



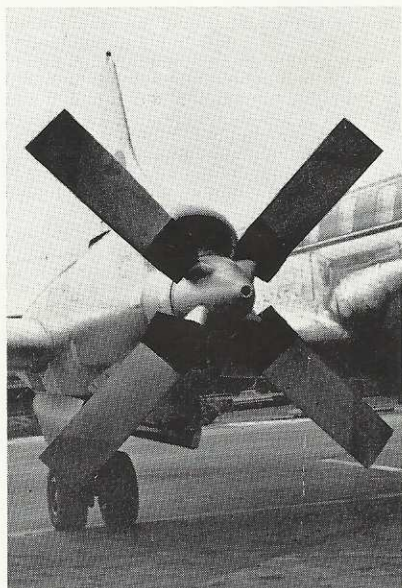
# Sunliner News

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## TURBO-JET ENGINES DUE CONVAIRS



Future Frontier Jet Engine



Present Piston Engine

### Frontier "Turbo-Liner" Service Set For June

Frontier Airlines plans to install turbo-jet engines by General Motors Allison Division in its Convair fleet beginning January of 1964 and to have a plane ready for service by the following June. Announcement of the Frontier jet modification, to be known as the Convair 580 Turbo-Liner, was made by the airline's president, Lewis W. Dymond.

Dymond said Frontier has contracted with the Allison Division of General Motors for a modernization package that will include the Allison 3,750-horsepower, jet-powered engines and a general modification of aircraft systems including airborne starting, cooling and heating equipment available for ground use. The initial agreement involves an investment of \$3.2 million for the modification of four airplanes. Financing arrangements are now being concluded with the Bank of New York.

#### FASTER, SMOOTHER

"We intend to provide our passengers with modern, jet-age equipment for faster, smoother service," said Dymond. "During our evaluation, we reviewed many types of aircraft and decided on the Allison installation for several reasons. The superb performance of the aircraft with the proven dependability of the more powerful engines dictated its choice from a safety and economic standpoint. We felt we would have a more comfortable aircraft—one that would be quieter in the air and one that would offer exceptionally-good short field take-off and landing characteristics.

"In a series of demonstration flights for our Board of Directors, engineering, flight operations and maintenance staffs earlier this month," Dymond said, "we were able to verify to our complete satisfaction the extremely favorable performance estimates that had been furnished us by Allison."

With a cruising speed of over 350 miles per hour, the jet-powered Convair will be the fastest twin-engined aircraft in scheduled service by any airline in the area served by Frontier. Dymond said the Convair, in a proposed 52-seat configuration, will have a block-to-block speed approximately 100 miles an hour faster than current piston-engine Convair equipment.

The increased speed coupled with decreased maintenance costs will permit the operation of this aircraft at no increased plane mile cost, thereby further enhancing the company's

## Frontier Board Declares First Stock Dividend

SANTA FE, New Mexico—Frontier's president, Lewis W. Dymond, announced at the Board of Directors quarterly meeting in Santa Fe that the airline has declared a special 25 per cent stock dividend. The dividend will be payable December 19 to stockholders on record as of November 18, 1963.

In declaring the dividend, the first in the company's 17-year history, the directors took into account the vastly improved earnings record of the company.

For Frontier Airlines the first nine months ending September 30 resulted in an operating profit of \$1,554,514 as compared with \$505,960 for the same period in 1962. Retained earnings for the nine months, after income taxes, Civil Aeronautics Board profit sharing and miscellaneous items (all total \$788,000 this year against \$68,000 in 1962) are \$640,192 as compared with \$354,678 for last year. This represents an increase of 80 per cent. Per share earnings rose from 37¢ to 67¢.

Detailing the nine months' results, Dymond pointed out that for the third quarter of 1963 Frontier's operating profits increased to \$639,910 this year from \$312,882 in 1962. Net profit for the third quarter totaled \$237,378 as against \$184,369 in the same period last year.

(Continued on Page 10)

(Continued on Page 9)

## REASONS FOR 580 SELECTION

The CV-580 was picked by Frontier after some three years of examining most other proposed or available aircraft, and of considering whether or not a need for a jet airplane existed on Frontier's system.

The increased pace of activity and level of traffic during the past 15 months, through the efforts of Mr. Dymond, convinced us that such a need has arisen:

Interline passengers had developed a "taste for jet travel, and it appeared likely that they would start avoiding piston aircraft—even in the remote areas served by Frontier.

The increased aircraft utilization and the nature of Frontier's operation, with limited line-station maintenance capability, required an increasing level of equipment reliability and a decreasing level of operating costs.

It was our feeling that all the other aircraft examined failed to pass one or both of two basic questions:

1. Has the airplane been operated enough to demonstrate its reliability and economy?
2. Will the airplane perform on Frontier's system which has airport elevations above the enroute cruising altitudes of many carriers, extremes of temperatures ranging from 115° to 50° below zero and minimum cruising altitudes which many other local service carriers never reach.

The CV-580 passes both tests; the CV-340/440 airframe has long been acknowledged as one of the best ever built, and the Allison engine has been proved and improved through hours and years of operation in the Electra. The combination of airframe and engine has itself already been operated 86,000 hours which assures the compatibility of the "marriage".

