



# Sunliner News

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## NEW SCHEDULES DOUBLE MOST CONVAIR SERVICE



**CONVAIR SERVICE** for 16 cities on Frontier's system has been doubled with the new summer schedules. The smiling Jackson sisters, Janet and Carolyn, emphasize that this means four or more daily Convair flights for these cities.

Twice as many Radar Convair flights now operating over the high-density routes of Frontier Airlines' system are the main attraction of the new summer schedules which went into effect in June.

Directly benefiting by the twice-daily, round trip Convair flights are the 16 cities of Cheyenne, Casper and Riverton in Wyoming, Scottsbluff, North Platte, Grand Island, Lincoln and Omaha in Nebraska, St. Joseph and Kansas City in Missouri, the Colorado cities of Denver, Grand Junction and Durango, Farmington, New Mexico, and both Phoenix and Tucson in Arizona. Five other Frontier-served communities receive daily round trip Convair service. These are Jackson and Laramie in Wyoming, Rapid City, South Dakota, Salt Lake City, Utah, and Albuquerque, New Mexico.

Morning and evening schedules with pressurized, air conditioned, Convair-equipped flights between Denver and Tucson, Denver and Grand Junction, Denver and Riverton and Denver and Kansas City will provide the necessary boost to build passenger boardings and passenger miles flown to new record highs during the coming summer months. To accommodate the heavy resort and national park travel, the round trip Convair service has been extended between Riverton and Jackson. Jackson is the jumping off point to the major scenic national park attractions in Grand Teton and Yellowstone National Parks. Tied in with this summer vacation travel promotion to Jackson is newly inaugurated, non-stop service between Salt Lake City and Jackson Hole operated with DC-3's. This operation makes excellent connections at Salt Lake City with Frontier's Convair service from New Mexico, Arizona and Colorado and with trunk-carrier flights between the East, Midwest and West and Salt Lake City.

Just recently air service to Rapid City was improved with the extension of Convair flights from Denver to this Black Hills gateway. New, non-stop Convair service between Rapid City and Denver provides the first one-plane, one-carrier Convair service south of Denver to the Arizona cities of Phoenix and Tucson and to the intermediate communities of Durango and Farmington with connecting Convair service to Albuquerque. Round trip Convair flights also airlink Salt Lake City and Albuquerque on this important north-south route which also serves Grand Junction and Farmington. This additional Convair service was made possible by Frontier Airlines' acquiring two additional Convairs through purchase and a third Convair which will be leased until the winter schedules go into effect.

## MANAGEMENT MEETINGS IMPROVE COMMUNICATIONS

"Our objective in conducting management meetings is to have all of our personnel fully informed about their company, what we are doing and propose to do and aware of their own stake in the airline's future," said Frontier's president, L. B. Maytag, Jr., at a recent Denver meeting of the airline's policy makers and 63 department heads and supervisory personnel. This was the first in a planned program of face-to-face meetings to keep employees informed about management and company progress, that they might represent their company with conviction and enthusiasm.

Mr. Maytag covered the highlights of Frontier's Annual Report and the background on the \$267,000 earned profit in 1960. In addition he explained the importance of the new Civil Aeronautics Board policy of a Class Rate for Subsidy Pay. "This will provide," he said, "incentives for efficient management through mail rates which reflect actual current costs of operation, while gradually reducing subsidy as each air carrier is extended greater operation flexibility to conduct its business under the normal free enterprise goal of seeking profits at the risk of incurring losses."

Also included in his presentation were Frontier's goals and expectations in two Civil Aeronautics Board route cases—the *Southwestern Area Local Service Case* and *Southern Rocky Mountain Area Local Service Case*. Mr. Maytag pointed out the dramatic results obtained by the Maintenance Department in handling Frontier's Convair air-frame overhaul program and the efforts of the Traffic and Sales Department in building better customer relations with the resultant greater passenger load factors of this best year.

## STOCKHOLDERS GET HIGHLIGHTS ON FRONTIER'S BEST YEAR



**PRESIDENT'S REPORT** by Mr. Maytag pointed up the tangible progress made by Frontier in 1960. Treasurer E. F. Dolansky and Executive Vice President G. Ray Woody also submitted reports on the airline's growth.

During the annual stockholders' meeting held in Denver, Mr. L. B. Maytag, Jr., president and chairman of the board, gave a thorough summing up of the airline's success and progress in the best year of Frontier's history.

