

Sunliner News



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J. Dan Brock is Named Frontier's Vice President of Traffic and Sales

Frontier Airlines' new Vice President of Traffic and Sales is J. Dan Brock.

For the past nine years, Brock has been Vice President of Traffic and Sales of TACA International Airlines, with offices in New Orleans, Louisiana. Brock was associated with TACA, a Central American scheduled carrier, for twelve years. He had been a Division Sales Manager in the Republic of Panama prior to his transfer to New Orleans to head up the airline's Traffic and Sales Department.

During World War II, Brock served as a Captain with the Air Transport Command in France, assigned to the Traffic and Priority Section. Before World War II, he had been associated with Eastern Airlines' Traffic and Sales Department.

Brock is a native of Montgomery, Alabama.

He attended Tulane University in New Orleans, Louisiana, and was a member of Phi Delta Theta fraternity.

While Brock was with TACA International Airlines, he helped form the Caribbean Air Transport Association, and has served as president of this organization since its beginning in 1954. He is married and has three children.

Maytag Addresses Aviation Writers Association

Frontier Airlines' president, Lewis B. Maytag, Jr., questioned the route policies of the Civil Aeronautics Board as they affect local service airlines.

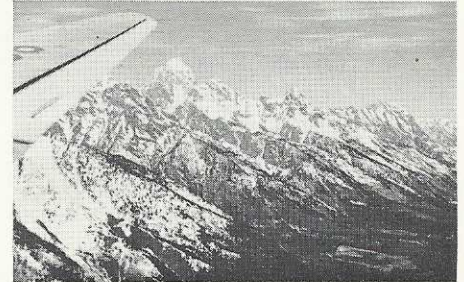
On May 14, speaking before the Aviation Writers Association in Washington, D. C., Maytag pointed out that CAB route development policies often substantially weaken a local service airline. Additional route miles and small-town stops often are added by the so-called "pie theory," with each airline participating in the route case getting an equal share. Many of these routes and stops are without any real traffic-generating potential.

"Frontier Airlines has just recently been handed a route expansion equal to 70 per cent of the existing Frontier system," said Maytag. "Very little of the additional mileage makes sense from a profit standpoint."

Maytag stated that when he bought the controlling interest of Frontier a year ago, he "... saw in Frontier a vital service to a relatively undeveloped area, with a possibility of tremendous growth. . . . It was my hope to bring in some business management; operate on the profit theory; and get off subsidy post-haste."

Working against these economic goals which Maytag set for his airline were the CAB's restrictions of operations and its rigid regulatory procedures. This forced Frontier into an uneconomic, heavily-subsidized operation.

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Grand Teton Mountain Range, near Jackson, Wyo.

Survey Flight Made Between Riverton and Idaho Falls

Ever since the news release on the *Montana Local Service Case*, made by the Civil Aeronautics Board early this past winter, Frontier Airlines, along with Montana, Wyoming, and Idaho cities, has anxiously awaited the final Board Order on the case. In recent weeks, the CAB has indicated that their final Order can be expected at any time.

With the summer tourist season getting underway around Jackson, Wyoming, in early June, there has been much concern on the part of resort and ranch operators as to the effective date of Frontier's inaugural service between Riverton and Idaho Falls, with service to Jackson as an intermediate point. Western Air Lines, which has been serving Jackson for a good many years on a seasonal basis during the summer months, has notified the city of Jackson that they do not plan to begin service this year. To assure Jackson a scheduled airline operation this summer, Frontier hopes to get permission from the CAB to inaugurate service in less than the 60 days which is usual following the Board Order in a route case. Frontier believes that

the only way that extreme hardship can be avoided on the summer resort activities in Jackson, Wyoming is for it to be given Board approval to start this new route by mid-June.

On May 14, a group of Flight Operations, Dispatch, and representatives of other interested departments boarded a survey flight between Denver and Idaho Falls.

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OPEN HOUSE . . . Over 7,000 Denverites toured Frontier's radar Convair during the airline open house held at Stapleton Airfield in Denver on May 17. This marked the first time that Frontier's new aircraft was open for inspection by the public. Five of the airlines serving Denver arranged the open house as part of the \$21 million bond issue for enlarging and improving Stapleton Airfield. The bond issue met with a favorable vote with a two-to-one approval.