The performance of the CV-580, especially on Frontier's system, is little short of sensational. The rate of climb and single engine capability will eliminate a large percentage of the shuttling and deviating we now do to reach cruising altitudes and will enable us to fly routes which are more nearly straight lines.

For example, on a demonstration flight from Denver to Gunnison and return, the CV-580's actual time was 35 minutes over and 33 minutes back on the return trip. This compares to 50 minutes and 49 minutes on the CV-340 schedule, or a reduction of some 30% in elapsed time. The CV-580 also flew the Grand Junction-Denver segment in 42 minutes which is 23 minutes under the CV-340's scheduled time.

Turbine engines normally suffer a large loss of power for takeoff at high altitudes and high temperatures. This characteristic causes most turbine-powered aircraft to become very inefficient for summer operation on Frontier's routes. Fortunately, a water injection system has been developed for the Allison engine. This system restores the engine to about 97% of its "cold day" performance on a 90° day—which means that we can carry 52 passengers every day of the year on the CV-580.

Among the important factors in the selection of the CV-580 were the training and safety advantages gained by retaining the CV-340 airframe. Mechanics, pilots and station personnel will be able to use almost all of the knowledge and experience they have gained on the CV-340. This would not be true with a completely new airplane.

All of these factors have combined to convince us that the CV-580 is the safest, most efficient, most acceptable airplane available for Frontier today, and we feel confident that during actual line operation it will surpass all of the claims made for it. The obvious question has been asked, is this the "final" aircraft for Frontier and does this airplane eliminate the possibility of a pure jet?

In my opinion, the CV-580 is, for Frontier, the eventual DC-3 replacement. Its possibilities for increasing economy of operation in the future are most impressive. As the routes develop, however, I feel there will still be a need for a limited number of pure jet aircraft to serve certain portions of the system.

I hope to see you soon on board Frontier's Turbo-Liner CV-580.



Vice President, Operations

## MITCHELL ELECTED V. P. SALES AND SERVICE



WILLIAM J. MITCHELL

William J. Mitchell has been named Vice President-Sales and Service for Frontier Airlines. Mitchell's appointment was announced by Lewis W. Dymond, president of Frontier.

Mitchell has a 15-year background in sales and marketing with regional airlines similar in operation to Frontier Airlines. He was vice president of marketing for Pacific Air Lines which serves California, Oregon and Nevada. He had also been vice president of marketing for Mohawk Airlines with operations in New York and the New England states. Previously Mitchell had been vice president of traffic and sales with Bonanza Air Lines with operations in Nevada, Arizona, Utah and California.

A native of Oakland, California, Mr. Mitchell attended Columbia Engineering and the University of Delaware. He served with the field artillery of the Third Army in Europe.

Active in aviation trade associations, Mitchell is a past president of the Air Traffic Conference, member of the National Aviation Club, National Defense Transport Association, American Society of Travel Agents and the U. S. Coast Guard Auxiliary. He holds a private pilot's license.

### ATAA Committee Appoints O'Neil

M. E. O'Neil, Frontier's vice president of operations and maintenance, has been appointed a member of the Executive Committee of the airlines' Operations Conference, a division of the Air Transport Association of America.

The Operations Conference is comprised of senior operations officers of the scheduled airlines and is designed to increase the safety and efficiency of air travel.

The Executive Committee is made up of 11 members. Each member is appointed for a two-year term.

# In Memorium



**JOHN FITZGERALD KENNEDY**  
**May 29, 1917-November 22, 1963**

# COFFEE BREAK . . .

BY JOANNE HINKSON

Given a little over a month between Interline Parties, I imagine you who attended now have fond memories of the very successful Airline Sun Country Holiday held in Phoenix October 17 through 20.

Already dates for the Third Annual Airline Sun Country Holiday in Phoenix have been set for October 22-25, 1964. The Hotel Valley Ho and the Ramada Inn, both in Scottsdale, have been designated headquarters hotels. Bill Rowley, our district sales manager in Phoenix, has been named co-chairman of the Advertising Committee for this event while his wife, Mary, will assist on the Women's Activities Committee.

But don't start thinking about next year yet, for the Sixth Annual World Airline Employees Convention and Christmas Party in Las Vegas is just around the corner—December 1 through 16. Since it's being held in the new 1,000-room Hotel Sahara, there's room for everyone.



AT THE RECENT Airline Sun Country Holiday in Phoenix, Charlie Carper, Frontier's JAMTO representative in Albuquerque and Jim Antley, American Airlines in New York, have a good time trying to learn the hula from Rannett Wright of Hawaiian Airlines in Honolulu.

Special rates in the interliner's package (which, by the way, require airline identification) are \$8 a day for one or two persons plus a registration fee of \$5 taken upon arrival.

