

Sunliner News



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ROLLAND A. HARR
DIRECTOR OF AERONAUTICS



State of Nebraska

DEPARTMENT OF AERONAUTICS
VICTOR E. ANDERSON, GOVERNOR
LINCOLN

September 16, 1958

Frontier Airlines
Stapleton Airfield
Denver 7, Colorado

Attention: Mr. C. A. Myhre, President

Dear Mr. Myhre,

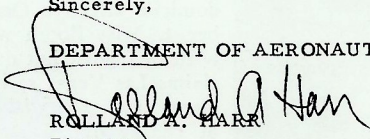
Once in a long while an event occurs which is not merely news, but history. Such an event will occur on October 1, when Frontier inaugurates service through northern Nebraska over the Casper-Omaha route, bringing Chadron, Valentine, Ainsworth and Norfolk hours closer to Omaha and Lincoln, as well as to Casper and points beyond.

The Nebraska Aeronautics Department and the Aeronautics Commission extend to Frontier their warmest welcome to Nebraska. We have studied your fine record of service in other areas, and know that we made no mistake in urging the Civil Aeronautics Board to designate you to serve our people. We want you and your folks to become an intimate part of our life and economy, and we unhesitatingly predict that our association will be mutually advantageous.

We not only welcome you now to northern Nebraska, but hope soon to welcome you to all of Nebraska, when you start serving our state with the broad service pattern recently voted in the Seven States Area Investigation.

Sincerely,

DEPARTMENT OF AERONAUTICS


ROLLAND A. HARR
Director

Colorado Protests Glen Canyon Recommendation

Governor Steve McNichols and Colorado's Congressional delegation sent a strongly-worded telegram to James R. Durfee, chairman, Civil Aeronautics Board, Washington, D. C., last week, protesting the initial decision on the Glen Canyon dam air route.

The wire pointed out the directness of the dam from Denver, the gateway from eastern cities; construction and administration headquarters of the dam are in Denver, as are many suppliers; existing air routes from Denver terminate no closer than 135 miles to the dam; flights via Salt Lake City would be circuitous, and would necessitate changing planes, in addition to many other objections.

A sampling of Denver's businessmen showed that 900 trips per year would be made by those who were polled.

The objectors concluded with a resolution to the problem: That service be awarded to all three terminal cities—Denver, Salt Lake City and Phoenix, Arizona.

Prior to sending the telegram, Denver Chamber officials met with those of Frontier Airlines, Public Utilities Commission, and political figures to discuss the decision.

Major General John F. Curry (ret.) chairman of the Chamber's Aviation committee, presided. Also attending was B. A. Kellogg, a representative from the Grand Junction, Colorado Chamber.

Casper-Omaha Service Starts October 1

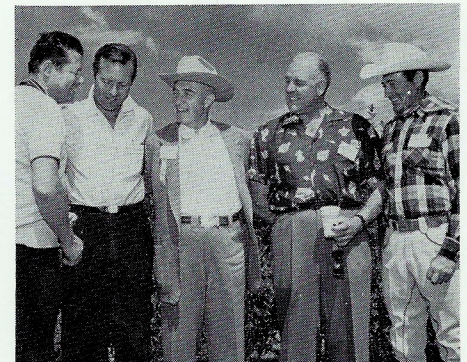
A new page of Frontier history will be written on October 1, 1958, when service is started between Casper and Omaha, the first of the new routes awarded Frontier in the Seven States case.

The new flight will serve the intermediate cities of Douglas, Lusk, Chadron, Ainsworth, Norfolk, Lincoln and terminate in Omaha. Valentine service will be added when necessary airport improvements have been completed. Flight 92, the new east-bound service will depart Casper at 9:30 a.m. (mst) and arrive Omaha 3:08 p.m. (cst). West-bound flight 91 will leave Omaha at 5:00 p.m. and arrive Casper at 9:05 p.m.

If interest and enthusiasm can be used as a guide, Frontier can expect a substantial volume of traffic from the new cities on the so-called "Northern Nebraska" route, serving some of the most productive livestock and agricultural acreage in the nation.

Frontier sales and station personnel have been spending lots of time in these new cities and have promised to have the ground facilities ready and the people anxious to use the service when the first flight goes through on October 1.

Suspension of rail service to most of these Nebraska communities resulted in a strong plea to the C.A.B. by the Nebraska Aeronautics Department for immediate air service. The Board issued the necessary exemption order and Frontier looks forward to serving these new and progressive communities.



