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JET-POWERED CONVAIR 580 PERFORMANCE EXCEEDS EXPECTATIONS



Enthusiastic acceptance of the fast, jet-powered Convair 580 by travelers has been a major factor in passenger increases these past six months in all 11 states being served with the new 52-passenger aircraft. Turbine power-plant is built by General Motors.

Everywhere that the new, sleek, jet-powered Convair 580 has been introduced an immediate, enthusiastically favorable response highlights the comments heard in the thirty cities where the aircraft is now in scheduled service. From Montana to Mexico—from Missouri to Arizona business and civic leaders, staff members of press, television and radio, interline and travel agency personnel plus the increasing number of day-to-day passengers are unqualified in their praise.

Passenger traffic increases since the CV 580 went into service on June 1 highlight the fact that the new jet-prop aircraft is carrying approximately a 25 per cent higher average passenger load than the piston-powered Convair 340 which it is replacing on Frontier's system. Much of this is the traveling public's response to the 355 miles per hour cruising speed of the jet-powered aircraft which is 100 miles an hour more than the Convair 340. Then too, the jet's fast rate of climb, three times swifter than the piston-powered CV 340, gets the flight quickly above any surface turbulence to a smooth cruising altitude. Adding to the pleasure of fast travel on the CV 580 are the smartly appointed cabins with pleasing colors of turquoise and gold and alternated on every three rows of form-fitting seats throughout the spacious cream-colored, quiet interiors. By mid-November over 20 million passenger miles had been flown on Frontier's growing Convair 580 fleet.

From the Maintenance Department came the report that during the first five months nearly 3,100 flight hours were accumulated on the Convair 580 for a utilization of over 8 hours per day. During this five month period there were no major problems experienced with the turbine engines or propellers, both products of General Motors. In evaluating results of heavy maintenance checks including airframes, engines, propellers, electrical, instrument and radio it required nearly 16 per cent less man hours than on the piston-powered Convair 340 aircraft. When comparing the General Motors turbine engine installation with the piston-powered engine installation the General Motors engine/propeller combination required 33 per cent less man-hours.

RKO General Contracts For Purchase Of Frontier

A contract for the purchase of the controlling stock interest in Frontier Airlines has been entered into by RKO General, Inc. of New York City and the Goldfield Corporation. Negotiations were first announced in New York by Richard C. Pistell, Chairman of Goldfield and Frontier.

Actual transfer of ownership will not take place prior to January 5, 1965 and will be subject to prior approval of the Civil Aeronautics Board. Goldfield Corporation has a 54.9 per cent stock interest in Frontier Airlines valued at approximately \$6,500,000.

RKO General, Inc. is a wholly-owned subsidiary of General Tire and Rubber Company of Akron, Ohio. The company has diversified interests in television, radio stations, motion picture theaters and sound studios throughout the United States.

Management and policies of Frontier Airlines would be unchanged. Present management took over active operation of Frontier two and a half years ago with Lewis W. Dymond as president. In the past year Frontier has become the fastest growing airline in the United States. In the first six months of 1964 Frontier flew 85,906,000 revenue passenger miles for an increase of 85 per cent over the 46,407,000 passenger miles flown the first six months of 1962. Passengers totaled 298,000 the first half of 1964 for a 75 per cent increase over the 171,600 passengers carried in the first half of 1962.

Recently Frontier Airlines arranged financing for the conversion of 11 more of its Convair fleet to General Motors powered jet-prop Convair 580 aircraft. This would provide the airline with a fleet of 15 of these jet-powered 52-passenger planes for a total investment of \$16 million. This program will go ahead as scheduled.

Current Route Development

There are a number of new route matters pending before the CAB involving applications of Frontier Airlines.

1. Pacific Northwest-Southwest Service Case

The Civil Aeronautics Board has ordered hearings on applications for service between the Pacific Northwest and points in the Southwest (Texas and New Orleans) and St. Louis. Frontier has requested that its applications for a new route between Seattle and New Orleans via Portland, Salt Lake City, Denver, Dallas, Fort Worth and Houston and beyond Denver to Kansas City and St. Louis be heard in this case. Additionally, we have requested consolidation of a parallel route between Salt Lake City and Houston via Albuquerque, El Paso and Dallas, Fort Worth and San Antonio. Frontier has also petitioned for expansion of the case to include service between St. Louis, Kansas City, St. Joseph, Omaha, Lincoln, Rapid City, Billings, Great Falls, Spokane and Seattle. We also have requested that the Board's Order be modified to eliminate the prohibition against flights originating or terminating at Denver or Salt Lake City. Hearings in the Pacific Northwest-Southwest Case probably will be held the latter part of 1965.