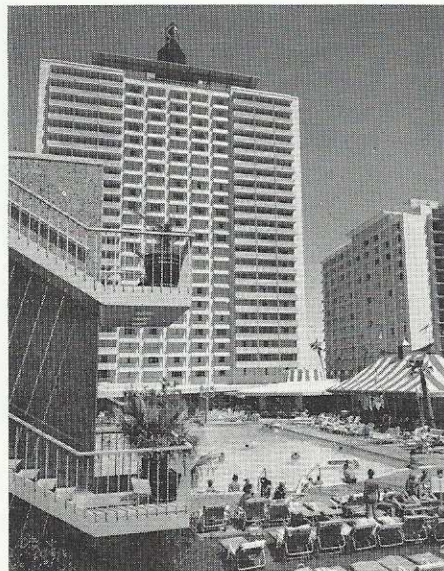
Special Events? The Hotel Sahara invites you to complimentary dinner-dancing nightly in its famous Don The Beachcomber Restaurant, Trans World Airlines sponsors a TWA Get Acquainted Dance Time on December 5, 6, 7, 9, 10, 11, 12 and 13 and December 2 through 15, American Airlines sponsors "Wake Up With American" while there is also complimentary bingo at the Lucky Casino those same days.

Besides all this, on each of the 15 days of the party there are sponsored Hospitality Hours. These are, beginning December 1, Sunday, by Del Webb Hotels; Monday, Iberia Air Lines of Spain; Tuesday, KLM Royal Dutch Airlines; Wednesday, American Airlines; Thursday, Lufthansa German Airlines and German Tourist Information office; Friday, United Air Lines; Saturday, Western Airlines; Sunday, Flying Tiger Lines; Monday, Pacific Air Lines; Tuesday, West Coast Airlines; Wednesday, Aloha Airlines; Thursday, Frontier Airlines; Friday, Bonanza Air Lines; Saturday, Trans Texas Airways; and December 15, Sunday, Hotel Sahara.

For those of you who will want to see more of the entertainment being offered in the Sun Capital of the World, these acts, among others, are featured on the Las Vegas Strip during the time of the Christmas Party: Juliet Prowse will be appearing at the Flamingo Hotel through December 7 while the Riviera Hotel will be featuring Lionel Hampton through December 3 and Edie Adams through December 14. Hotel Sahara will be featuring Jane Powell through December 2. At the Sands the Will Mastin Trio starring Sammy Davis, Jr., will be appearing through December 17. The Thunderbird Hotel features "Flower Drum Song" with Jack Soo, Arlene Fontana and Juanita Hall while on December 3, Johnny Cash will be appearing at The Mint and the Tropicana will be featuring the famed "Folies Bergere of 1963" and through December 16, Perez Prado.

You will notice that Frontier is this year sponsoring one of those Hospitality Hours—that of December 12. Typical of the area we serve, this will be on a western theme with cowboys and Indians adding to the flurry. We sincerely hope that many of you are there to join us.

Perhaps this is the year you will make a special effort to go—we're making a special effort to get you there.



SCENE OF THE coming Airline Christmas Party in Las Vegas will be the new 1,000-room Hotel Sahara. There's sure to be room and fun for everyone.

Thirty-two happy and exhausted Frontiersmen just returned from the Frontier/TWA Interline Tour of November 1 through 19 which included Madrid, Rome, Naples, Sorrento, Pompeii and Paris. Right now they're gathering their wits, notes and pictures together so we can tell you more about it in the next issue.

I've also gotten word from Wayman McElhaney, station agent in Albuquerque, that he just returned from an African safari for which he combined SAS's Area Fare Ticket No. 2 and Alitalia's reduced rate into Nairobi. More about both of these next time.

# SERVICE AWARDS



Earned in November and December

## 15 YEAR PINS

RICHARD J. ORR, Captain, DEN  
 HOBART M. THIESE, Lead Mechanic, ELP  
 ELMAJENE C. YANTORNO,  
 Junior Accountant, DEN  
 SYLVESTER J. CUELLAR, Flight  
 Simulator Technician, DEN

## 10 YEAR PINS

JACKSON HITCHCOCK,  
 Lead Mechanic, DEN  
 CHESTER H. FITCH, Inspector, DEN  
 GERALD L. SMITH,  
 Senior Station Agent, ELP

## 5 YEAR PINS

HARRY G. COOK, Station Agent, LNK  
 DEAN H. FISHER, Station Agent, LNK  
 IRWIN L. HUMPHREY, Station Agent, BIL  
 JAMES E. JEPPESEN, Station Agent, DEN  
 ELVIN D. JOHNSON, Station Agent, GJT  
 DONALD F. KADRMAS, Station Agent, BIS  
 FRED KAHN, Station Agent, LNK  
 MYRON J. KAMARAD,  
 Station Agent, TUS  
 IVAN F. NEWELL, Relief Agent, SLC  
 ROBERT L. PIXLER, Mechanic, DEN  
 DIANE L. TERRY, Stewardess, BIL  
 THEODORE L. VANSTEENBURGH,  
 Training Instructor, DEN  
 EUGENE A. WARREN, Mechanic, DEN  
 ANDREW WISCAMB, Fueller, DEN  
 MARGARET E. BARLETTA,  
 Secretary, DEN  
 JOE H. FERGUSON, Copilot, PHX  
 WESTON L. McEWAN, Captain, BIL  
 JOHN W. STARK, Copilot, DEN  
 RAYMOND C. WOODSON, Copilot, DEN.