Substantial increases in passenger traffic combined with tangible reductions in costs made it possible for Frontier to realize a profit of \$267,000 in 1960. Mr. Maytag pointed out that in the first quarter of 1961 this growth pattern was continuing with revenue passenger miles up 23 per cent, revenue passengers up 14 per cent and load factor up 18 per cent.

## **PROFIT - THE INCENTIVE AND THE REWARD . . .**

Frontier has just held its Annual Meeting at which time we reviewed with the stockholders the results of 1960's operations. It was a somewhat more pleasant meeting this year than in previous years because Frontier managed to show a net profit of some \$267,000. This year, as usual, a great many proxy statements were returned with accompanying letters asking when dividends would be paid or how long one must wait for a return on investment. These are, of course, reasonable questions, but they are extremely difficult to answer.

In the first place, Frontier is restricted by certain equipment loan agreements from paying cash dividends. This restriction was felt necessary by the lending institutions at the time the loans were granted because of the very precarious financial condition of the company. I regret to say that the financial condition has not improved by any great extent in the last several years despite the fact that we have expanded our system and increased our revenues. Our profit last year was barely 2 per cent of gross sales which certainly leaves little room for complacency. You may well ask how a company with operations in 11 states and revenues approaching 14 million can be in this predicament after 15 years of existence; isn't this an indication of poor management? In any case but that of a subsidized industry, the answer would be yes, that there must be something wrong internally. In the case of the local airlines, however, the C.A.B. has seen fit through the omnipotent hand of government regulation to stifle not only the local airlines' freedom but their ability to earn profits as well. It is typical of the modern bureaucrat that he not only does not understand the profit system, but he feels it is an unnecessary or even evil motive of the business world. As our creeping bureaucracy grows, it spreads this frightening theory throughout the land. No student of history can ignore the fact that the capitalistic system as we enjoy it has, in a little over 100 years, liberated mankind from preoccupation with his physical needs and the excessive manual labor required to provide them.

The role that profits played in the progress cannot be over-emphasized because it was profit that provided the funds to buy the tools and machines and provide for the scientific research and progress that must accompany all successful enterprises. Capitalism provides the economic freedom for individual achievement and demands the best from each of us. Yet, no man will give his best without a comparable reward. Profit is the incentive and the reward for the businessman and his employees. Better working conditions, new plants and equipment and more available jobs can only accrue to profitable companies, and this self-evident fact should cause every employee to be concerned with his company's earnings.

The absence of profits in our industry caused by government intervention has made our job of building a first-class transportation system exceedingly tough; and the fact that we are offering safe and dependable local air service is the result of the efforts of a dedicated group of people who are still hoping against hope that they will be able to throw off the tentacles of regulation and operate their airlines in a community of free competition with the incentive of a suitable reward for their labors.

*President and Chairman  
of the Board*

## **D. WALTER SWAN - NEW VICE PRESIDENT**



Mr. D. Walter Swan has been appointed by President L. B. Maytag, Jr. as Vice President-Assistant to the President. He will be primarily concerned with working on management programs at the federal, state and city levels.

With 30 years background in air transportation, Mr. Swan began his aviation career with Stout Air Lines in 1928. Later he was 20 years with United Air Lines where he held the position of Assistant to the President for the last seven years that he was with that company.

In the 1952 presidential campaign Mr. Swan managed air transportation for presidential candidate General Eisenhower and "fathered" the use of air transportation for the first time in a presidential campaign. After the election, he served as Deputy Assistant Secretary of Defense. In the 1956 election campaign he was field liaison representative for General Eisenhower's second campaign. In the following year, 1957, Mr. Swan planned and managed President Eisenhower's personal inspection trip through the drought areas of the Southwest.

In 1959 Mr. Swan was appointed to the United States Post Office Department as Deputy Assistant Postmaster General of the Bureau of Transportation.

A native of Homestead, Pennsylvania, Mr. Swan attended Western Reserve University of Cleveland, Ohio, and Harvard Business School.



**COMMUNITY RELATIONS** came in for discussion between Clark Williams (left), vice president Scottsbluff City Council; Col. John W. Dregge, director of community relations, C.A.B.; J. Dan Brock, Frontier's vice president of traffic and sales; and Paul Harm, secretary of the Scottsbluff Chamber of Commerce.