2. Denver-Steamboat Springs/Craig-Vernal-Salt Lake City Route

In October 1964 the CAB granted the Company a new route between Denver and Salt Lake City via Steamboat Springs/Hayden-Craig, Colorado and Vernal, Utah. Service on this route probably will not be inaugurated until the completion of a new airport at Hayden, Colorado which is presently estimated to be completed during the third quarter of 1965. The Board's decision in this case also removed Pueblo from the Denver-Grand Junction route and renewed the company's authority to serve Gunnison, Colorado on an indefinite basis. An additional shuttle schedule between Denver, Colorado Springs and Pueblo was added on October 26, 1964.

3. Southern Rocky Mountain Case

Hearings in the reopened Southern Rocky Mountain Case were held in September. This reopened hearing involves the question whether TWA will be authorized to compete with Frontier between Tucson and Albuquerque and our right to operate non-stop service between Tucson and Albuquerque.

4. Montana, North Dakota, Wyoming "Use It Or Lose It" Case

Final arguments before the CAB were presented on November 18 in the case involving the renewal of the company's routes north of Billings in Montana and the issue of service to Jackson and to Cody-Lovell-Powell, Wyoming. By Order issued in September the CAB renewed the Billings-Bismarck route via Sidney, Williston and Minot but has deferred for decision after argument the question whether Miles City and Glendive shall be served on that route and the question of service over the Billings-Great Falls and Great Falls-Sidney segments. The Board will also decide in this case whether the company's present pattern of service at Jackson may be continued; whether we can operate non-stop service between Billings and Salt Lake City; and whether the Cody-Powell/Lovell stops shall be served through a single airport.

5. Douglas, Arizona

The CAB has instituted an investigation to determine whether the company's Tucson-Albuquerque route shall be amended to include service to Douglas, Arizona. Hearings on this matter are scheduled for January, 1965.

6. Grand Canyon-Las Vegas Service

The company has filed an application for a route between Flagstaff and Las Vegas via Grand Canyon. This is being heard together with Bonanza's application for non-stop service between Las Vegas and Grand Canyon in a case which is now scheduled for hearing in late December 1964. The grant of this route would give the company direct access to Grand Canyon and Las Vegas for the first time and would provide substantially improved service for cities in the Denver-Farmington area to the Grand Canyon and from New Mexico and Arizona cities to Las Vegas.

7. Columbus, Nebraska Case

Final arguments before the CAB with respect to service by Frontier to Columbus, Nebraska were presented in September. The Board's Bureau of Economic Regulation is urging that the Company be authorized to serve Columbus and the Company has indicated its willingness to provide the service if the Board finds that it is required in the public interest.

\$16 Million Investment In Convair 580 Fleet Announced At Board Meeting



Welcoming Frontier's Board of Directors to Salt Lake City by highway billboard was one of many indications of interest in the airline's progress expressed by civic leaders and news media during the two days of meetings.

Big news to come out of the fall meeting of Frontier Airlines' Board of Directors in Salt Lake City was the completion of financial arrangements for converting the balance of Frontier's Convair fleet to new jet-powered Convair 580 aircraft. The 11 additional aircraft to be converted will provide a fleet of 15 jet-prop aircraft—representing a total investment of \$16 million. Frontier will expend \$8 million over a 15-month period commencing in December 1964—\$6 million of which will be supplied by bank financing headed by Irving Trust Company of New York. The remainder will be obtained through internally generated funds.

Participating in the loan agreement, in addition to the Irving Trust Company, are: Central Bank and Trust Company and Colorado National Bank both of Denver, Valley National Bank of Phoenix, Walker Bank and Trust Company of Salt Lake City, Albuquerque National Bank, and First National Bank of Colorado Springs. The total outstanding loan at the conclusion of the conversion, amounting to \$12 million, will be payable over a 7-year period with interest of 5 1/4 per cent. Except for the Irving Trust Company, two banks are presently parties to Frontier's existing loan.