# Frontier-West Speeds Up Work On First Five Sites

Keying on the late President Kennedy's request for a massive, nationwide "See the USA" drive, Frontier-West officials stepped up their timetable plans and announced that at least part of the first five projects will be operative by spring of 1964.

Frontier-West is the \$60 million tourist and recreational project of the Goldfield Corporation which will eventually build 32 centers within the Rocky Mountain West and Southwest. The first five of these sites are scheduled to be built in Arizona, Colorado and New Mexico.

At a recent conference in Denver, Frontier-West staff members met with architects and consultants from related fields. During the meeting, Earl Brooks, project architect, instructed the architects to deliver an operational plan for each of the five sites as soon as possible.



KEEFE

Frontier-West took the first step of its speed-up plan late last month when it named Theodore E. Keefe as operational coordinator. Announcement of Keefe's appointment was made by John P. Dahl, president of the Corporation. Keefe will supervise facets of purchasing, personnel hiring and training, policy making and administration of all 32 centers.

Keefe is a veteran of 20 years' experience in all phases of hotel and resort administration. His background includes managerial duties with the Grand Teton Lodge Company, Jackson Lake Lodge in Jackson, Wyoming and the Martinez Hotel in Cannes, France. He holds a degree in Hotel Management from the University of Texas.

Recently Keefe added A. P. (Bob) Koedt to the Frontier-West staff. Koedt will serve as engineering consultant. Most recently he was associated with the Rockefeller Organization at Grand Teton Lodge Company. He will act as consultant and liaison for Frontier-West with the architects and contractors.

Another addition to the Frontier-West staff is Maude Lessley. She will function as analyst in Operational and Development Research. Her background includes work with the U. S. Government as an analyst for the War Production Board and the Civilian Production Administration. She, too, was recently associated with the Grand Teton Lodge Company.

Patricia Dalton rounds out the present Frontier-West staff at 5900 East 39th Avenue in Denver. She has been named organizational secretary for the project.

Board chairman for Frontier-West, Frontier Airlines and The Goldfield Corporation, Richard C. Pistell, summed up the results of the Denver meeting like this, "The development of Frontier-West has in no way been deterred. It is going ahead at a rapid pace, especially in the light of the late President's recent message. The construction of the major concept will get underway soon and we hope to have at least a portion of the first five sites operational by the spring of 1964."

# TUCSON DEDICATES NEW INTERNATIONAL AIR TERMINAL

Representing a great milestone in the progress of aviation in Tucson, in the State of Arizona and in the Nation, the new \$3.7 million Tucson International Air Facility was officially dedicated during two days of ceremonies and events on November 16 and 17.

Thousands of Arizonians, joined by their neighbors from Mexico, thronged the eye-appealing 135,000 square feet of the functional terminal inspecting the counter areas of the airlines serving Tucson: Frontier, American, Trans World, Continental, Aeronaves and Apache, taking in the many fine displays inside the building and the array of private, commercial and military aircraft parked along the ramps and listening to the short, to-the-point remarks of representatives from federal, state and local governments and from Mexico. Later in the afternoon, the crowds thrilled to the split-second precision flying of the Navy's "Chuting Stars" and the cactus-cutting aerobatics of Navy Captain Dick Schram flying his light Piper Cub.

Conceived by a civic-minded, jet-age oriented Tucson Airport Authority, financed by the sale of airport revenue bonds without benefit of local tax monies, tastefully designed by Architect Terry Atkinson, built by the Murray J. Shiff Construction Company and dedicated to the memory of R. W. F. "Bob" Schmidt whose personal efforts as Executive Director of the Authority made the airport facility possible, it is a magnificent tribute to the far-sighted progress of a growing Tucson.

CONGRESSMAN MORRIS K. UDALL of Arizona highlights the effect that faster and more frequent air service has had in making a direct contribution to the seven-league strides of growth which Arizona in general and Tucson in particular have experienced in recent years.



AIRLINE EXECUTIVES participating in the Tucson International Airport dedication were (left to right) Richard A. Fitzgerald, vice president-legal and secretary of Frontier Airlines, Charles C. Tillinghast, president of Trans World Airlines, Harding Lawrence, executive vice president of Continental Airlines and G. Marion Sadler, general manager of American Airlines.



# SKI ALL THE WEST

Within the 11 western states served by Frontier lie probably the most diversified ski areas in America. Between Ski Cloudcroft near White Sands National Monument in New Mexico and Terry Peak in the Black Hills of South Dakota stretches a chain of ski areas that challenges all types of skiers from beginner to expert. In this area you can find wooded trails, open alpine slopes and areas reaching high above the timberline, each having its own feeling and expression of the West.

Of all the states in the United States, Colorado is probably the most ski-minded. This year, under the promotional theme of "Ski Country USA", Colorado will operate 23 principal ski areas. This represents seven million dollars worth of improved and expanded facilities.

Colorado's richly-endowed Rocky Mountain ski areas such as Aspen, Buttermilk, Winter Park, Vail, Crested Butte, Idlewild, Breckenridge and Loveland are among those that will offer outstanding new and improved area trails and lodgings. These improved and expanded facilities now coupled with the famous deep powder of the Rockies are expected to again attract skiers from all parts of the United States, Canada and Europe.

