in the Gunnison area. These include the Gunnison River and its North, East, and Lake Forks; the Cimarron River; the Taylor River; Tomichi Creek, and Ohio Creek.

MONTROSE—Montrose is the gateway to the Black Canon of the Gunnison National Monument. The Black Canon is one of America's deepest gorges. From where the visitor stands on the overlooks, it's a half-mile to the waters of the Gunnison River at the bottom. It is 20 miles northeast of Montrose, via a new, all-paved highway.

ALAMOSA-MONTE VISTA—These two cities are in the middle of the giant San Luis Valley. Twenty miles south of Alamosa is Colorado's oldest town, San Luis, incorporated in 1851. To the northeast, the Great Sand Dunes National Monument is less than an hour's drive from Alamosa. Here, vast piles of white sand that once were the shores of a great inland sea are piled up against the base of the 14,000-foot, snowcapped Sangre de Cristo mountains.

GRAND JUNCTION—Grand Junction is the capital city of Colorado's Western Slope. Just beyond the city limits to the west is Colorado National Monument, marked by weird rock formations cut out of a high plateau.

North of Grand Junction—and actually closer to Frontier's station at Vernal, Utah—is Dinosaur National Monument, named for the bones of extinct animals found in the area, but actually featured by a spectacular series of canons cut by the Green and Yampa Rivers.

DURANGO-CORTEZ—Between Durango and Cortez lies Mesa Verde National Park. This area also borders on the San Juan Mountains, the Four Corners region, and the Navajo Indian reservation.

GENERAL—No Frontier stop is far from equally impressive spectacles. From Denver, it's only a 90-minute drive to Rocky Mountain National Park, and it takes even less time to reach the winter sport areas around Berthoud and Loveland Passes.

Pueblo is but an hour's drive from such scenic wonders as Pikes Peak, the Garden of the Gods, the Royal Gorge, and the Wet Mountain Valley.

In fact, anywhere a Frontier DC-3 sets down its wheels in Colorado is apt to be the jumping-off point for a quick journey into the heart of a magic wonderland of natural beauty and wilderness.

FRONTIER NEWS IN PICTURES . . .



OIL . . . That "black gold" of the Rocky Mountain area was the concern of 16 engineers and supervisors of the Ohio Oil Company who attended an oil meeting in Denver. They represented Ohio Oil's interests around Cody, Thermopolis, Grass Creek and Garland, Wyoming.



THE PAY-OFF . . . Three happy men received checks amounting to \$150 at the Suggestions Awards dinner. Left to right are William Meguire, Jr., a member of the Suggestion committee, recipients Bill Long, Joseph Coopersmith, Pete Pusede, and Oliver Frigon of the committee.



VITAL DATA . . . Patricia Wallace, reservations clerk at Grand Junction, keeps at her finger-tips the latest information for answering inquiries and firming up reservations. Pat hails from Tulsa, Okla., and is a graduate of National Airlines Training School.



BAGS . . . Can't tell for sure if that is a "sack dress" Peggy Lenig, one of Frontier's attractive secretaries, is pulling out of one of the new Frontier flight bags, but the bags are popular sales pieces as more than 400 have been sold to date. Order blanks for these flight bags may be obtained at any station on Frontier's system, or from Frontier's Traffic and Sales Dept.



ARRIVAL . . . Mayor Hugh Smith of Cody welcomes National Commander Richard L. Roudebush of the VFW on his recent visit. Others are Mrs. William Gillitzen, president of Wyo. VFW Auxiliary, and Harry Moore, Commander of Wyo. VFW.



BUSINESS MIXED WITH FUN . . . These 22 jolly men surrounding Stewardess Beverly Fahstock are members of the Phoenix Chamber of Commerce Inter-City Relations Committee. They paid a visit to Winslow.



INTERLINE RELATIONS . . . A special copy of "Frontier Vacationland" was presented by C. A. Myhre, president (third from left in back row), to Continental Air Lines representatives at a joint luncheon get-together.



"THE SHEEPMAN" premiere . . . Two lambs and 4-H Club members arrived in Denver from Montrose via a Frontier Sunliner. Colorado's Governor Steve McNichols was presented with the little lambs by (l. to r.) Harry Fisher, Billie Price and Janet Naylor. All this was part of the promotion for "The Sheepman," starring Glen Ford, which was filmed in the Montrose area last fall.

C. A. B. Examiner Recommends Frontier in Glen Canyon Case

A new air service between Grand Junction, Colorado, and Flagstaff, Arizona, with intermediate service to Moab, Utah, and Page, Arizona, has been recommended for Frontier Airlines.