The contract enables Frontier Airlines to continue its program of upgrading air service systemwide with the new, 52-passenger aircraft which cruises 355 miles per hour, 100 miles an hour faster than the piston-powered Convair 340 planes which they are replacing. The new jet props also have three times the rate of climb of the Convair 340s making them particularly serviceable in the 11-state high country of the Rocky Mountain West, Southwest and Midwest areas served by Frontier.

Frontier's conversion program commenced this spring. The first two planes went into service in June on routes between Great Falls, Montana/El Paso, Texas, Denver/Grand Junction, Colorado and Denver/El Paso. In September the third plane was scheduled into Nebraska, Montana and Wyoming. Seven additional cities on Frontier's routes in North Dakota, South Dakota, Colorado and Arizona received new jet-powered Convair 580 service with delivery of the fourth plane in November.

Each plane is powered by two General Motors-Allison jet-prop, 3,750 horsepower engines. A complete interior rework of the planes provides the utmost in passenger comfort utilizing the latest in jet-type seating. These seats were originally ordered by Douglas Aircraft for their new, twin-engine DC-9 jet, which will be introduced into service in 1966.

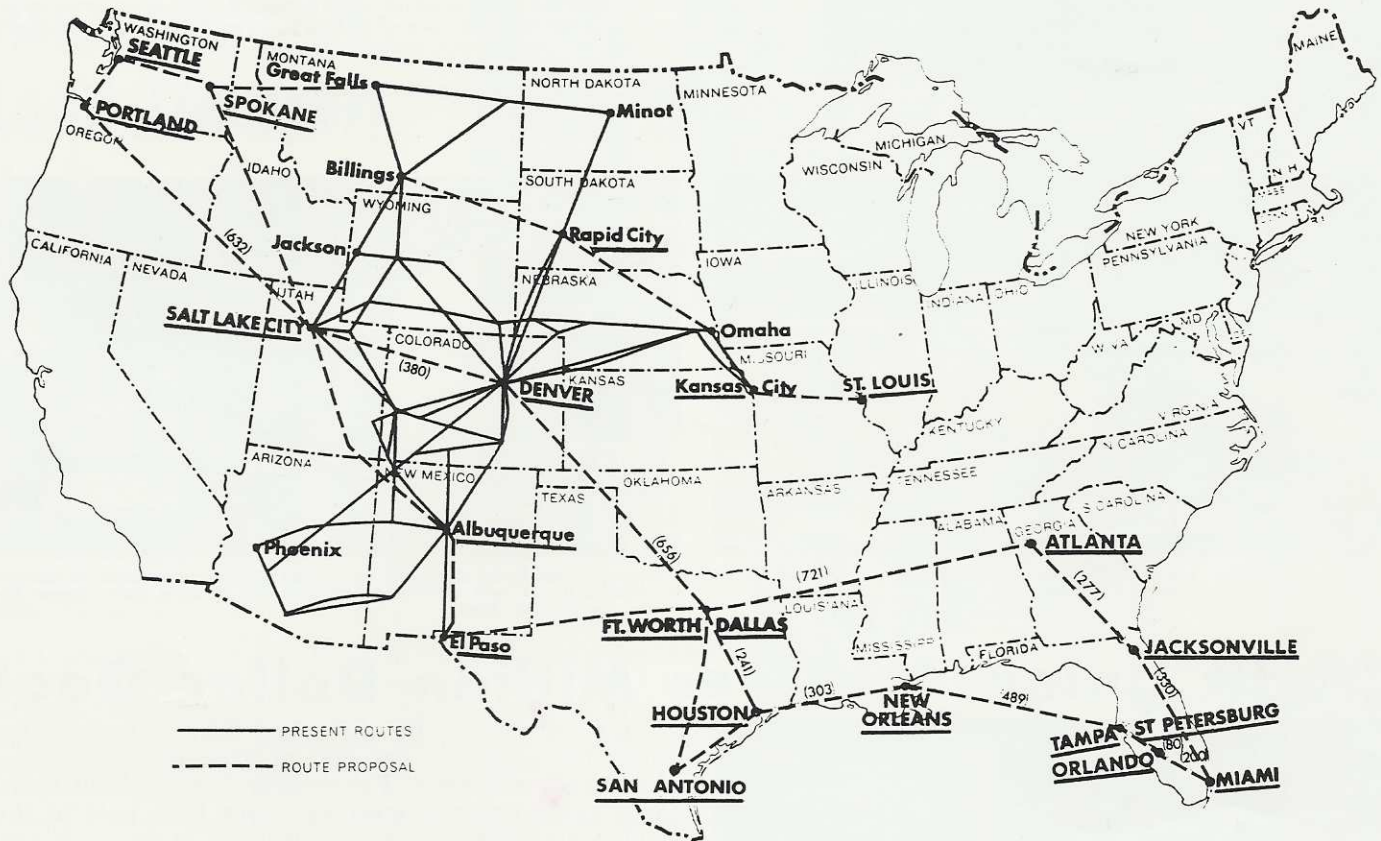
The decision to proceed with the complete re-equipping of Frontier's fleet followed the successful results of the first four months' operation. With only two of the CV 580s in service during June, July and August, the passenger-mileage total recorded by these aircraft exceeded that of the company's fleet of 20 DC-3's. Operating costs during this period have been substantially below those of the CV 340s which it replaced and the passenger appeal has resulted in a 15 per cent increase in passenger business on the CV 580 flights. The additional jet-powered Convair 580s will be phased into service during the next 18 months with the final plane scheduled for placement into service in the second quarter of 1966.