New Mexico is also experiencing an impressive buildup in ski areas and facilities. Taos, for example, now features excellent new lodgings and lift facilities plus a stately 2,055-foot vertical drop on which the slopes and quality of snow



**SKI COUNTRY USA**—That's Colorado, where brilliant sunshine, fine powder snow, broad open slopes and fresh invigorating air create a skier's paradise.

are outstanding. In addition to Taos other leading areas are Red River, Santa Fe Basin and Pajarito Mountain. And down in southern New Mexico the enticing slopes of Sierra Blanca are taking on added attractions by the appearance of new and more luxurious lodging and entertainment facilities. Southern ski areas in New Mexico are easily accessible from Frontier-served Alamogordo or El Paso, Texas.

Not far from Salt Lake City, Utah you can find some of the best snow in the nation. Characteristically it is high-quality powder which falls often in large quantities. The chance of finding icy slopes in Utah is greatly diminished by

the frequency of the new fallen snow. Among the Utah areas having new facilities and good skiing are Alta and Park City. There are also many other areas clustered closely about and there is a proposed program to connect all of them by chair lifts.

In Montana skiing facilities have been added and expanded near the Frontier-served cities of Havre, Lewiston and Billings.

Western Wyoming offers wonderful skiing areas near Jackson and Lander-Riverton.

The Dakotas are also affording new and expanded ski facilities. Terry Peak near Rapid City, South Dakota and Twilight Hill Snow Bowl near Bismarck, North Dakota are two of the bigger ones.

To skiers who reside east of the Mississippi and who can get away for long skiing vacations, Frontier offers its special "Ski All The West on the \$100 Vacationland Fare" plan. This program offers all qualified users unlimited air transportation to ski areas within the Frontier system for 30 days. By using this special fare all the Frontier ski areas between Mexico and Canada can be reached and skied for only \$100. For more information on this plan, contact your travel agent or Frontier Airlines.



**RELAX OR ENJOY IT**—You don't have to be a skier to enjoy a winter vacation at many of the major ski resorts. This view from a warming house is typical of the scenery that skiers or non-skiers alike can enjoy in the Rocky Mountains. And there's a wealth of apres-ski entertainment at most resorts.

And for skiers who want to ski areas off Frontier's system the airline offers the use of its fleet of Frontier-Ferrin Motor Homes. These Clark Cortez Motor Homes will sleep up to six people comfortably and are equipped with stove, refrigerator and complete bathroom facilities. They can be rented for \$124.50 per week plus 12 cents a mile after the first 100 miles. These Frontier-Ferrin Motor Homes are available at many cities served by Frontier Airlines and will provide convenient, fast transportation and lodging for any ski area in the West.

To help make skiing within Frontier's system more irresistible, the airline is cooperating with all resorts offering tour packages. Information about these ski tours may be ob-

# —SEE ALL THE WEST

tained through your favorite travel agent or airline. There are also a number of excellent nationally-published skiing magazines which feature material on ski tours. One of the best and most informative of these is *Ski-faring*, 601 N. Fairbanks Street, Chicago, Illinois.

If you want to enjoy a wonderful winter vacation in the Rocky Mountains, it's not absolutely necessary that you be a ski fan. In fact, most ski resorts, especially in Colorado, are developing new recreational and entertainment facilities especially for non-skiers. Luxurious new lodges and restaurants are being built in many areas designed to permit the take-it-easy type to relax in comfort while watching the antics of skiers on the slopes.

Many resorts have installed heated swimming pools and you'll find the Finnish sauna is growing in popularity. A dozen areas boast ice skating rinks. From Aspen you can go to nearby Ashcroft and ride a sled pulled by genuine Alaskan Huskies. Sledding and platter areas for kids are standard in most resorts.

As far as night life is concerned you'll find both quantity and variety. Resorts like Aspen have long been noted for their excellent restaurants and night clubs.

With all this activity beckoning to skier and non-skier alike in the fabulous beauty of the Rocky Mountains' winter wonderland, you'll be hard pressed to find a reason for not spending your winter vacation there. There's something there for everyone.

This then is your brief story of skiing this season in the Rocky Mountain West.

And because the account is brief, many ski areas and resort names have been left out by necessity. But though their names are omitted, their contribution to ski fever will be felt this winter by all skiers. All skiers know that though there may be a ceiling on the mountains, there's none on the atmosphere and sociability found in the chalets of the Rocky Mountain West.



**ARTIST'S CONCEPT** of the Frontier-Ferrin Cortez that furnishes everything for the skier — convenient transportation, excellent housing accommodations.