Better understanding between Frontier Airlines' many Frontier-served Nebraska communities and Nebraska State agencies resulted from a recent meeting held in Lincoln discussing flight service proposals. Representatives from nine Nebraska cities and towns, the Nebraska Department of Aeronautics, the Nebraska Aeronautics Commission and Frontier Airlines sought mutual solutions to scheduling problems.

Attending this meeting as an interested observer was Col. John W. Dregge, director of community relations for the Civil Aeronautics Board.

## PROGRESS MADE IN SOUTHERN ROCKY MOUNTAIN CASE

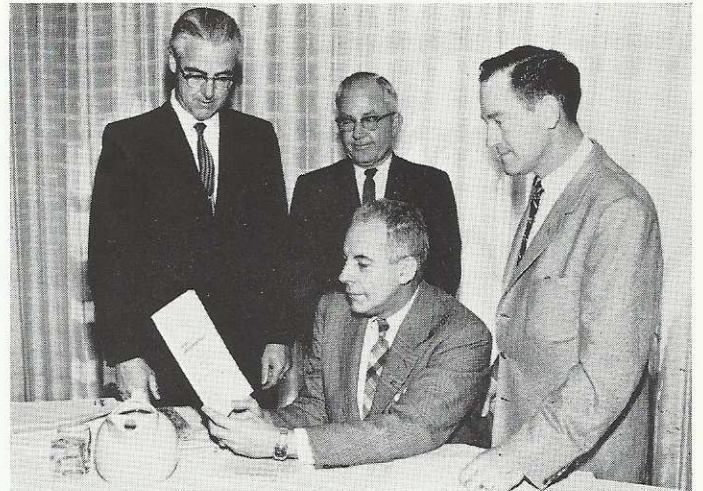


**STRONG CASE** presented by Grand Junction's delegates (left to right), Tom Clark, Tom Younge, Art Jens, Ed McCormick and Dale Hollingsworth is checked by Hearing Examiner Joseph L. Fitzmaurice during the Denver hearings.

Two procedural steps have been taken and are now part of the record in the Civil Aeronautics Board hearings on the extensive *Southern Rocky Mountain Area Local Service Case*. This Case will affect future air service in the six states of Arizona, California, Colorado, Nevada, New Mexico, Utah and Texas.

Earlier this spring cities and states in the Case area presented numerous witnesses along with their written and verbal testimony in hearings held in Denver, Tucson and Long Beach. These hearings covered a 3-week period and were conducted by Hearing Examiner Joseph L. Fitzmaurice of the Civil Aeronautics Board. Both the examiner and Bureau Counsel Jack Stowell questioned witnesses following their presentations as did attorneys for the airlines in the Case. These included Frontier Airlines, Pacific, United, Trans World, Bonanza, Western and Trans Texas.

In May the air carriers' portion of the hearings was conducted in Washington, D. C. At this time officers and advisers of each airline presented statements as to their company's willingness and ability to



**EXHIBITS OF ALBUQUERQUE** get a review during Civil Aeronautics Board hearings in Tucson as Examiner Joseph L. Fitzmaurice (seated) queries Albuquerque representatives (left to right), Gilbert Bates, Jack Spence and Dale Elliott.

supply specific services over certain routes in which each airline was interested.

Appearing as witnesses for Frontier Airlines in Washington, D. C. were L. B. Maytag, Jr., president and chairman of the board, J. Dan Brock, vice president of traffic and sales, E. F. Dolansky, treasurer, John Clark Coe, director of economic controls, Edward B. Slocum, member of Frontier's board of directors, Colin H. McIntosh, special economic consultant, and Raymond Pflum, vice president of Napier Engines. Frontier's legal counsel was William A. Nelson, general counsel, and Raymond J. Rasenberger of Bowen and Rasenberger of Washington.

Frontier hopes to establish new, non-stop and one-stop service over five route segments through liberalized operating authority from the Civil Aeronautics Board. Five routes which would be served by new, jet-powered Convair 540's would be Albuquerque-Tucson non-stop, Denver-Grand Junction-Las Vegas-Los Angeles, Denver-Phoenix one-stop, Salt Lake City-Albuquerque one-stop and Tucson-Phoenix-Salt Lake City.

## ART STONER (RADIO SHOP) TRAINS HORSES AS A HOBBY



**HORSE TRAINER, Art Stoner**, guides "Red Sabu" over the jumps prior to his entry in a Denver horse show.

Horses as a hobby keep Arthur C. Stoner busy all of the time that he is not carrying out his duties as foreman of Frontier's Radio Shop in Denver.