1958-59 BOWLING AWARDS



EIGHT DISPATCHERS guided the destiny of the Falops to win the Frontier Airlines men's division award by 3½ points. They nosed out the Faliners after a nip and tuck finish. Pictured (left to right) are Dan Fink, Lawton Mitchell, Jack Cashel, Mike Kaiser, Chuck Buckingham, Bill Hilbert, and Ed Mills. Not included in the picture is Paul Morris.



INDIVIDUAL HIGH AVERAGE awards went to Roland Roepe, Superintendent of Engineering, who took first place in the men's division with a season average of 175.55, and Mary Warhover, of the Frontier Airlines Federal Credit Union, who held up the women's side of the division awards with her winning average of 143.72.



COMAT USUALLY means "company material," but in the case of the Comat bowling team it represents the five females who took first place honors in the women's division for the 1958-59 season. The team won by 8½ points over the Distaffs, comprised of six Frontiersmen's wives. Left to right are Mary Warhover, Claire Almuquist, Mary Alys Johnson, Betty Worl and Marian Wells.

Bowling during the 1958-59 season caused much interest and excitement for Frontier employees in Denver. Eight men's teams and six women's teams kept the pins flying at the AAA Bowling Lanes in Aurora during the 105 games played in the 35-week season. Some 126 Frontier guys and dolls, representing every department in the general office, repeatedly approached the foul line with grit and determination each Tuesday evening from September through April, with the winning teams undecided until the very last game.

In the men's division, first place went to the Falops, second to the Faliners and third to the Pilots. The Pilots held the high team handicap series; while the Odds and Ends captured the scratch high team game and the Red Arrows won the handicap high team game. Individual awards went to R. Roepe, with the winning average of 175.55; Jim Langhofer, with high scratch series of 642;

Ed Anderson, with high handicap series of 759; Marv Larson, with high game scratch at 257; Harold Ruppel, with high game handicap of 286; and "Swede" Nettleblad, most improved bowler.

The Comats won first place in the women's division, and the Distaffs were runners-up. Individual awards were captured by Mary Warhover, high game bidder with 143.72 and also winner of the scratch high series award with 513; Marlene Nanek, with the high handicap series of 631; Jan Koplitz, with the high game scratch of 223; Jeanne Gahnstrom, with the high game handicap of 257; and Kaye Steggs, most improved bowler.

It is expected that when next September rolls around, ten men's teams and eight women's teams will represent Frontier Airlines in league play.

Donna Mans Becomes Frontier's Chief Stewardess

Donna M. Mans has been appointed Frontier Airlines' Chief Stewardess, replacing Geri Anderson, who resigned June 2 to become Mrs. "Buzz" Hinkle.



Donna's new assignment was announced by James B. Montgomery, Frontier's Director of Traffic. She was chosen on the basis of her past nine years of fine performance as a stewardess and

her basic interest in the welfare of Frontier Airlines.

A native of Mankato, Minnesota, Donna graduated from Mankato high school, attended Mankato State Teachers' College, and is a graduate of McConnell Stewardess and Modeling School of Minneapolis. She joined Frontier in August, 1950, and was based in Denver until becoming Division Chief Stewardess in Salt Lake City in September, 1958. For the past two months, Donna has been assigned to Denver to take charge of Frontier's stewardess Convair training program and to write Convair information into Frontier's stewardess manual.



IN A CLASS BY HERSELF, Stewardess Jill Cassidy of Denver models graduation attire distributed by Autrey Brothers. During a four-week period, thousands of students throughout the Rocky Mountain West will graduate in caps and gowns shipped to them via Frontier Airlines.

Graduation Time In the Rockies

Four-thousand college and high school graduates receive their caps and gowns for their graduation via an air freight shipment on Frontier Airlines.

During the latter part of May and the first week of June, over 13,000 pounds of caps and gowns are shipped by Autrey Brothers of Denver to graduations being held in Colorado, Wyoming, New Mexico, Arizona, Utah and Montana. Autrey Brothers has found that expediting cap and gown shipments via air freight on Frontier "Sunliners" has widened their market considerably. Since there is a limited time in each year when caps and gowns are in high demand, it is necessary to rush the outfits back to Denver for a quick dry-cleaning and pressing and an immediate return to the airport for air shipment to another point on Frontier's system.

In-Flight Ceremony Unites Frontier Stewardess and Pilot

A romance which budded and blossomed over Frontier's airways was climaxed on May 15 by an in-flight marriage ceremony on a DC-3 "Sunliner." Lovely Janet Curry, former Frontier Airlines stewardess, and Peter H. Lamkin, Frontier captain, said their "I do's" in the presence of several Frontier flight personnel who were close friends of the couple.