**SKI THRILLS AT TIMBERLINE**—A pair of skiers test the snow at timberline. The first big snows, will find ski resorts ready to open for business. ➔



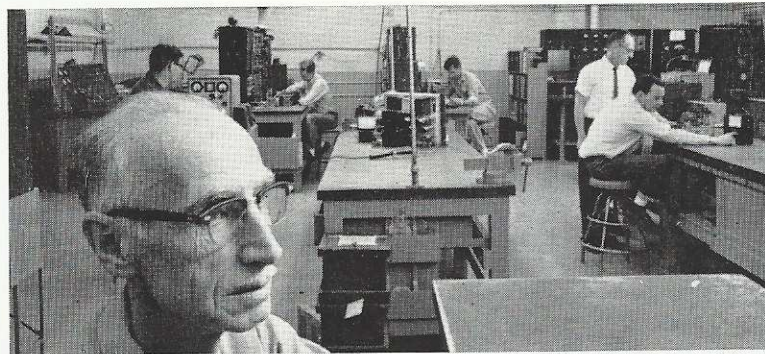


**WARREN SCHULING**, Frontier's Director of Maintenance now headquarters his staff in new facilities above Hangar Five. With these new offices and others pictured below, Frontier presently has access to some 3000 square feet of work-

ing area above the hangar. In the near future Frontier expects to add another 2000 square feet of office and storage space. This will be acquired from space vacated by Continental Airlines.

# New and Expanded Frontier Facilities

**ART STONER**, Radio Foreman, directs all the repairs and replacements of these instruments for Frontier.



**FRONTIER'S** Reservations Offices have recently been expanded and **Guy Lewis**, Denver Reservations Manager, presently has a staff of 60 handling the phones for the airline.



**THE FRONTIER** Instrument Shop is directed by **Roy Deeming**, Instrument Foreman.





# After 17-Frontier Years Comes Her First Flight

Ella Tanko is 71 years old. She has cleaned up and made coffee at Frontier for 17 years, yet until the middle of this month she'd never flown.

Why?

"There just never seems to be any real reason. When Mr. Wilson hired me, my husband was still alive. But he was ill and we were not able to go. After he passed away, there just didn't seem any need to go flying about anywhere. I had my work here with Frontier and didn't like the idea of being away from it."

On the eighth of this December, Ella will retire. She doesn't want things that way, but Frontier says she must and she always follows company policy, devotedly.

In her time, Ella has worked for six Frontier presidents. She thinks of each of them in story-terms, just as she does all her other Frontier friends.

"Mr. Myhre loved flowers. He sent some when my husband died and after that I always tried to see that his desk had one on it."

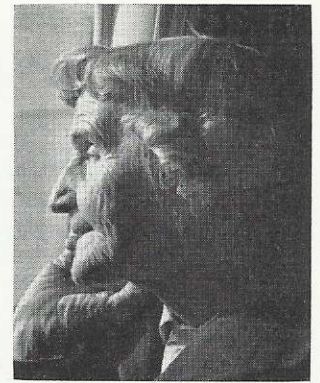
"I met all the presidents and liked them all. I didn't think I'd get to meet Mr. Dymond. It's harder to see all the people since the new offices opened and I'm left over at the hangar offices. But when Mr. Dymond heard that I was leaving, he called me to the other offices and gave me a corsage and wished me luck. He's nice just like all the others. He's done lots of good things since he came, and I wish I could stay around and watch things grow. But I guess that's not possible now."

Ella has had an annual pass for about 10 years and she used it for the first time last week to fly to Cheyenne, Wyoming.

Sandy Irthum, a secretary in Flight Operations, Sandy's father and grandmother had proposed that Ella should have at least one flight before she left Frontier and they did something about it. They arranged a special supper for Ella at the Airport Restaurant in Cheyenne, then took Ella up for it.

"That's what makes leaving so hard," Ella told a reporter who covered the supper, "everyone at Frontier is so nice and they all do so much for me. I just wish I could work on forever."

But next month Ella will be gone. She'll leave Frontier owning good memories and stories about everyone and the company. Makes you think a bit of the last lines of Edgar Lee Masters' poem "Fiddler Jones." "And so (she) ended with a thousand memories and not a single regret."



ELLA TANKO

BELOW: Sandy Irthum and Ella enroute to Cheyenne.



## FRONTIER "TURBO-LINER" SET FOR JUNE SERVICE

(Continued from Page 1)

earning capabilities. The more powerful engines will also increase the Convairs' available payload lift by 20 per cent.

The new aircraft will climb from 5,000 to 20,000 feet in 10 minutes—or at a rate of 1,500-2,000 feet per minute—which is three times as fast as the 30 minutes required for present Convairs.

Pacific Aeromotive Corporation of Burbank, California will handle the modification of the Convairs. The first two planes will be ferried to California shortly after the first of the year.

### FRONTIER FIRST

Allison officials say Frontier will be the first commercial airline to fly the twin-engined, jet-powered Convairs. However, 11 major corporations including Esso Oil Company, Gulf Oil Company, Ford Motor Company, Humble Oil Company, Union Oil Company and General Motors Corporation currently own and operate these modified jet-powered aircraft. The Federal Aviation Agency also has a fleet of five of the planes.

The Allison engines are identical to those used in the Lockheed Electra airliners now in service with 14 domestic and foreign airlines and have accumulated 10,000,000 engine flight hours since their introduction in 1956. Included in this figure is the flight time accumulated on identical en-

gines powering the Lockheed Hercules used by the U. S. Air Force, Coast Guard, Marine Corps, Military Air Transport Service and Navy as well as the air forces of Australia, Canada, Indonesia, Iran, Pakistan and the Union of South Africa.