Art, a native of Kentucky, spends his weekends in training his handsome horse "Red Sabu" and in advising his 15-year-old daughter, Niki, on the fine points of winning horse shows. That Niki has taken



**JUST A FEW** ribbons and trophies won by Art Stoner and his daughter, Niki, in horse show competition.

her dad's advice to heart is best attested by the 13 trophies and 56 ribbons which she has won against the best competition in eastern Colorado and western Nebraska.

Art joined Frontier Airlines in 1947. As a diversion from horse training, Art works in an evening of bowling with the Frontier league during the winter months.

## CONVAIRS SERVE RAPID CITY



**CONVAIRS AT RAPID CITY** speed up air service for this important gateway to the Black Hills and to the strategic military bases in the area.



**RADIO SHOP** takes honors with the "Outstanding Shop of the Month Award". Admiring their trophy are (left to right) Art Stoner, Charles Carter, Don Thoele, Sylvester Cuellar and Merle Mennenga.



**FIVE YEAR PINS** are proudly received by Eugene Martin, OLF; Gleason Shaver, HVR; and Don Jorgenson, CDR, from J. Dan Brock, vice president of traffic and sales.



**A DECADE OF SERVICE** is recognized with Ten Year Pins awarded to Hearold Elmer, INW, and Ray Johnston, CEZ, from L. B. Maytag, president.

## COFFEE BREAK...

JOANNE UERLING

You should take a trip to Grand Canyon, Arizona, U.S.A. All set? To make it simpler for you, you may as well take advantage of Frontier's "Vacations West" tour plan, so let's follow it as we go along to see about the Grand Canyon and all its attractions.

We arrive at Flagstaff (by Frontier, of course) and begin the day early with a Nava-Hopi tour bus to Grand Canyon National Park. Here you can begin to see the Grand Canyon, from within and without, through several optional Rim Drives or Trail Trips. If it's your choice, you can immediately be whisked off on an inspiring Canyon Rim Drive during which stops are made at various magnificent views—one drive goes westward along the brink over Hermit Rim Road while another goes eastward along Desert View Road. However, if you're the rugged type and I'm assuming you are, you'll also want to take the one to two day Trail Trips into the depths of the Canyon on muleback. This will be a memorable occasion for sure no matter if you choose the one-day muleback trip from the Rim to the River and back or if you choose to take two days and stay overnight at the down-deep Phantom Ranch, complete with natural swimming pool, and return the following day.

Throughout your stay, it adds to your enjoyment to remember that Grand Canyon's ups and downs began many hundreds of millions of years ago but here, as in few other places, all five of Earth's ages are apparent. Deep in the Canyon this old world's oldest exposed rocks can be seen by the visitors of today. You sturdy muleback adventurers will find evidence of eras two, three and four, with fossils of the first one-celled plants, early reptiles and dinosaurs plus proof of the Canyon-forming volcanoes, sediment deposits, mountains and ice sheets. The authenticity of all this makes the Canyon a geologist's paradise and a layman's interesting history book of the ages that came before him.

Not to be forgotten is man's era in the Grand Canyon, though it is only about 1,600 years along. Alluring remnants of Indian cultures of the Farmer and Potter Basketmakers and the cliff-dwelling Pueblo Indians, ancestors of the modern Hopi, are impressive. Of the present-day Indians of this country, the Havasupais living right in the Grand Canyon National Park just 14 miles off the Trail are the most interesting to modern man for they are the least affected by civilization. Much-talked-about Indian souvenirs can be bought here from the Hopi, Navajo, Paiute and Hualpai Indian tribes who live around the Grand Canyon area and come to work and sell their wares. Hopis perform ceremonial dances each afternoon at no charge for those interested.

