



# Sunliner News

Vol. 10—No. 7

Published by Frontier Airlines

December, 1961

## Fifteen Years of Aviation Progress Airlink the West



**OFFICIAL HOSTESS** at the Fifteenth Anniversary cake cutting was Mrs. L. B. Maytag, Jr. (left). The first slices went to Mrs. J. Clinton Mechling, former wife of the late Mr. Don A. Duff, president of Challenger Airlines, and Mr. L. B. Maytag, Jr., president of Frontier.



**FOR CONTRIBUTIONS TO AVIATION PROGRESS**, Mr. Ray M. Wilson, former president of Monarch Air Lines, receives a trophy from President L. B. Maytag, Jr. Mr. Wilson is presently aeronautical inspector for the Colorado Public Utilities Commission.

Rather unspectacularly, the first of Frontier Airlines' routes in the West was inaugurated just 15 years ago. On November 27, 1946, a lone soldier returning to his home in Alamosa, Colorado, made connections at Denver's Stapleton Airfield with a newly-painted DC-3 of Monarch Air Lines. This predecessor company of Frontier Airlines carried as its crew of three, Captain Ray Harvey, Captain Art Ashworth and Vern Carlson as steward plus the returning G.I. along with a cargo pit filled with pouches of first flight cached air mail and assorted cargo for the intermediate cities of Colorado Springs, Pueblo and Monte Vista on its inaugural flight between Denver and Durango, Colorado.

Monarch Air Lines, founded by one of Colorado's aviation pioneers, Mr. Ray M. Wilson, was among the first of a new type of air service to be known as local service "feeder" airlines which came into being following the end of World War II. The War had dramatically and forcefully proven the capability of aircraft for moving personnel and equipment as well as for a weapon of destruction. Now the Civil Aeronautics Board, charged with fostering and regulating commercial aviation in the United States, envisioned the role that an expanding air industry would play in pacing the anticipated growth and prosperity of the country's economy. To bring this concept of an expanded air age to many hundreds of small towns and cities which had not previously been served by the trunk airlines and to airlink these communities with their major trade and governmental centers within each geographical region, the local service airline industry was conceived. Across the United States a dozen or more new airline names were enthusiastically painted along the fuselages of recently-acquired fleets of converted Douglas DC-3's. High on hope, low on cash and with the blessings of both the Civil Aeronautics Board and local Chambers of Commerce, the fledgling airlines undertook their "divine destiny" of tying together by air over 500 towns and cities across the length and breadth of this country.

Of the three predecessor companies which eventually made up Frontier Airlines—Arizona Airways, Challenger Airlines and Monarch Air Lines—Monarch was the first to start operations after receiving a green light from the CAB. With a certificate of convenience and public

necessity plus an air mail contract, the Denver-based airline began putting together three routes which it had the authority to serve carrying passengers, air mail and air cargo. Following the beginning of the Denver to Durango route segment, new service was soon provided between Albuquerque and Salt Lake City and between Denver and Grand Junction. To assure day and night, all weather operations throughout its system, Monarch Air Lines had to install its own navigational radio system known as "H" markers, since most of the routes over the high country of the Colorado Rockies were not on established Federal airways. Circuitous ground transportation, up and down and around the Continental Divide, plus great distances between isolated communities along Monarch's routes soon proved the worth of the dependable Douglas DC-3 schedules.

Challenger Airlines, originally headquartered in Salt Lake City, began its scheduled operations on May 5, 1947, on a route between Salt Lake City and Denver via five intermediate Wyoming communities in the southern part of the state. That summer two more routes were established, one between Billings and Salt Lake City via the Big Horn Basin and another between Riverton, Wyoming and Denver. Ten Wyoming communities were served by the airline airlinking them to the terminals of Denver, Billings and Salt Lake City.