The chartered DC-3 was flown by Captain Dick Hoffman and Co-Pilot Marion Tongish during the half-hour ceremony. Marion's wife, Veronica, served as matron-of-honor. Included among the wedding guests were Stewardesses Barbara Bostick, Sandy Regan, Sandra Smith, Beverly Guess, and Nancy Di Bono and Captain Warren Heckman.

After a honeymoon in the Bahama Islands, the couple will reside in Denver.





"PETE" PETERSON, who heads up Frontier's Lost and Found Department, and his pert secretary, Mary Jane Glantz, manage to look absolutely stunning for the SUNLINER cameraman as they model the very latest accumulation of hats and coats left behind by Frontier passengers.

Peterson Plays "Losing Game"

Have you been wondering where you left your glasses? Before you wander up any more blind alleys, you might check with L. L. "Pete" Peterson, Frontier's Supervisor of Passenger Equipment and Supplies, who watches over the growing accumulation of items in the Lost and Found section of his office.

Tucked away for six months are the dozens of pairs of glasses, hats, books, gloves, toilet kits, and even a pair of trousers left in the seats and overhead racks of Frontier's "Sunliners."

As lost articles are turned in by flight and station personnel, they are tagged with information such as the date, flight and place where they were found. All stations are then alerted in a monthly bulletin, which lists the claims for lost articles and the materials found. Every effort is made to return these personal belonging to their original owner.

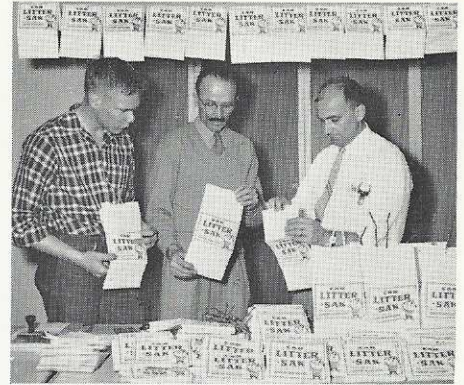
At the end of a six-month period, if an article has gone unclaimed, it is first offered to the person who turned it in to the Lost and Found Department. Clothing that goes unwanted is donated to the Good Will Industry in Denver. Costume jewelry and eye glasses are sent to Eyes for the Needy in Short Hills, New Jersey, where glasses are reground and re-trimmed for distribution to the underprivileged.

Busy Pete also handles lost and damaged baggage claims, commissary equipment, cabin equipment, station bills for passenger expense, crew layover expense and stewardess uniform inventory.

FRONTIER SPONSORS JUNIOR ACHIEVEMENT

Colorado should have a tidier appearance as a result of the Junior Achievement project in 1958. Fifteen teenagers, participating in the Frontier Airlines-sponsored project, formed a company to turn out "Car Litter Saks," which have been sold throughout Denver to garages, filling stations and conscientious individuals.

This is the third year that Frontier Airlines has participated in sponsoring a project of the Junior Achievers. In early September of each year, various groups of teenagers from different schools begin plans for meeting once a week to carry out their project for the year. To do this, they organize a company, elect officers, sell stock, rent work and office space in the Junior Achievement Building, and then manufacture a useable, saleable product. This business background gives these ambitious teenagers an opportunity to learn by doing, since they own and operate their company; receive hourly wages for their time on the project; and share in the profits, if any. There is a real inducement for them to participate in the Junior Achievement program.



JUNIOR ACHIEVER ROGER GRIFFITH of Denver gets some hints from Joe Coopersmith and Al Schmidt, two of Frontier's advisors, on the best method to promote his organization's "Car Litter Sak."

Frontiersmen who acted as advisors to the Junior Achievers this year were Al Schmidt, Director of Industrial Relations; Lloyd Love, Manager of Training and Safety; Joe Coopersmith, a Lead Mechanic; and Josephine Sakai, Accounting machine operator.



TWO MONTHS OF MANUAL LABOR is surveyed by Mary Stuckenschneider and Joanne Uerling, two of the clerk-typists who helped complete the job. After many hours of pounding out multilith mats on their typewriters and assembling pages, the girls are obviously glad to see the project successfully completed.

Frontier Convair Manuals Completed

Ninety-two thousand pages went into the fifty new Convair Maintenance Manuals completed by the Engineering Department during the past two months.