Most interesting, of course, is the great Grand Canyon chasm itself with its unbelievable sights. Though it cannot be adequately described in terms of beauty, geologists estimate it has taken Nature seven to nine million years to cut the Grand Canyon with its tools of frost, wind, chemical action, gravity and the terrible Colorado River. Vacationers staring at the startling Canyon from the Rim see the awesomeness of this work of Nature—a colossal chasm 217 miles long, 4 to 18 miles wide and a mile deep. Those who hop on their mules for the trip down find that the river that looks like a ribbon from the Rim is rushing and mighty, actually being the second longest river in the United States at 2,000 miles, 200 to 400 feet wide and 12 to 100 feet deep, the splashing water carrying 1,000,000 tons of silt through the Canyon every 24 hours at speeds up to 12 miles per hour. Tourists are awed by the mountains inside the chasm and allured by the ever-changing colors of day and moods of night in the Canyon. From the Rim to the River we find six of the seven climatic belts of the world represented. This is like traveling from central Mexico to Canada with the corresponding animal life. This includes sixty species of mammals, 180 kinds of birds, 25 kinds of reptiles (I wouldn't have mentioned the snakes, but for completeness) and five kinds of amphibians which live in the Canyon region.

All this just for the asking. Information, flight schedules and reservations can be obtained through your travel agent or any airline office. Of course, company personnel interested in seeing the Canyon once or again will want to take advantage of the "Vacations West" plan too. Just contact the Sales Department and let them know of your plan.

# Profile: Lincoln, Nebraska

When Nebraska became the 37th state on March 1, 1867, the capital was officially established at Lincoln, a site which was still mostly unbroken prairie. Only eight years earlier the plough of John D. Prey, newly arrived from Wisconsin, had turned the first ground in this land of the Pawnee Indians along isolated Salt Creek. Here Prey and his family hoped to make their fortune from golden grains of corn and wheat at a time when thousands of others followed trails which bypassed the Valley of the Salt as they trekked westward to seek the more enticing, but far more elusive, grains of gold hidden in distant purple mountains.

To give the new community of Lincoln, named after the recently-assassinated president, a better chance to survive, the legislature, besides making it the Capital City, endowed it with a university, an agricultural college, a penitentiary, a reformatory and a hospital. In a very short time an enthusiastic and growing population caused a land and building boom which firmly established Lincoln as a city with a future.

Although Lincoln was not a natural transportation center, having no navigable river, having been missed by the early explorers and having been fifty miles from the many famous overland trails to the Golden West, it did receive an added stimulus to growth with the puffing arrival of the first of the Burlington and Missouri trains in 1870. Five other railroads, including the Omaha, Lincoln and Beatrice which was the shortest in the United States with just nine miles of track, built the city into a real rail hub. Today numerous truck and bus lines ply the many highways radiating from Lincoln including the newly-built Federal Interstate Highway to the east. And meanwhile, at Lincoln Air Force Base, scheduled air service from Frontier Airlines and United completes the transportation needs of the city with Frontier operating fourteen daily flights to and from the State Capital.

Lincoln truly serves the State of Nebraska. Here in the impressive State Capitol Building the unique Unicameral (one house) state legislature meets every odd-numbered year to introduce and pass on legislation beneficial to the state's citizens. Here is the home of the University with over 8,000 in its student body and its famed Cornhusker teams. The largest Protestant university in Nebraska, Nebraska Wes-



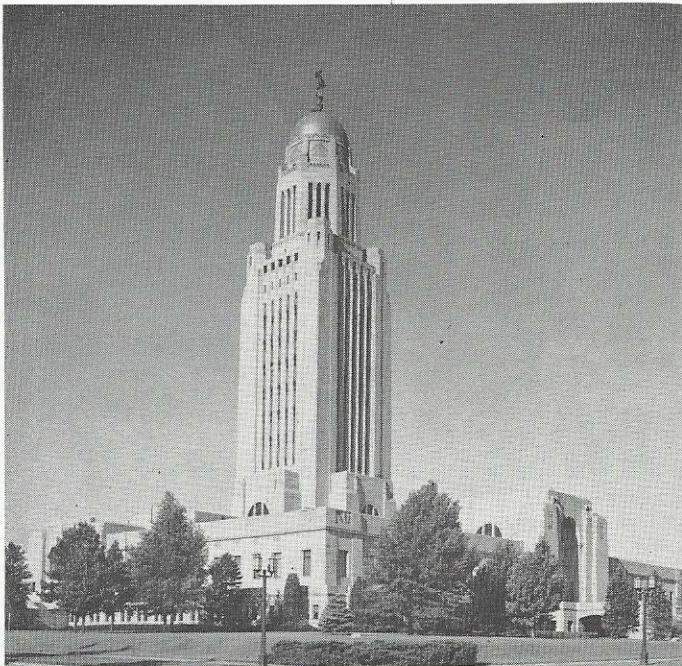
LINCOLN, NEBRASKA's 130,000 progressive citizens have long been proud of the recognition given their city as the "Prairie Capital", "Grain Bin of the Northern Plains", "Retail Capital of the Midlands" and "Hartford of the West".

leyan, and the oldest Seventh Day Adventist college in the country, Union College, have their campuses here too. From its early beginnings, Lincoln also served the state as the location of the state penitentiary, the state hospital, the State Fair grounds and the regional Veteran's Administration hospital.