Wyoming's expanding oil industry was quick to plan travel itineraries and cargo shipments of drill bits, replacement parts and core samples around Challenger's twice daily, round trip schedules. The real opportunity to prove its value to the people of Wyoming came with the paralyzing blizzard in the month of February, 1949. Intrepid Challenger pilots flew thousands of passengers who had been immobilized by roof-high snow drifts which blocked highways and railroads over much of the state. Tons of fresh meat, bread, produce and Red Cross supplies filled practically every scheduled and shuttle flight to its gross weight capacity as Challenger's "Sunliners" roared off snow-swept airports across Wyoming.

Challenger's first president was Mr. George Snyder of Salt Lake City. After a few months, the late Mr. Donald A. Duff took over the presidency and transferred the airline's general offices to Denver. In

*(Continued on page three)*



## EXECUTIVE EDITORIAL

### A SALUTE TO YESTERDAY — A PROMISE FOR TOMORROW

November 27 marked Frontier Airlines' fifteenth year of operation—made possible by the predecessor companies of Arizona Airways, Challenger Airlines and Monarch Air Lines plus the hundreds of loyal men and women who pioneered the airline as employees and stockholders.

As most employees know, I arrived late on the Frontier scene and have but three years behind me, which is a very brief period compared to that of those employees with fifteen years of service. Nevertheless, my interest in aviation goes back several years, which affords me an appreciation of the trials and tribulations all employees went through during the early periods of Frontier's existence.

To serve under four company names as we have—Arizona Airways, Monarch Air Lines, Challenger Airlines and Frontier—is an experience which few in air transportation can boast. Undoubtedly, there were times in the past when some employees regretted deeply the passing of their original company's name into the newly-merged system. I am certain these same employees will now agree that it was the price they were paying for progress in aviation. Frontier today serves 65 towns and cities in 10 western states compared to six towns in one state in 1946. Our total employees now number 1,081 men and women as compared to 39 in 1946. Route miles are now 6,242; then they were 310.

Today Frontier's employees have a contributory pension plan, a broad insurance program, a company-matching savings plan and a well-managed employees' credit union. In all, Frontier maintains an excellent over-all program of fringe benefits which is comparable to that of those employed by the largest companies.

Your management team is alert to the future as evidenced by the pending new route cases before the Civil Aeronautics Board. In the *Southern Rocky Mountain Area Local Service Case*, Frontier is seeking liberalization of operating authority, the consolidation of several route segments, and additional authority to permit—

- Non-stop Tucson-Albuquerque service
- Grand Junction-Las Vegas-Los Angeles service
- One-stop service Denver-Phoenix
- One-stop Salt Lake City-Albuquerque service
- Non-stop Salt Lake City-Phoenix service.

In the *Southwestern Area Local Service Case*, Frontier has applied for Denver-El Paso service via Colorado Springs, Pueblo, Alamosa, Santa Fe, Albuquerque and Alamogordo.

The Civil Aeronautics Board has under investigation certain segments to determine whether the public convenience and necessity requires Frontier to continue service. These cases are most difficult for all concerned as it is never popular to delete service due to lack of traffic. Too, it is upsetting to our employees and their families. I wish to assure our people working under such conditions that when a final order is handed down from the Civil Aeronautics Board, employees affected will be offered a post with the company elsewhere with transfer and moving expenses borne by the company.

Under the new class rate which was placed into effect by the Civil Aeronautics Board on January 1, 1961, your management team can now make more accurate operating decisions directly related to expenses and profits. Previously, the method for setting subsidy rates did not adequately provide for route expansion and new equipment; consequently, carriers operated on a temporary rate basis, which made for indefinite decisions.

I have pledged publicly in an open letter for our Fifteenth Anniversary national advertising program that Frontier's goal for the years ahead is toward finer and more comfortable service with faster equipment. I made this promise based on the performance of team-play and enthusiasm Frontier people have demonstrated in the past. I am counting on your loyal support and confidence in Frontier's future and in continuing our outstanding safety record coupled with sincere good service to our passengers and the towns and cities we serve.