TIME OUT at the Lander "One Shot" antelope hunt found Jack Carson and George Montgomery of the movies and TV passing along the latest from Hollywood to Wyoming Governor Milward Simpson, Denver oilman Jack Manning and Montie Montana, the rodeo personality. The Colorado team won.

Four Corners Just Starting

ROBERT HANSEN
Denver Post Staff Writer

Fabulous Frontierland—rich and scenic Four Corners is finally yielding up the gold that lured Coronado four hundred years ago. But it is black gold.

Under the junction of Colorado, Utah, Arizona and New Mexico may lie one of the greatest producing oil reserves in the U. S. And every day offers new substantiating evidence.

The latest exciting discovery is a Humble Oil wildcat in northern Arizona's Apache county, two miles south of the Utah line, according to Rinehart Oil News.

It has flowed at the rate of more than 43 barrels of oil per hour—or more than 1,000 barrels a day—from the Upper Hermosa formation. Gas has been made at the rate of 2.8 million cubic feet daily from the Paradox.

Thus Arizona makes a new bid to become a major oil-producing state. Until now the East Boundary Butte field where Humble drilled had consisted of only two wells with discouraging production.

DEEPER WELLS

Humble's well is going deeper, to 6,400 feet—the first to test lower formations in this area. But already its important flow has sparked renewed drilling interest in the entire area.

In New Mexico, the San Juan basin has witnessed rising drilling tests in the Dakota formation, with several promising new pay discoveries. Notable among these have been gas pay openers in the Angel's Peak, West Kutz, Gallegos and West Blanco areas, as well as several Dakota-pay wells in the Big Blanco field.

Dakota gas has become such a large factor in the San Juan economy that El Paso Natural Gas Co., one of the nation's biggest and fastest-growing, has applied for 320-acre spacing of Dakota wells. Its case will be heard Monday, September 15, by the New Mexico Oil and Gas Conservation Commission.

Deeper drilling is under way and in prospect in several other San Juan areas. Forest Oil Corporation expects to continue its No. 1 Ute wildcat 18 miles northwest of Farmington, to a depth of 9,500 feet to test the Mississippian, with drill bit now cutting well below 8,000 feet.

Shell and Continental also plan deep wildcats in the vicinity of the Bisti and Rattlesnake fields.

Utah's wide-ranging succession of western Paradox basin wildcats, however, continued to hold primary Four Corners interest.

Emphasis is on the general area surrounding a Wayne county wildcat which last year found very encouraging oil shows in Hermosa, and extends south into Garfield county and north into Emery county. Each of those counties have at least three current wildcats of unusual interest.

Every county also had two prospective oil discoveries in shallow formations, which may be expected to stimulate renewed exploration. One of these, Superior Oil's No. 23-2 Iron Wash Unit is drilling ahead for the Hermosa and Mississippian after recovering free oil on drill stem test of the Moenkopi at 1,807-65 feet.



LOCAL SERVICE PURCHASING SUBCOMMITTEE — Everyone was in good voice during the first annual get-together of the Local Service Purchasing Subcommittee. Frontier Airlines' Barney Foster was chairman of the ten airline representatives who met near Evergreen, Colorado for their two-day meeting. Giving voice to their feelings during the evening sessions at the El Rancho are (left to right) Howard Fowler of Northern Consolidated Airlines; Earl Hall, Bonanza Airlines; Rex Creighton, Ozark Air Lines; and C. L. Desterbecque of Lake Central Airlines.

The other, Carter Oil's No. 3 Nequoya Arch is running initial pump tests after swabbing oil from both Moenkopi and Sinbad zones.

As fall nears, Rinehart reports lively exploration still highlights oil and gas drilling in Four Corners, with particularly high interest in the western reaches of the Paradox basin.

Two major construction jobs have been announced in the Four Corners area served by Frontier Airlines. The Texas Company will build a multi-million-dollar recovery plant in the Aneth field. And the nation's largest uranium mill, near Grants, New Mexico, will begin operating in December. Kerr-McGee Oil Industries, Inc., is the builder.

Yet only eight years ago, when the governors of Colorado, New Mexico, Utah and Arizona met to dedicate a marker at the only point in the U. S. where four states join, the area was desolate. Only two years ago, after Shell brought in the region's first commercial well to set off a feverish boom in 1954, the boom was choking to death on transportation problems.

Now, new roads serve the fast-growing region, where Farmington has spurted from a sleepy Spanish village of 2,500 to a bustling 17,000, and more are on the way.