Businesswise, Lincoln plays a very important role in the state and in the nation. Thirty-three insurance companies have their home offices here. The Burlington Railroad's car shops employ a thousand workers as does Cushman Motor Works with their putt-putt scooters, Russell Stover with its mouth-watering candies, Goodyear Tire and Rubber in turning out belting plus the milling and elevator companies, the food processing plants, the pharmaceutical and veterinary laboratories and the dozens of various other industries which in total employ tens of thousands of skilled workers to turn out needed products. And always there are the two medium bomber wings of the Strategic Air Command with its payroll of \$2 million per month and the twelve Atlas Missile Bases, forming a ring around Lincoln, which require a staff of one thousand which are definite plus factors in the economy.

As well as being the trade center for the Great Plains, Lincoln is also a good place to live and raise a family. Educational facilities are excellent. The new Pershing Municipal Auditorium attracts top-name entertainment and has varied fun for everyone. Lincoln Community Playhouse presents live drama in its own theatre every season and for reflection and meditation there are 125 churches in this city of progressive living.

Today Lincoln is definitely on the move. The direction is forward. The attitude is positive.



NEBRASKA STATE CAPITOL, towering 400 feet into the air, is one of the most impressive in the United States. A 32-foot bronze figure of "The Sower" symbolizes Nebraska's agricultural importance. The \$10-million building was paid for by the time it was completed.



FOURTEEN DAILY FLIGHTS by Frontier Airlines airlink Lincoln with other Nebraska cities. Manager Glenn Emmons heads a staff of 22 to serve the air needs of the Capital City of Nebraska.

## TWELVE STEWARDESSES WIN WINGS



**BRIGHT NEW WINGS** became the cherished possession of these 12 new graduates to Frontier's staff of lovely stewardesses. Executive Vice President G. Ray Woody presented the wings to (back row, left to right) Roberta Hudak, Sandra Stine, Katharine Kennedy, Frances Fletcher, Betty Donald, Lannie Balcom and Edith Scripter and (front row) Kay Knudson, Barbara Peterson, Darlene Spieler, Darlene Wiley and Bonnie Weiler.

## Identifications At Station Managers Meetings

1. J. Dan Brock, vice president of traffic and sales.
2. Lou Berets and Ron Gildea, regional managers of stations.
3. Ora Goode, GGW; Guy Lewis, supervisor of reservations and payload; Jim Schneider, ISN; and Bill Monday, manager of flight service.
4. Jim Senstad, GTF; Duane Phelps, RIW; Steve Bird, MLS; and Paul Lawson, CPR.
5. President L. B. Maytag, Jr.
6. Art Trevithick, GUC; Jeff Mahan, director of maintenance and engineering; Fred Klatt, DRO; and Ray Johnston, CEZ.
7. Ray P. Minniear, vice president of operations.
8. Meredith Dexter, GRI; Bob Anderson, CYS; Glenn Emmons, LNK; Vern McMullen, LBF; and Dale Kindred, SNY.
9. John Knapp, ANW; Don Watson, RAP; and Jay Abbott, VTN.
10. Tony Illich, DIK.
11. Elton Snoke, manager of stations, and Jim Montgomery, director of traffic.
12. Buddy Knudson, ABQ; Bob Malody, PRC; and "Red" Davis, regional manager of stations.
13. Kerry Allen, FLG; Jim Butler, PHX; Vern Stever, Dispatch; Jim White, manager of production control; and Bob Malody, PRC.
14. Don Watson, RAP; Gary Vandenberg, STJ; George Slivka, OMA; and Ferd Castrop, EAR.
15. "Red" Davis and Carl Foster, regional managers of stations.
16. Jim Montgomery, director of traffic.
17. Don Koughn, GUP.
18. Frank Merrill, VEL; Reiny Saylor, BIS; and Steve Bird, MLS.
19. Jim Sebastian, SDY; Bob Pier, AIA; and Danny Foreman, JAC.