*James G. ...*

President and Chairman  
of the Board.

## Sky Buddies for 18 Years



In 1943 shortly after twin-engined Douglas C-47A No. 19542 left the aircraft plant, it began its service in World War II at George Field, Illinois with the 308th Troop Carrier Squadron, a Replacement Training Unit of the Army Air Corps.

At George Field, Captain L. S. "Scott" Keller, now a 14-year veteran of Frontier Airlines, flew this C-47A in training flights towing CG-4A gliders with a capacity of 14 riflemen, practiced parachuted supply drops and carried paratroopers making practice jumps.

Later Captain Keller was assigned to the 61st Troop Carrier Command of the 9th Air Force in England where he continued to fly C-47's on his combat missions in Europe during the invasion and the following campaigns on the continent.

Following his discharge from the Armed Forces, Captain Keller joined newly-organized Challenger Airlines in Salt Lake City, Utah, on March 7, 1947. At this time the new "feeder" airline was planning its local service routes throughout Wyoming linked to the terminal points of Salt Lake City, Denver and Billings. The fledgling airline acquired as one of its war surplus aircraft Douglas C-47A No. 19542 at Hill Air Force Base in Ogden, Utah. The aircraft was flown to Douglas Aircraft's plant at Santa Monica, California, to be zero-timed and modified for civilian commercial airline use. It was then given the licensing certificate identification of N53376. At Salt Lake City where Challenger Airlines headquartered, Captain Keller again met up with his war time buddy in the skies, now with the "Sunliner" insignia of Challenger Airlines.

Later in 1950 when Frontier Airlines was formed through the merger of Challenger with Monarch Air Lines and Arizona Airways, Captain Keller continued to fly the reliable, time-tested DC-3 N53376 over the airline's newly-organized system. The year of 1961 rounds out 18 years of partnership between Captain Keller and aircraft N53376, now "Sunliner Wyoming", one of 24 DC-3's in Frontier's fleet of 32 twin-engined aircraft.

## 51 Timetables Tell FAL Story . . .



A SENSE OF HISTORY caused Elton L. Snoke, manager of stations, to save timetables through the merger and expansion of Frontier Airlines. He even has an Arizona Airways timetable and some pocket editions of Challenger, Monarch and Frontier Airlines timetables in his collection.



# Fifteen Years of Aviation Progress Airlink the West



PHOTO—CHARLIE WUNDER

DURANGO WAS THE CROSSROADS for Monarch Air Lines' flights operating from Denver, Albuquerque and Salt Lake City. Until a TVOR was installed a few years ago, weather in the La Plata County area often caused irregular con-

necting operations. It was for this reason that connecting flight operations were transferred to Farmington.

(Continued from page one)

the first seven months of operation, Challenger carried 16,507 passengers and handled over 45,000 ton miles of air cargo.

A third airline which later became an important part of Frontier Airlines was Arizona Airways. Before it had its certificate from the Civil Aeronautics Board and an air mail contract from the United States Post Office, the airline began an intrastate operation in the spring of 1946. With the blessings of the Arizona Corporation Commission, Arizona Airways established routes leading out from Phoenix to the eastern, southern, northern and western sections of the Grand Canyon State. The company's president, the late Mr. H. O. Nelson, had hopes that the need for air service would prove popular enough to travelers and shippers to defray the cost of the operations until a Federal certificate of convenience and necessity could be obtained. Unfortunately, by the time that the Civil Aeronautics Board authorized Arizona and New Mexico interstate routes to Arizona Airways in the summer of 1948, the cost of involved hearings in Washington, D. C. plus the expenses of a non-subsidized, 18-month air operation had left the company financially exhausted. As a result there were insufficient funds to begin scheduled interstate operations.