## CAMPUS REPRESENTATIVES



FRONTIER'S Director of Sales, Kenneth C. Smith, recently assembled all of the airline's Campus Representatives and Sales Managers in Denver to discuss plans for 1964. Pictured above are: seated, Robert LaGuardia, DSM, Denver; Kenneth C. Smith; Susan Forsha, U. of Utah; standing, Ed Connerley, U. of Nebraska; Mike Engler, Creighton College; Tim Miles, U. of Wyoming; Clint Kaufman, CSM, Albuquerque; John Salazar, U. of New Mexico; Bob Boyle, DSM, Salt Lake City; Tom Morphis, DSM, Kansas City; Guy Lewis, Denver Reservations Manager; and Don Doty, CSM, Omaha.

## PERSONNEL

# TWO PROMOTIONS AND ONE NEW POSITION

Last month Frontier named Robert M. LaGuardia district sales manager for the Denver area. He succeeded Lawrence C. Sills, recently promoted to manager of agency, tour and interline sales.

As Denver's district sales manager, LaGuardia will be responsible for all Frontier sales activities and general promotional programs within the city. He will also direct these same efforts in communities near Denver including Pueblo, Durango, Colorado Springs and Alamosa, Colorado; Alliance, Sidney, Chadron and Scottsbluff, Nebraska; and Casper, Rawlins, Laramie and Cheyenne, Wyoming.

A native of Denver, LaGuardia was graduated from Holy Family High School and attended Regis College here. He is married and has three sons.



LaGUARDIA

LaGuardia is a veteran of five years' experience with Frontier. He joined the

airline in 1959 as a sales representative in Phoenix and later served in the same capacity in Billings, Montana. In March of 1962 LaGuardia was named manager of cargo sales for Frontier and last July was promoted to city sales manager in Denver. His successor for this last position is John R. Gariety.

Gariety has been with Frontier for six years. He started with the airline in 1958 as a station agent in Tucson, Arizona. In 1961 he was appointed sales representative in Phoenix.



GARIETY

A graduate of the National School of Aeronautics in Kansas City, Missouri, Gariety attended the University of Arizona and is a veteran of the U. S. Navy. He is married and has three children.

As city sales manager in Denver, Gariety will coordinate all Frontier sales and promotion programs with District Sales Manager LaGuardia.

Shortly after Frontier created the new position of budget manager, Daniel E. Farley, Jr. was named to fill it.

Farley is a veteran of five years' airline experience. He joined Continental Airlines as supervisor of general ledger section in 1959. In 1962 he left Continental and later accepted the position of economic analyst with Frontier. He has served in this capacity with the airline since February of this year and has worked closely with J. Clark Coe, Frontier's director of economic controls.

A native of Glen Ellyn, Illinois, Farley is a graduate of North Central College, Naperville, Illinois. He is married and has one son.



FARLEY

As budget manager Farley will direct an enlarged budget program for Frontier which is expected to get underway later this month.

## FRONTIER BOARD DECLARES FIRST STOCK DIVIDEND

(Continued from Page 1)

Operating profit for September was \$193,464 as compared with \$74,790 for that month last year. Retained earnings for September gave Frontier \$73,268 as against the \$51,288 for the same month in 1962.

Frontier's increased profits can be traced largely to improved schedules, special inducement fares and the addition of more Radar Convairs.

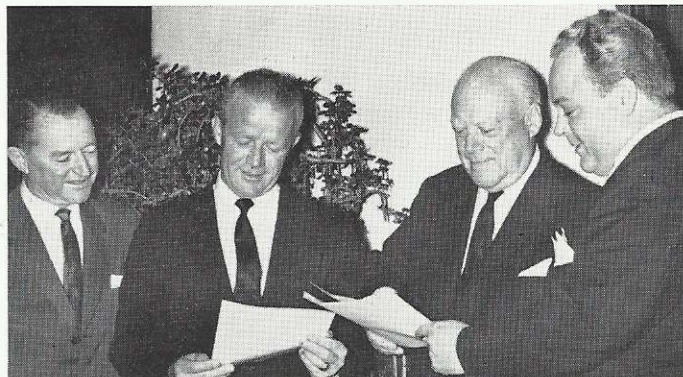
Specifically, Dymond pointed out, the gains came from the Family Plan and Youth fares. During the first nine months of 1963 Frontier carried 46,000 passengers under the Family Plan and took in \$869,000. This averages out as \$150,000 per month as compared with \$8,000 per month in 1962. In the past year Frontier has sold 14,000 Youth Fare cards and taken in \$538,000 or an average of \$38,000 per month.

In earlier sessions at the Santa Fe meeting, Frontier's Board voted to appropriate funds for the jet modification of the airline's Convair fleet. (See Turbo-Liner story on page one.)

Most of the Board members were flown in and out of Santa Fe on one of the General Motors Allison jet Convairs.

The Board of Directors also elected William J. Mitchell as vice president of sales and service for Frontier.