## "Visit U. S. A." Stirs Tour Programs



**STIMULATION OF TRAVEL** from Europe to the United States was implemented by TWA-sponsored meetings in London, Paris and Rome for representatives of six airlines who serve the western United States.

Frontier's Thomas M. Makurat, director of sales, joined with Don Beck of Continental and Al Douglas of Trans World Airlines to present a slide program on Rocky Mountain West vacations at TWA's U.S.A. Information Centers, leading travel agencies and tour operators in the capital cities of England, France and Italy.

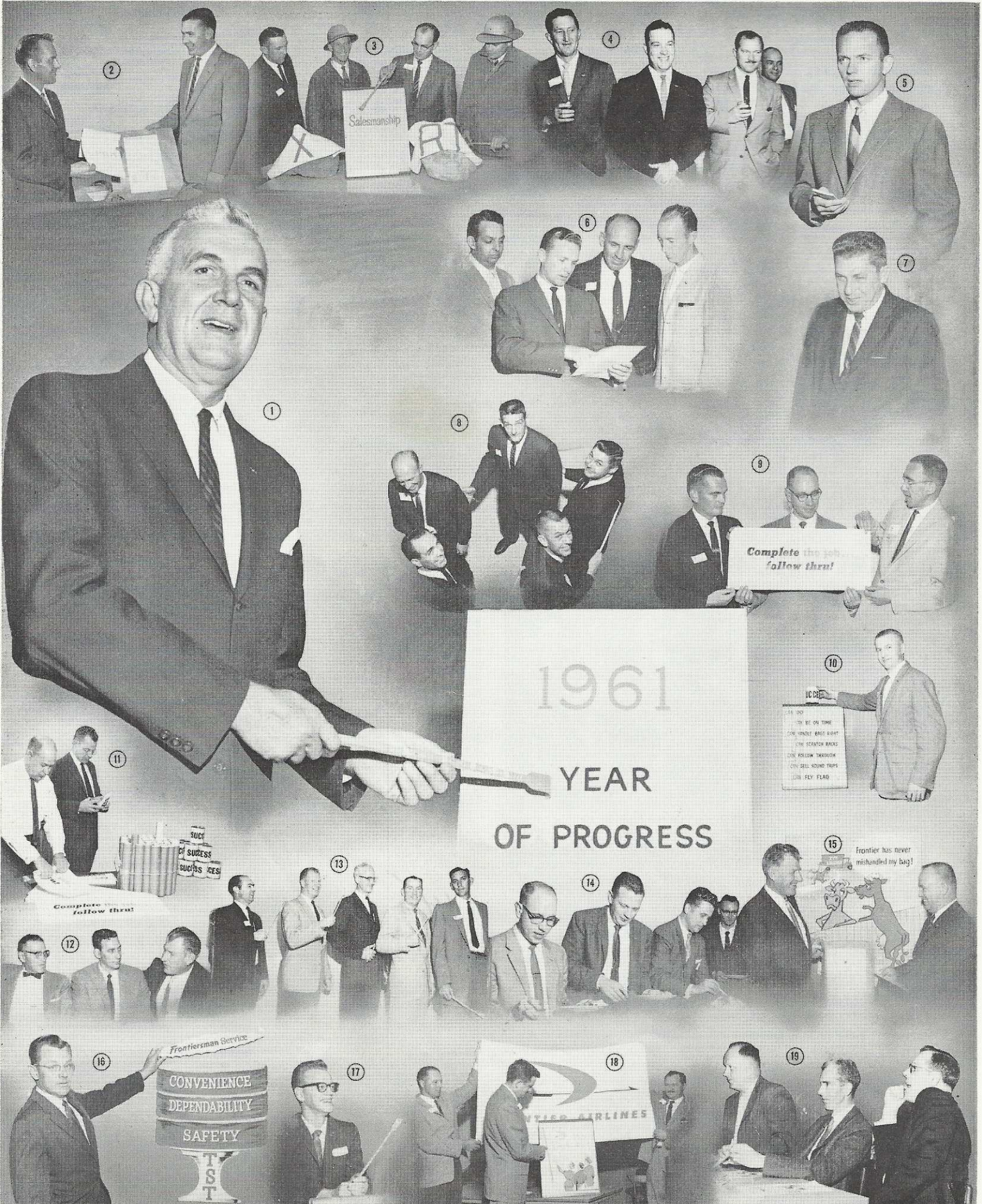
## Babbitt Recognized For Civic Service



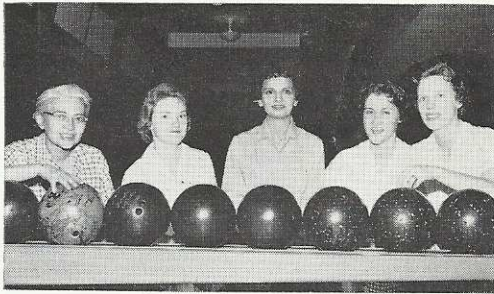
**OUTSTANDING CITIZENS AWARD** was given to John Babbitt (left) of Flagstaff, Arizona. Frontier's president, L. B. Maytag, Jr., who made the presentation during a recent Rotary Club program, cited Mr. Babbitt for his efforts in community and area betterment and his service to the cause of commercial airlines in northern Arizona.

Mr. Maytag as guest speaker emphasized the need for less federal interference in airline operations which would reduce the need for continuing government subsidy to the local service airlines.

# STATION MEETINGS EMPHASIZE SUCCESSFUL PROGRESS



# CONVAIRS AND PINHEADS ARE YEAR'S TOP BOWLERS



**WOMEN'S TOP TEAM**, the "Pinheads" pose with their pin-flailing bowling balls. Left to right are Pat Horton, Carolyn Greenhalgh, Lucille Matthews, Alice Heimerman and Jane Nettleblad. No hard victory for these gals, the "Pinheads" held top place all season.



**TOP BOWLERS** Lucille Matthews, high average of 150.73, and Roland Roepe, high average of 175.87, watch the pins fall for someone else.



**WINNING MEN'S TEAM**, the "Convairs" hold their High Team trophies. Left to right are Earl Fischer, Marv Larson, President Maytag who joined in this picture and borrowed a trophy, Roland Roepe, Gordon Shaffer, Harold Ruppel and William Durlin, not pictured.

Climaxing the 1960-61 bowling season, the Frontier Flyers Bowling Banquet, an evening of dinner, cocktails, dancing and trophies proved rewarding to all the loyal bowlers. President L. B. Maytag, featured guest, presented the many trophies given for individual and team prowess.