In December, 1949, the first part of two merger plans got underway when the late Mr. Hal S. Darr, president of Monarch Air Lines, bought controlling interests in Challenger Airlines. By combining general office and maintenance functions, sufficient economies were effected to strengthen both airlines. A few months later, in the spring of 1950, additional approval was received from the Civil Aeronautics Board to further merge Monarch and Challenger with the routes of Arizona Airways. Out of this merger was formed a new company, Frontier Airlines. On June 1, 1950, the new red and green colors of Frontier Airlines took to the air on an extensive north-south air operation between Montana and Mexico to serve 40 towns and cities in seven states in the Rocky Mountain West and the Southwest. Because of feverish oil activity in the Williston Basin in the early 1950's, Mr. C. A. Myhre, then president, sought the addition of seven more

cities to Frontier's routes to extend the airline into eastern Montana and western North Dakota between Billings and Bismarck.

After two long years of drawn-out hearings and testimony before the Civil Aeronautics Board in the extensive *Seven States Area Local Service Case*, Frontier Airlines was awarded 25 new cities over extensive routes to be operated east and west across Nebraska between Denver, Omaha and Kansas City and on a north-south route between Denver and Minot via intermediate communities in western Nebraska, South Dakota and North Dakota. These new routes were put into operation in late 1958 and early 1959.

Coinciding with the expansion of Frontier Airlines as a result of the *Seven States Area Local Service Case*, Mr. L. B. Maytag, Jr., became the major stockholder, president and chairman of the board of the company. As part of the program to better serve the new routes and the higher passenger density routes elsewhere on the system, a fleet of faster, more comfortable 44-passenger Convair 340's were added to the airline's growing twin-engined fleet. In the summer of 1959, another favorable Civil Aeronautics Board decision gave Frontier additional route miles along the Hi-line of Montana and North Dakota plus the authority to operate into the dude ranch country and national park gateway of Jackson, Wyoming.

Today, as Frontier Airlines celebrates its fifteenth year of air service, it can take real pride in its nationally-recognized record of carrying over two and one-half million passengers comfortably and safely. In 1960 the 335,052 passengers boarding "Sunliners" was a sizable increase over the 25,118 passengers carried in 1947, the first full year of service.

Each month of the year it carries approximately 30,000 passengers while in its spacious cargo pits 200,000 pounds of mail and 500,000 pounds of air express and air freight are expedited to retailers, oil and gas field operators and to farmers and ranchers throughout its 10-state area.

A large percentage of Frontier's 1,081 personnel are based in Denver. The general offices are now housed in a new, modern building.



CREDIT—CAPTAIN R. NICHOLSON

"SUNLINERS" OF CHALLENGER AIRLINES blazed new air trails across the skies of Wyoming between the terminals of Denver, Salt Lake City and Billings.



CREDIT—ARIZONA REPUBLIC

ARIZONA AIRWAYS operated on an intrastate basis throughout Arizona prior to receiving a certificate from the CAB. On weekends it operated scenic flights out of Phoenix over the Grand Canyon National Park.



# Remember These CHA-MAL-FAL Events

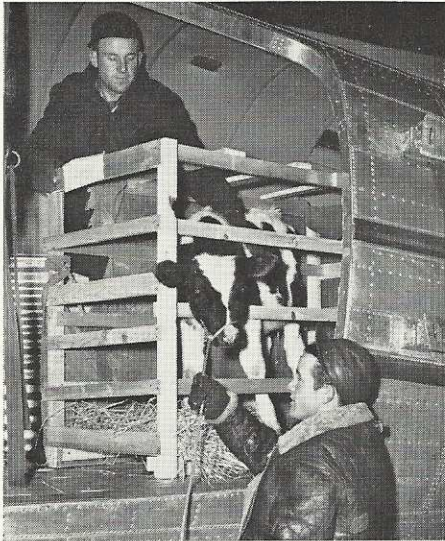


CREDIT—BOB MEISENBACH

**AIRCRAFT 423** was the first C-47 modified by Monarch to a DC-3. The entire maintenance force plus two pilots line up under the wing before the test hop on June 10, 1947.