Richard A. Fitzgerald

Vice President-Legal and Secretary.

Extensive Frontier Route Proposed In Pacific Northwest-Southwest Service Investigation

FRONTIER AIRLINES CONSOLIDATED APPLICATIONS PROPOSED IN THE PACIFIC NORTHWEST-SOUTHWEST SERVICE INVESTIGATION



In a precedent shattering proposal to the Civil Aeronautics Board, Frontier Airlines has applied for a new extensive northwest-southwest transcontinental route to connect Seattle, Washington with Miami, Florida. Frontier is the first local service carrier to apply for a route of this magnitude.

Planning to operate the new service with jet aircraft Frontier initially applied to serve the intermediate cities of Portland, Salt Lake City, Denver, Dallas/Fort Worth, Houston, New Orleans, Tampa and Orlando. In subsequent applications the airline has asked the CAB to consolidate in its original proposal new routes to also serve Albuquerque and El Paso between Seattle and New Orleans, a new route between St. Louis and Seattle and new routes between Dallas/Fort Worth and Miami via Atlanta/Jacksonville and New Orleans/Tampa/Orlando. Also requested by Frontier was the consolidation in this case of its earlier application for a new route between Seattle and St. Louis via Spokane/Billings/Rapid City/Omaha and Kansas City.

Frontier's President, Lewis W. Dymond, in announcing this proposal, stated, "The new route will not only be operated without subsidy but Frontier will offer

to return to the Government every dollar of profit on the route in excess of a reasonable rate of return on investment. These monies will substantially reduce the subsidy assistance required to conduct the local service operation through Frontier's extensive 11-state system. Additionally and of equal importance is Frontier's proposal that its certificate be amended to include a mandate that local service will be continued throughout its system on a reasonable and adequate level. This will be a substantial departure from the policies of many trunk lines which in the past have taken action to suspend or transfer to others authority for operation of this nature.

"This application will considerably strengthen Frontier's present system and simultaneously fill an immediate need for through one-carrier service from the Pacific Northwest through Frontier's system to Texas and the Southeast. This is Frontier's answer to the urgings of the Civil Aeronautics Board and Congress for means of continuing required local service operation with reduced reliance on tax-supported government assistance.

"Jet aircraft adequate to perform this service will be acquired with provisions already made for tentative delivery positions."



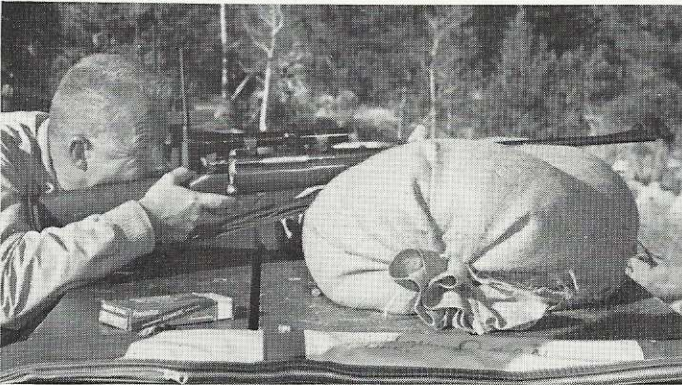
Astronaut Wally Schirra and Governor John Love check out one of Roy Weatherby's handsome new rifles during the sighting-in of rifles prior to the following day's hunt.