Santa Fe was chosen as the Board's meeting site in keeping with its policy of rotating meetings around Frontier's system.



FRONTIER MEETING—Discussing notes prior to the Board Meeting in Santa Fe are: Robert W. Goldwater, President, Goldwater's Inc.; Lewis W. Dymond, president, Frontier; Edwin C. McDonald, executive vice president of Metropolitan Life Insurance; and Richard C. Pistell, Chairman of the Board for Goldfield Corp., Frontier Airlines and Frontier-West.

# El Paso Readies Gala Sun Carnival Festival

EL PASO, Texas—This, the biggest U. S. city on the Mexican border—will take on a special festival air starting the day after Christmas. That's when the big Southwestern Sun Carnival gets underway for a week of top sports, recreational and cultural events climaxed with the annual Sun Bowl football classic New Year's Eve and the colorful Sun Carnival parade New Year's Day.

Citizens of El Paso and neighboring Juarez, Mexico, are gearing up for the annual affair which includes the coronation and parade, the Sun Bowl, city-wide cultural and sports activities and a bullfight.

Under the general theme of "Famous Sweethearts," this year's Sun Carnival will be the loveliest in the event's 29-year history, according to officials—beginning with "Romance in Siam" as the setting for the Sun Queen's coronation and ball and ending with "Sweethearts on Parade" in the Sun Carnival Parade.

The annual southwestern celebration in El Paso takes its name from the fact that the community is in the 80 per cent sunshine belt and possesses a year-round enjoyable climate.

The new 30,000-seat Sun Bowl football stadium to be inaugurated this year is the pride of El Pasoans. On the campus of Texas Western College and set in the rugged mountains that extend into the heart of the city, the modern Sun Bowl is among the most beautiful stadiums in the nation. Every seat in the Bowl faces toward the 50-yard line of the football field and, with no track circling the field, the spectators will be much closer to the action on the field than in other stadiums. The top-ranking college teams which compete in the Sun Bowl make this game one of the top sporting events of the year.

Floats for the big Sun Carnival parade are already taking shape in warehouses around El Paso, and judges soon will be picking the paintings that will hang beside the El Paso Art Museum's share of the renowned Kress Collection during the "Sun Carnival Exhibit."

A major highlight of the carnival, of course, is the crowning of the Sun Queen and the big formal Coronation Ball which will be held in El Paso's Coliseum on Friday, December 27.

The romance of old Mexico enters this year's Sun Carnival on Sunday, December 29, with the Sun Carnival Corrida (bull fight) held in the Downtown Bullring in Juarez.

The romantic theme will be continued in the big Sun Carnival Parade on New Year's Day with all the floats carrying out the "Sweetheart on Parade" idea. Floats from Mexico also will be part of the parade winding three miles through the heart of El Paso.

A gigantic star on the side of Mt. Franklin, formed of electric lights, is visible every Sun Carnival evening from just about any point in El Paso, and the brilliant and colorful Christmas in Light decorations of the downtown San Jacinto Plaza are well worth a visit.

The Sun Carnival season occasions no increases in hotel and motel accommodation rates and El Paso is easily acces-



Part of the action in the 1963 Sun Bowl Game.



JUAREZ HAS two bull rings — something for every aficionado.



HIGH POINT of the Sun Carnival is the coronation of the Sun Queen.



ONE OF last year's floats in the New Year's Day Sun Carnival Parade.

sible by convenient Frontier Airlines flights. El Paso is also a connecting point for travel into Mexico through Juarez.

Winter sports are but a short drive away in southern New Mexico with the spectacular new Sierra Blanca Ski Resort beginning its third year near Ruidoso, New Mexico.

The horse racing season continues at the multi-million dollar plant of Sunland Park Race Track through January and the track is only about 10 minutes from downtown El Paso.

A short stroll across the international bridges or a 10-cent fare on the world's only international streetcar line brings the visitor to another land—Mexico. Folklore dancers and singers, cultural events, night-life and entertainment draw tourists to the big border city of Juarez as do the bargains in hand-worked silver, copper and leather goods and perfumes and liquor.



SWEETHEART OF Texas Western College, Miss Toni Wiggs invites everyone to the gala Sun Carnival.

# Names In The News Seen On Frontier



PETER, PAUL AND MARY and their bass accompanist have been frequent Frontier fliers during their recent concert tour of cities on the airline's system. Before a flight from Kansas City to Lincoln they stopped to talk with Frontier Stewardesses Sandra Lamping, right, and Margaret Dennard.

LAMPING AND DENNARD were two of a class of 12 Frontier stewardesses recently graduated during ceremonies held in Kansas City.



CONSUL GENERAL of the USA to Mexico, Terrance G. Leonhardy, pauses between flights with Frontier stewardess Donna Lubway. (Photo by Kenneth Smith, Director of Sales, Frontier.)





FAMOUS TV African Lion Cubs, "Do" and "Don't" prepare to board Frontier's flight 312 to Albuquerque where they joined Don Ameche's "International Showtime" on N.B.C. TV. The cubs were turned over to stewardess Joan Frandsen by Jack Stewart of El Paso.

**Sunliner News**

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