**BLIZZARDS IN FEBRUARY, 1949**, across Wyoming, proved the worth of Challenger's operations in the Equality State. Challenger's "Sunliners" were the only mode of transportation for almost a full month at Rawlins, Rock Springs, Casper and Riverton.



**PRIZE CALVES** were regular features in Monarch Air Lines' cargo pits. Lou Simpson and Ray Stevens unload for the National Western Stock Show in Denver.



CREDIT—CAPTAIN EV ADEN

**THE NATIONAL SAFETY COUNCIL** recognized Monarch Air Lines' first two years of safe flying. Captain Ev Aden and former executive vice president Ray M. Wilson display the award.



CREDIT—JIM MONTGOMERY

**CAPTAINS AL MOONEY** and Sam Grande help to unload cartons of bread for isolated Rawlins during the blizzard of 1949.



CREDIT—JIM MONTGOMERY

**FIRST STEWARDESS CLASS** for Challenger Airlines graduated at Cheyenne in June, 1948. Ellie Bastar of Billings in the little girl on the far left.



CREDIT—DON BOYLE

**MERGER ON JUNE 1, 1950**, brought into being Frontier Airlines. Representatives of pilots, station agents, stewardesses, maintenance and sales are pictured in the new domicile at Sky Harbor in Phoenix.



# Cake Cuttings and Congratulations Marked Birthday



**BILLINGS** — Herb Schmidt, Sales, Mayor Carl Clavdetscher, Chief Stewardess Mary Ellen Geiger, Captain Ben Stuart and Station Manager Gordon Bost.



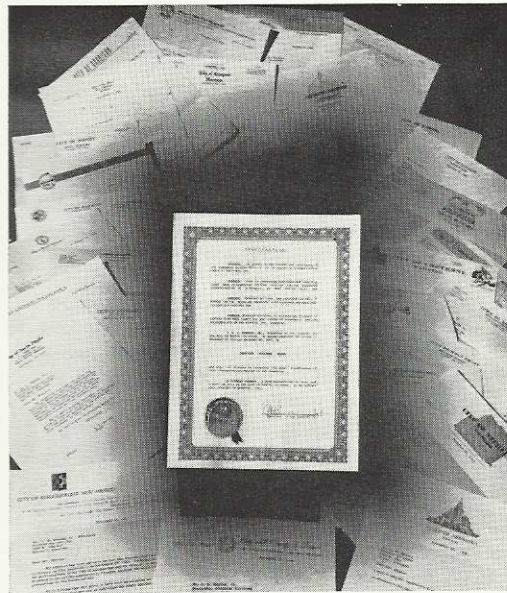
**FLAGSTAFF** — City Manager C. T. Pulliam, Chamber president, Ted Babbitt, Mayor R. W. Wheeler, Chamber manager Hal Jackson and Station Manager Kerry Allen.



**PHOENIX** — Station Manager Jim Butler, Captain Bert Clark, Chamber executive vice president Lewis Haas, Stewardess Joyce Anderson and Airport Superintendent Bill Ralston.



"MISS PHOENIX", Nita Schumway, and DSM Don Boyle display the first fifteenth anniversary decal. Decals were featured on all 33 of Frontier's aircraft and in each station and CTO.



**LETTERS OF CONGRATULATION** came from every city on our system along with proclamations designating December as Frontier Airlines Month. Governors of many Frontier-served states also sent their well-wishes via letter or telegram.



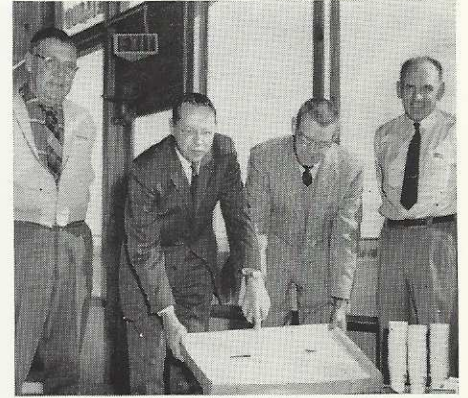
**INTERLINE GOODWILL** is exemplified by birthday cake presented by Western Airlines' sales representative Mike Sadlier (right). Frontier's DSM, Larry Sills and Ouita Elliott, CTO, shared honors in Sills cutting the cake.