Other than the pictured individual high average couple and high teams, individual high series scratch awards were received by "Slim" Horton with 633 and Phyllis Easterly with 560. Individual high series with handicap awards were received by Archie Showell with 698 and Carolyn Greenhalgh with 616. Other individual awards were received by "Slim" Horton with 257 and Jo Pershin with 221, high game scratch score, while a 286 for Ted Van Steenburgh and a 249 for Joyce Holdredge proved to be men's and women's high game with handicap. Ron Leeper and Carol Roy were most improved bowlers with increases of 20.8 and 23.9 respectively. Roland Roepe received two shirt patches for twice picking up the formidable 7-10 split.

Second and third place high averages for the men are held by Herb Schmidt with 172.67 and "Slim" Horton with 170.86, while Jane Nettleblad with 141.45 and Betty Worl with 140.33 got second and third place women's high average.

Teams winning two awards were the Propliners for the men's second place and high team series with handicap, the Falops for men's high team series scratch and high team game scratch, the Debits for women's second place team and high team game with handicap, and the Spavs for women's third place team and high team series scratch. Singling out again, the Frontiersmen hold men's third place, the Sunliners received trophies for men's high team game handicap and the Distaffs got women's high team game scratch trophies, while the 3.2 Five rounded out the awards with their high team series handicap total.

During the 105-game, 35-week season, approximately 125 Frontierites held permanent or substitute positions in the eight women's and ten men's teams in the Frontier Flyers League.

## FAREWELL PRESENTATION



**SMILES AND SILVERWARE** were a part of the farewell for Ann Williams (center) as she wound up nearly nine years with Frontier's city ticket offices in Phoenix and Denver. Saying goodbye are (left to right) Steve Winchester, Thomas M. Makurat, Vern Carlson, Thomas Morphis, Jim Pfliler, Elton Snoke, Darlene LaCroix, Dave Burr and Larry Sills.

## WINDOW DISPLAY



**SUMMER VACATION TRAVEL** is being emphasized in Frontier's window display program. This very attractive window in the Denver city ticket office colorfully tells the story of Mesa Verde National Park in the Four Corners country of the Southwest.

### 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.

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### FRONTIER AIRLINES

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