Harold Ruppel got the manual program underway prior to his promotion to Foreman in Line Service. Bill Durlin then finished the job with the able assistance of Joy Cowles, Joanne Uerling, and Mary Stuckenschneider. Also assisting in the project were Mary Brazda, Maintenance secretary; Lucille LaGuardia, Log Office stenographer; Helen Green and Marilyn Stark, temporary employees.

Each Convair Maintenance Manual consists of two volumes over ten inches thick. Each manual includes 750 illustrations in the 1,840 pages of text.

Rushing to make deadlines, the multilith printing machine was operated 16 hours a day by Frank Watson, Warren Yokum and Fred Waldren. Frontier's new Zerox machine turned out the illustrations and drawings for the manual, with Frank Weilmminster handling this operation.

CONVAIR 340 MAINTENANCE TRAINING

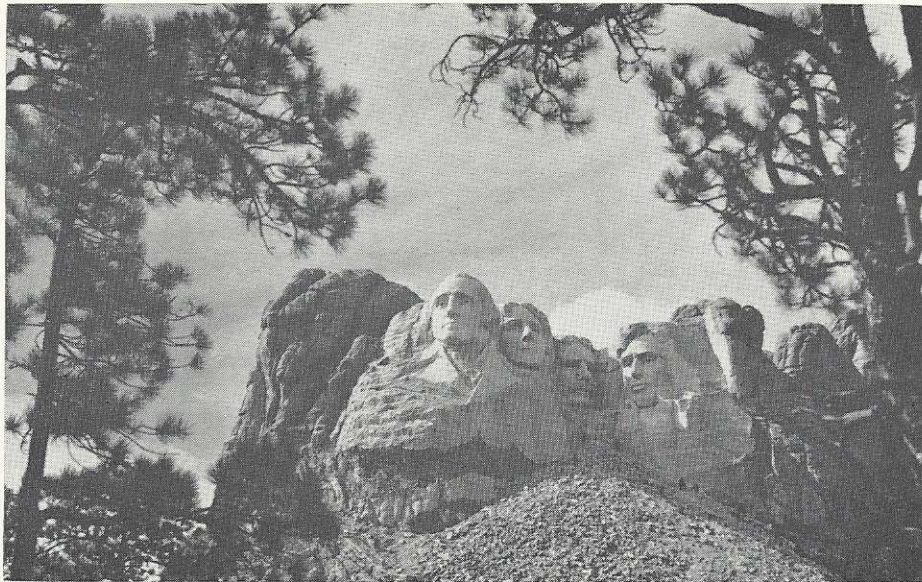
Five 120-hour Maintenance training sessions on the Convair 340 have been conducted for Frontier Maintenance employees, and a sixth session began in mid-May. The first three sessions were administered by United Air Lines instructors, with the balance of the training being given by Al Olinger, Jr., Superintendent of Maintenance Training, and Art Krieger, Maintenance Training Instructor.

Eighty-nine Maintenance employees — including ten supervisors, one Maintenance Training Instructor, 13 Denver line service lead mechanics, eight inspectors, 10 outside station lead mechanics, 16 outside station mechanics, and 31 Denver line service mechanics—have received this Convair 340 course.

The 120-hour course covers all systems in the Convair (including hydraulic, anti-icing, de-icing, electrical, propeller, air conditioning). The line maintenance personnel are given run-up and taxi training, after which they are given a check-ride. If they demonstrate satisfactorily their ability in approved run-up and taxi procedures, they are issued a license for the Convair. A re-qualifying check-ride is to be given annually.

Shortly, ignition analyzer training for Engine Shop run-in truck mechanics and line service lead mechanics, inspectors and electricians will be presented. Carl Willmann, Foreman in Line Service, and Al Olinger have prepared to give this training at the Bendix Scintilla factory school in Sidney, New York.

VISIT THE BLACK HILLS



Mount Rushmore National Memorial, featuring the sculptured faces of four great American presidents, is the newest of the vacationland attractions to be served by Frontier Airlines. High on the granite face of Mount Rushmore in the Black Hills of South Dakota, near Rapid City, is "America's Shrine of Democracy." This group of sculptured faces is one of the largest to be found anywhere in the world.

The four presidents whose likenesses look out from the vastness of the Black Hills were each giants in their personal contributions in making America great.

George Washington is commemorated for his devotion to the founding of this country. His leadership in the War of Independence and, later, as our first president assured the successful launching of this new nation.