**CASPER** — President of the Chamber Carroll Gutz, Ray Dame, Mayor William Earnshaw and Station Manager Paul Lawson. Extensive coverage was also given the story by all local news media.



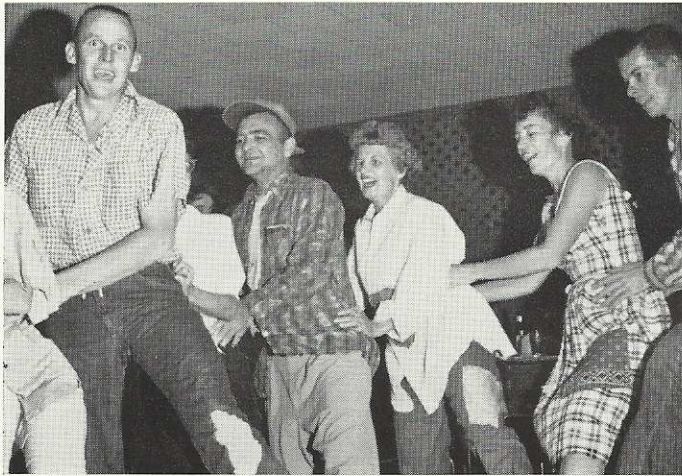
**KANSAS CITY** — Station Manager Lloyd Redmer, City Councilman Sal Capra, Harv Oswald, Sales, Kansas City, Kansas Chamber manager E. Green, Kansas City, Missouri Chamber J. Dickinson and Kansas City, Kansas Chamber R. Meade.



**DURANGO** — Bruce Lund, airport manager in 1946, Bob Ayers, mayor at that time, Bob Beers, present Durango mayor and Fred Klatt, station manager.



# "HARD TIMES HOP" IS HOPPIN'



Do the Bunny Hop . . . 'till you're out of breath. They did it here, and after two such tangles, everyone including the combo was out of breath.



Not exactly like the Rockettes, but (left to right) Claudia Schardt, Jeanne Rowell, Kaye Steggs, Joanne Uerling and Diane Terry were costumed.

Everywhere you looked there were plaid patches, goofy hats, gunny sack dresses and delightfully crazy people—and this was the atmosphere that prevailed throughout the evening of October 27.

Don't you remember? That was the night of the Sunliner Club-sponsored "Hard Times Hop" held at the Air National Guard NCO and Officers Club at Buckley Air National Guard Base.



Pet alligator and the Leo Schusters portraying Wilma and Fred Flintstone.

It was a good party, most individuals began the evening with a plate of free buffet lunch in one hand and a free drink in the other. No one seemed to feel he looked ridiculous in his ridiculous-looking apparel so Jay Wieder's Orchestra, a five-man group including Frontier's own Karl Leonard, DEN-AG, began to play good music and the dancing began. Interspersed throughout the evening too were several door prize drawings and after each ticket stub scramble and drawing, one more winner walked off the stand carrying a prize and feeling lucky.

Responsible for this minor riot were the hard-working members of the Board of Directors of the Sunliner Club. The officers of the Board are John Griffiths, president, Al Olinger, vice president, Peggy Lenig, secretary, and Leo Schuster, treasurer. Other Board members are Ethel Cooper, Ann Yanulavich, Ed Gerhardt, Earl Fischer, Dean Aden and Chuck Turner. Additional special helpers were Walt Scott, Marion Keller, Credit Union and Renee Medow who handled ticket sales and Mrs. Dave Burr who did the publicity posters.