Frontier's Airlines' fourteen flights in and fourteen flights out a day, carry increasingly more frequent full passenger payloads to and from the Four Corners from the surrounding states.

But it was the historic Four Corners pipeline to the West Coast which put the bloom back on the boom early this year.

Production has jumped almost 1,000 percent since six major oil companies completed their \$50 million pipeline to Los Angeles, 750 miles away through largely uncharted lands.

It was completed in April after crossing three major rivers, climbing to 6,700 feet and dropping back to sea level, blasting through 200 miles of solid rock and snaking its way through 45 miles of America's third largest metropolis.

The pipeline has meant new opportunity, new production, new exploration, new prosperity, new riches to the entire Four Corners region, Indian and white man alike.

Bank deposits and sales tax collections reflect a strong economic foundation underlies
(Continued on Page 4, Col. 3)

Arizona Travel Work Shop

Sponsored by Arizona Development Board with Arizona State College, Flagstaff

"Sufficient appropriation, imagination and hard work" are necessary for a successful state tourist and industrial development program, stated Sam T. Dell, chairman of the Florida Development Commission at Arizona's first travel workshop, held at Arizona State College in Flagstaff, August 14 and 15.

The Florida tourist trade last year totaled \$1½ billion, as compared to Arizona's for the same period of around \$330 million. With a biennial budget of \$5,800,000 and a staff of 186 employees the Commission has been instrumental in attracting 1200 new industries and estimates Florida gets a return of \$92 in taxes alone for each \$1 it spends in advertising, Dell said. The budget for paid advertising space is \$800,000.

Mr. Dell was enthusiastic about the tremendous potential and scenic beauty in the Rocky Mountain West. Speaking of his trip by air from Denver to Flagstaff he said, "My first impression of the West was given us by Frontier Airlines. It was cordial and the very essence of what attracts tourism into an area.

"The hostesses were particularly thoughtful and courteous in pointing out to us places of interest and making us feel welcome. The pilots made three of the smoothest landings at Durango, Farmington and Flagstaff, I've ever experienced by any airline. My only regret is that this fine airline is only serving this Western part of the United States."

Another speaker at the workshop, Hugh Miller, regional director of the National Parks Service, Santa Fe, N. M., predicted, "Glen Canyon (in northern Arizona on the Colorado River) is destined to become one of the greatest tourist objectives."

(Continued on Page 4, Col. 3)

TRANSFERRED



VIRGINIA BOOTH

Miss Virginia Booth, division Chief Stewardess at Salt Lake City, will take over the Omaha domicile effective October 1. Miss Booth was born in Ogden but now claims Las Vegas as her home town. She will be in charge of all stewardess schedules and general supervision of all Omaha based girls.

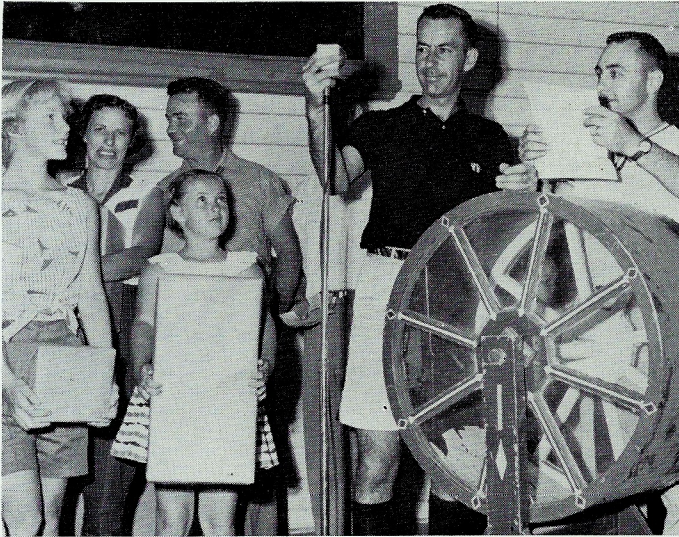
PROMOTED

Miss Donna Mans, Senior Stewardess at Denver, will replace Miss Booth as Division Chief Stewardess at Salt Lake City. Miss Mans hails from Mankato, Minn., where she attended high school and Mankato State Teachers College. She also attended the McConnell Air Stewardess school in Minneapolis.