In a Statement of Position submitted today to William J. Madden, CAB hearing examiner in the Kanab-Page-Glen Canyon Area Investigation, stated that the air travel needs of Arizona, Utah and Colorado required that Frontier Airlines be awarded the new route.

Besides Frontier Airlines a second carrier, Bonanza Airlines, had also applied to serve Page, Arizona, on a route which it already operates between Phoenix and Salt Lake City. Page, Arizona, is the site of the huge, new Glen Canyon Dam being constructed on the Colorado River as part of the Upper Colorado River Development Project. Hearings on the need for air service into this isolated area were conducted by the CAB in Salt Lake City and in Grand Junction this past April.

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.

First Air Fair Held at Rawlins

Dedication of the new \$40,000 terminal building was the focal point of interest in the air fair held at Rawlins, Wyoming, on Saturday, May 24. This was Frontier's first air fair in 1958, with a number of similar affairs scheduled during the coming summer months.

A planeload of Frontier Airlines officials, headed by John D. Lindsay, vice president of Traffic and Sales, plus a delegation from the Denver Denvoys of the Denver Chamber of Commerce, flew to Rawlins Saturday morning. During the day, Frontier conducted 11 sight-seeing flights over the Rawlins area to carry 209 revenue passengers and 29 non-revenue passengers for a total of 238 passengers. A helicopter flown in from Denver also carried additional sight-seeing passengers as part of the airport activity.

George Nelson, Wyoming state director of aeronautics, was the main speaker in the official dedication of the new terminal building. Rawlins has been served by Frontier Airlines for over 11 years. It had its beginnings on the original flights flown by Challenger Airlines on a route between Salt Lake City and Denver.

Cortez Oil Day Successful

One hour Sunliner tour flights were held throughout the celebration of the first annual Oil Day in Cortez on May 11. Another first for Frontier, according to David Burr, station manager at Cortez. The tour took interested citizens over the four corners, Aneth, Utah, the famed Monument Valley, the "Goosenecks" of the San Juan River, Mexican Hat and Bluff, Utah, and through the heart of the fabulous new Aneth Oil Field, which is fast becoming the primary economic booster for Cortez and Four Corners area. Out of 216 available seats for the day, 215 new riders, veteran travelers and area sightseeing fans filled all but one.

Frontier Employees

Elected

Frontier's assistant treasurer, Egbert W. Sexton, Jr., has been elected president of the Mile Hi chapter of the Systems and Procedures Association, a group which specializes in designing and installing means of handling information in business.

Duane Phelps, station manager at Laramie, was elected international director at the state meeting of the Wyoming Junior Chamber of Commerce this month. He was president of the Laramie Junior Chamber in 1955-56.

Appointed to the Tucson Chamber of Commerce aviation committee for 1958 is station manager Paul Hult. He is also on a sub-committee to consider charter air tours.

June 1st Schedules Announced by Lindsay

The new schedules, effective June 1, represent several new flights and readjustments of present flights to take care of summer business, according to John D. Lindsay, vice president-Traffic and Sales.

A new flight, 122, will operate daily except Saturdays between Denver and Riverton, and flight 121 between Riverton and Denver will operate daily except Sunday. Both flights will make stops at Casper, Laramie and Cheyenne, providing an early morning Denver arrival . . . allowing a full day for business before returning home in the evening.

Flight 115 will operate between Farmington and Albuquerque daily except Sunday. In the opposite direction flight 114 will operate daily except Saturday. Both flights will stop at Gallup.

One round trip non-stop between Denver and Grand Junction will be continued with a change in operational times for the summer.

An additional round trip between Phoenix and Albuquerque, with stops at Tucson and Silver City, will provide commuter service between the trade centers of this area.

Flights 2022 and 2023 presently operating between Denver and Billings via intermediate points will be continued. Express flights 108 and 109, operating between Phoenix and Denver, with stops at Farmington and Durango, will continue to serve the ever-increasing passenger boardings at their cities. Flight 109 will land at Flagstaff in addition to Durango and Farmington. Flights 108 and 109, with connections at Farmington from all other segments, thus providing express service for intermediate cities on the Albuquerque-Salt Lake City route as well as the Denver-Phoenix route.

"These new schedules reflect the growth of the area served by Frontier," Lindsay said. It was pointed out, as an example, that Farmington, New Mexico, will have, effective June 1, a total of 16 flights per day. This has all developed in slightly over eleven years.



WYOMING WHOPPERS . . . Here's a challenge to all Frontier employees! This disqualified entry in the annual fishing contest is proof that they come BIG in Wyoming. The 8-lb. trout is held by Jack Suntrup and Frank Pille has the 20-pounder. Both Rainbows were caught at the Seminole Dam, north of Rawlins. (Picture courtesy of Francis Brammar and Wyoming Travel Commission.)