Uniquely costumed Rex Gasperson and Marian Wells pose here for a pretty.



Sunliner Club Board of Directors (l. to r.) Al Olinger, John Griffiths, Ethel Cooper, Ann Yanulavich, Ed Gerhardt and Leo Schuster gather and glow.



Bums (left to right) Elton Snoke and Gordon Shaffer stop begging for a dime long enough to chat with Cowboy John Griffiths.



# "FUN FLIGHTS TO THE SUN" PROMOTED TO ARIZONA



In spite of snow at Riverton, Miss Micki Portwood gets in the mood for Arizona sunshine. Frontier salesmen Gary Heeren, Bob Boyle and Mel Brandt wave the magic wand.



FUN IN THE ARIZONA SUN is only a few hours away from any Frontier-served community via fast Convair "Sunliner" flights. To alert more fugitives from the snow shovel throughout Frontierland of this happy fact, the airline is busily selling and advertising "Fun Flights to the Sun" package vacations to the winter resort centers of Phoenix and Tucson.



GOLFING AND SWIMMING are two Arizona vacation activities easily engaged in around Phoenix and Tucson. Emphasizing this point are Don Boyle, district sales manager, and Joyce Anderson.

"Fun Flights to the Sun" is Frontier's new, colorful winter vacation brochure featuring an inviting selection of eleven fine, luxurious resorts and hotels in the Valley of the Sun and around The Old Pueblo. Both American and European plans are available. In Phoenix the choice is for relaxation and fun at Jokake, Paradise and Royal Palms Inns, Mountain Shadows, Safari and the Sahara while around Tucson there is gracious informality at the Wild Horse Ranch, the Sands, Westward Look, Tucson Inn and Pioneer Hotel.

A system-wide distribution of 50,000 4-color vacation folders is being made through personal calls by Frontier's 20-man sales team. These sales blitzes are backed by a three-month advertising campaign consisting of 4,000 radio spots, hundreds of newspaper ads, a thousand eye-catching color posters, window displays and a five per cent commission plan to be paid on the ground portion of any package vacation. All Frontier employees except Sales Department personnel can earn this extra bonus by either directly selling an Arizona vacation or by supplying a prospect lead which results in the sale of a winter vacation package.

## CREDIT UNION BOON TO EMPLOYEES

Yes, money is a problem; but the worry dwindles if you belong to a credit union. Frontier Airlines Federal Credit Union is representative of this fact, its assets growing from \$5 to \$510,000 in eight years.

FALFCU's 1,200 members do more than just save, of course. Since 1953, 5,481 loans have been made for a total of \$3,391,000. Most loans are for home repairs, cars, medical bills and consolidation of bills. However, Frontier's crews will testify one more thing—FALFCU makes uniform purchases simpler through payroll deduction. Approximately one hundred pilots are currently financing new uniforms amounting to nearly \$20,000.

Other Frontier employees based outside of Denver are using FALFCU. So during the past two years, Ray Gies, manager and treasurer, has had twelve meetings with Frontier personnel around the system resulting in more members utilizing Frontier's credit union services.



FALFCU's MANAGER AND TREASURER, Ray Gies (left) talks to Captain James Langhofer, Stewardess Betty Roberts and Station Manager Don Watson in Rapid City at one of several meetings Gies has held in outside stations planned to acquaint Frontier system-wide with the advantages of using Frontier Airlines Federal Credit Union.



HERB WOOD AND BETTY BIRO (front row), Accounting, pick up their free Credit Union coffee and doughnuts from servers (left to right) Ann Yanulavich, Traffic and Sales, Barbara Leasure, assistant treasurer—FALFCU, and Joanne Uerling, Publicity, in the general office building. Similar gatherings were held by the Credit Union in Maintenance, Denver Station, Engine Shop and Training.