DONNA MANS

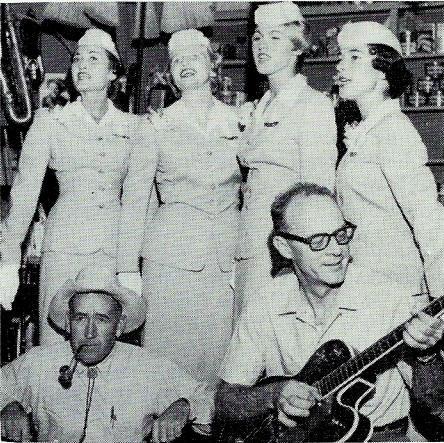
FRONTIER NEWS IN PICTURES . . .



THE WINNERS of the drawings at the Sunliner Club Picnic are announced by Tom Makurat, Traffic and Sales, and newly elected club president, with an assist by Gordon Shaffer, Personnel. This is one of the several events planned each year by the Sunliner Club of Frontier employees.



BLOOD BROTHERS . . . During the "zeroing in" of their rifles, various members of the "One-Shot" teams were also initiated into the blood brotherhood of the Shoshone Indians. George Montgomery, Hollywood movie star, gets the Indian sign from Chief St. Cloud, who presided over the ceremonies.



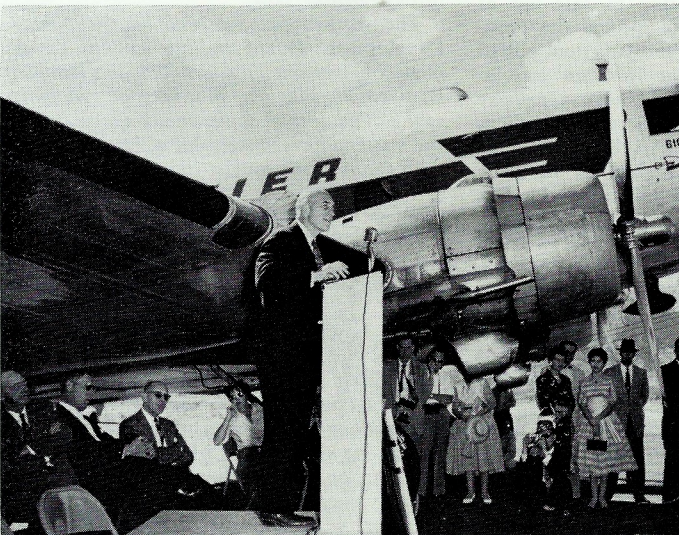
SINGING STEWS . . . L. to R. Dee Lanick, Vi Lester, Nancy Franck and Patti Thomas on Pete Smythe's KOA-TV show. Pipe smoking Pete, the Mayor of Tin Cup, beats the drums while Jimmy Atkins strums the melody on his guitar.



RELAXING . . . Mr. and Mrs. A. E. Olson of Salt Lake City say they like flying Frontier because everyone is so friendly. Needlepoint and crossword puzzles occupied their time as they hurried to Albuquerque. (Photo by Bill Keenan, Carter Oil Co.)



ROYAL VISIT . . . Celeste Brown, Mesa county peach queen, greets the welcoming committee on hand to greet her in Denver. Shown with her is Lynn Whalen who accompanied Miss Brown. The Peach Queen's annual visit signals the beginning of the region's famous "mountain grown" peach season.



WYOMING'S GOVERNOR SIMPSON made a strong plea for extension of Frontier into Jackson, Wyo. during the dedication of the new Jackson Hole airport. A Frontier charter plane took a group of Cheyenne, Casper and Riverton business leaders to the dedication ceremonies. Frontier was represented by president C. A. Myhre. The extension of service to Jackson is part of the Montana Case now before the C.A.B.



WORLAND JAYCEES pick a queen. Mrs. Jeanne Ann Enos, Mrs. Washakie County for 1958, receives her all-expense trip to Arizona from Frontier District Sales Manager, Mel Brandt. Looking on are, left, Pat Troseth, second runner-up. Jaycee president, Bob Meeboer and right, Mary Ann McGarvin, first runner-up. The winner and her obviously fortunate husband will enjoy their Phoenix stay at the famous Sahara Hotel.

Pilots in Politics

Jack E. Gardner (Dem.) Phoenix-based pilot, wins a second term as Maricopa County representative by swamping his opponent, 2 to 1, in the recent Arizona primary election. He is unopposed in the general election.

Said Governor Ernest McFarland, "I am happy to see Jack Gardner continue his services to the people of Arizona in the State Legislature. Both Frontier Airlines and Jack, who serves as a pilot for the firm, are to be commended for this participation in civic affairs, which further indicates the continued excellent relationship between labor and management in Arizona."