Thomas Jefferson, author of the Declaration of Independence—which in itself would have awarded him his niche in this famous shrine—made his major contribution to the growth of America through his foresightedness in purchasing the vast Louisiana Territory, of which the Black Hills are a part.

President Abraham Lincoln preserved the union of the United States, and fathered a new philosophy of government "of the people, by the people and for the people."

Theodore Roosevelt was the last likeness to be carved into the side of Mount Rushmore. He developed himself physically and mentally, before becoming president, in ranching the badland country just north of the Black Hills. Roosevelt was perhaps the greatest conservationist among all of our presidents.

Frontier's twice-daily round trips to Rapid City will make possible side-trip visits into the Black Hills and the Mount Rushmore shrine. Grayline Bus Tours originate in Rapid City and include the Black Hill attractions of Sylvan Lake, Wind Cave National Park, the buffalo herds of Custer State Park, and the inspiring visit to Mount Rushmore National Memorial.

Two most commonly dreaded causes of death in the adult world today—heart attack and cancer—have taken their untimely toll on the lives of two Phoenix-based employees this year. We would like to take this opportunity to extend Frontier's sympathy to the family and friends of Ned Vandese Shanks and Joseph Kelso Hill.

Frontier Mechanic Ned Shanks died of a heart attack on March 3 of this year, the same day that he was admitted to the Good Samaritan hospital in Phoenix. He was 46 years old.

As one of the original employees, Ned was hired by Monarch as a mechanic in Denver during November, 1946. He transferred down to Phoenix in May of 1950.

For three years, Ned had suffered from Buerger's Disease, a shutdown of the blood supply to the extremities. On March 19, 1958, following his struggle with the disease and a long leave of absence from his work, his wife, Mrs. Velma Shanks, wrote the following note to Gordon Shaffer, Frontier's Personnel Manager:

"... Ned seems to be doing quite well on the job, and, in spite of the difficult shift changes, his health seems just fine. We are very happy to have him working, both from a financial and morale standpoint.

"We wish all the luck in the world to Frontier... We feel it is a wonderful airline, and let people know we feel that way."

Exactly one year later, to the month, Ned suffered his heart attack and passed away, just when optimism was at its peak. Ned is survived by his wife and two children.

Co-Pilot Joe Hill flew his last trip on October 31, 1958. His life was claimed on February 24 of this year. A growth on the left side of his neck, discovered in January, 1958, was described in his medical report as a "metastatic fibrosarcoma." In the layman's language, this was cancer.

Joe would have been thirty-four on May 3. He was employed by Frontier in May, 1952, as a co-pilot in Denver. He was transferred to Billings in August, 1953, and to Phoenix in July, 1957.

Born in Alexandria, South Dakota, Joe attended South Dakota A. & M. college for two years, and received a degree in Business Administration from Denver University in 1949. He also served for two years (1943-1945) in the Air Corps as a second lieutenant. Following his graduation, Joe worked for Continental Air Lines as a station agent until joining Frontier in 1952.

Joe is survived by his wife, Wanda, and two small children.

Maytag Addresses Aviation Writers Assn.

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"It comes back to the fact," said Maytag, "that air transportation can be profitable if it involves long hauls... The same economics apply to small carriers as apply to the trunk airlines. Whether an airline makes money or loses money is largely dependent on three factors: the volume of passengers carried, the number carried in each plane, and the distance the plane operates before it comes down again."

Maytag's solution to the local service airlines' dilemma is "... give to local service airlines some profitable routes to help off-set their losses on the short-haul segments. We must have local service and the carriers themselves recognize this, but we also have to have profitable segments to help off-set the costs of the overall operation."

Survey Flight Made Between Riverton and Idaho Falls

(Continued from Page 1)

Stops were made at Riverton and Jackson. Aerial surveys were made of the routes proposed in Frontier's operation and ground facilities at the three Wyoming and Idaho cities were evaluated.

In each community, representatives of the city, the chamber of commerce, press and radio, and interested businessmen were at the airport to welcome the 17-man delegation of Frontier Airlines.

* * *

Agricultural production in the lush Valley of the Sun around the tourist mecca of Phoenix, Ariz., tops the national average in eight basic crops. Average yields per acre for alfalfa, barley, cotton, hay, oats, potatoes, sorghums and wheat are all well above the national figure. Some farmers get as many as seven crops of alfalfa a year.

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