## Pilots Get New Uniforms



SMART, NEW pilots' uniforms are modeled by Copilot Richard Cochran and Captain Robert Nicholson. The all-weather gabardine uniforms are charcoal brown in color. White shirts, charcoal brown ties and Cordovan-colored shoes complete the outfit.



## New Cargo Representative



**ROBERT M. LaGUARDIA** is Frontier's new Cargo Sales Representative. Bob will work with sales personnel in developing increased air freight, air cargo and air mail usage. He will also work with interline carriers at major cargo-developing points throughout the United States. Bob was formerly a sales representative for Frontier in Phoenix, Denver and Billings.

## HAVE YOU MET THEM YET?



**DOMICILED AT** Billings, Salt Lake City and Denver, this latest class of lovelies are now flying Frontier "Sunliners". Left to right, back row are Carol Padfield, Roberta Johnson, Ruth Hunt, Mary Meckel, Joyce Gonzalez, Fairie Belle Winter, Lara Blum and Ellen Scott and (front row) Sue Beach, Bonnie Sorenson, Vonda Dick, Marie Carpenito, Linda Jones and Dorothy Pipkin.

### In Memoriam

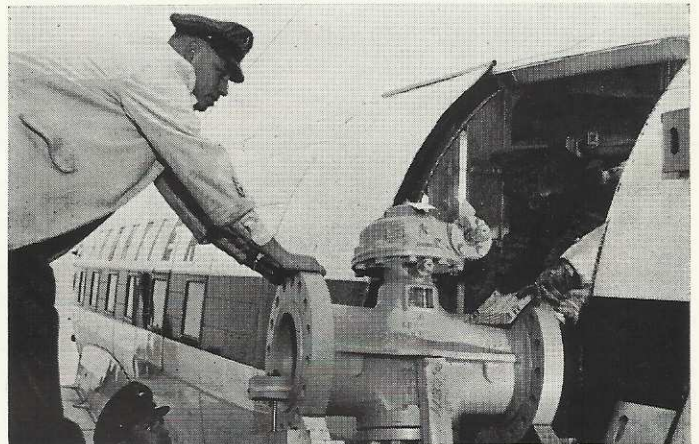
One of the most considerate and best liked of men, Vernon R. Stever, 44, Chief Dispatcher for Frontier Airlines died November 7.

For several years Vern knew that he would someday need surgery on his heart to replace a defective aortic valve. Within the past few months his heart became greatly enlarged necessitating immediate surgery. He died in the recovery room.

Vern was in on the beginning of Frontier Airlines, having joined Monarch Air Lines as a dispatcher in October, 1946. He became chief dispatcher in 1957. Beginning his aviation career with Inland Airways in 1938, Vern later was an assistant dispatcher for Continental Airlines before coming to Monarch.

All of us with Frontier Airlines extend our deepest personal sympathies to Vern's wife, Mary Ann, and his daughters, Sharon and Mrs. Judy Brown. He will be missed by all who knew him.

## 1,130 lb. SHIPMENT FLOWN



**LARGEST, SINGLE AIR FREIGHT** shipment, this 1,130 pound 10-inch Hypresal valve was shipped from Kearney, Nebraska, to Denver. From Denver it was flown to Philadelphia. Loading the valve are (left to right) Ken Stone, Bert Shaver, Bob Hill and Bob Salazar.

### Sunliner News

*Edited by the*

**PUBLICITY DEPARTMENT**  
Frontier Airlines, Inc.  
5900 East 39th Avenue  
Denver 7, Colorado

**E. H. GERHARDT, Mgr., Publicity**  
**JOANNE UERLING**

A member of the Airline Editors  
Conference of ATA.

News material may be reproduced  
without permission.

### FRONTIER AIRLINES

5900 EAST 39TH AVENUE  
DENVER 7, COLORADO

**BULK RATE**  
U. S. POSTAGE  
**PAID**  
DENVER, COLO.  
Permit No. 242

**Postmaster:** If addressee has moved, notify sender on Form 3547, postage for which is guaranteed.