Elmer T. Burson (Rep.), divisional chief pilot in Phoenix, won by 17 votes in a hectic six-way battle in his district for state representative. His campaign was based on property tax equalization and revision of child labor laws to help combat youth problems. As a father of three teenage sons and an active participant in Scouting, school and church youth organizations, his interest in this field is well founded.

This is Captain Burson's first political contest and he faces strong Democratic opposition in the November election. His nearest Republican opponent, Jerry W. Poole, a popular political analyst and a public relations executive, has pledged his complete support to Burson in the general election campaign.

From the Cortez Sentinel Newspaper, Thursday, August 28, 1958.

"Our newly created Airport Authority is not letting any grass grow under its feet. Already the three-man authority composed of Bill Peterson, Gene Cox and Jim Poulacki has preliminary plans for the terminal building under consideration, and is deep in the study of extending the runways and improving the landing strips and car parking facilities.

"If you don't believe a modern airport is essential, take a good look at Farmington's up-to-date facilities. The modern airport there is responsible for that city being the air capital of the Four Corners."

Sunliner News

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

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Stapleton Airfield
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A member of the Airline Editors
Conference of ATA.

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NEW STEWARDESS GRADUATING CLASS: This sexy sextet of scintillating sirens looks forward to the day when they can slither down the aisles of a Frontier "Sunliner." Receiving their wings from stewardess-in-charge, Jo Pershin, are (left to right) Tommie Kent, Phoenix; Carol Burns, Omaha; Barbara Peck, Omaha; Diana Welch, Omaha; Arlene Storseth, Denver; and Theda Lyman, Salt Lake City.

A Rescue

Passengers and crew members on Frontier's flight 75 between Montrose and Grand Junction had quite a surprise on Friday, September 12, when a U. S. Navy "Cougar" jet pulled up alongside of the flight. Captain James Hanson was unable to directly contact the pilot of the Navy jet by radio, but from the pilot's frantic hand signals, which could be seen through the canopy, Captain Jim knew that he was in dire need of some help. Finally, Frontier's flight was able to get in touch with the pilot by communicating on the CAA radio channel in Grand Junction. It was then they learned that the pilot, who was flying from the West Coast, had become lost over Colorado and had just broken through the overcast. He was preparing to bale out of his ship by parachute. He spotted the Frontier flight heading for Grand Junction, pulled up alongside to find out if there was an airport nearby which would have a runway long enough to use in an emergency landing. After Hanson and the CAA had given the pilot his bearings, he streaked off to make a safe landing at Grand Junction with less than 50 pounds of fuel left in his tanks!

Sales Program Dividend

Stenoretts plus a sales program and the results equal a national advertising campaign featuring Frontier.

For the past two years Frontier has been using Stenorette tape recorders to assist reservations and station personnel in improving telephones sales techniques. The De Jur Anso Corporation, distributors of the German-made Stenorette, has worked with Frontier in developing a page of advertising which is now appearing in various national business magazines. Reprints of the ads are also being mailed by the De Jur Corporation as a direct

mailing piece to all potential customers. All of the Stenorette dealers in the U. S. are also receiving copies of this news story in their promotion of the machine, and are learning about Frontier.

Arizona Travel Work Shop

(Continued from Page 2, Col. 3)

He said some \$10 million will be spent at Glen Canyon during the next 10 years for recreational facilities and nearly as much will be spent by the concessionaires in developing the area.

The National Park Service plans to station a recreation officer at the site long before the dam is completed. The first big crowds of travelers are expected at the Glen Canyon dam site at Page with the completion of the bridge, Miller said.

The workshop, sponsored by the Arizona Development Board and the college department of commerce, drew 175 registrations. Bernard M. Mergen, Manager of the Board said, "The group represented every area in the state and every segment of business allied with the Arizona tourist industry."

Four Corners Just Starting

(Continued from Page 2, Col. 2)

the oil boom. Timber, mining, agriculture and tourism are all important parts of the boom.

And now a new pipeline from Four Corners to southeast New Mexico and on to the Gulf Coast is nearly ready to go into operation, carrying riches greater than anything Coronado ever dreamed of in his legendary search for the Seven Cities of Cibola.

So far, only the surface has been scratched, literally speaking. And yet the two pipelines together, with an initial capacity of 110,000 barrels a day for Texas and California refineries, will pipe \$2.3 million a week out of Four Corners.

Coronado was looking for the wrong kind of gold.