Wyoming Team Wins One-Shot Antelope Hunt

As the bright sun inched up the eastern rim which overlooks that broad Valley of the Sweetwater in central Wyoming, four competitive teams of red-capped hunters eased out of their jeeps to scan the endless miles of purple sage for the distinctive silhouettes of the fleet-footed pronghorn. It was the beginning of the 21st Annual Lander One-Shot Antelope Hunt which has attracted straight shooting notables from all over the world each fall.

Governor Cliff Hansen headed the Wyoming team which also had astronaut Commander Wally M. Schirra U.S.N. covering right flank. From neighboring Colorado, Governor John Love was captain of his 4-man group while consulate representatives from England, Italy, Nicaragua and Costa Rica took the field against a foursome of past shooters. Other parties of past shooters from teams of yesteryears scattered across rocky knolls looking for a trophy head to line up in the crosshairs of the scope on their 30/30's and 30.06's.

Later in the day weary but happy hunters returned to Lander to tally the score. Wyoming team took top honors for the hunt with their four single rounds of ammunition to close a chapter on another successful one-shot hunt.

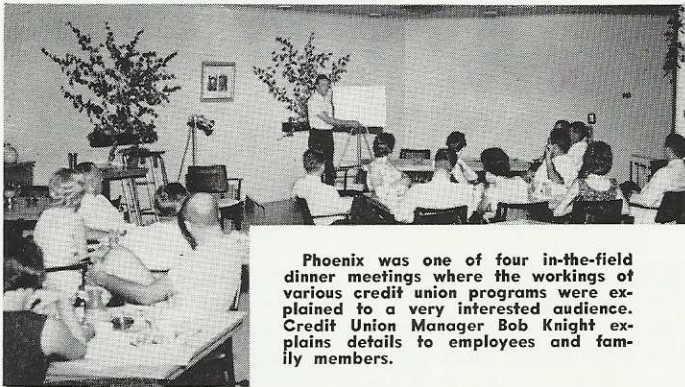


Frontier's President, Lewis W. Dymond, sights-in his rifle at The Sinks prior to his sighting-in on a pronghorn the next day.



Governor John Love, along with other team members who found an antelope too small a target, gets outfitted for dancing with Shoshone Indian squaws following the One-Shot Hunt.

Credit Union Achieves Million Dollar Goal



Phoenix was one of four in-the-field dinner meetings where the workings of various credit union programs were explained to a very interested audience. Credit Union Manager Bob Knight explains details to employees and family members.

Frontier Airlines Federal Credit Union reached their one million dollar goal for 1964 four months ahead of the expected date and has nearly doubled their assets over a two-year period.

Assets for 1964 of \$1,018,000 represents a 73 per cent increase over \$587,000 reported in 1962. Outstanding loans this year totaling \$980,600 were reported for a 71 per cent gain on the \$574,000 of 1962.

Frontier employees and their families have saved \$848,200 with the credit union for a 73 per cent increase over 1962 efforts.

Three fundamentals adopted by the Board of Directors contributed mainly in this explosive growth reports Bob Knight, Credit Union Manager: (1) Keeping members fully informed (2) Providing the best possible service and (3) Striving to enlist every one of Frontier Airlines' 1,260 employees as a member.

This fall the credit union had 1,570 memberships which represents 97 per cent of Frontier's employees plus family members. For members throughout Frontier's system dinner meetings have been held in the field as a new part of the credit union program of personal contact. Such meetings have been held in Omaha, Phoenix, Billings and Salt Lake City with a great deal of interest generated. New employees also receive basic credit union information from the Personnel Department during company orientation.

During the past 12 years over \$5 million in loans have been made. Over 52 percent were made for car purchases and 12 per cent for appliances and other household goods.

The Board of Directors of the credit union feel that this service organization has substantially provided a means whereby employees of Frontier Airlines and their families can maintain a higher standard of living through group cooperation.



Getting a first reading on the new \$1 million loan total in 1964 are staff members (L. to R.) Mrs. Sue West, Virgil Schuster, Assistant Manager and Barbara Stallings.

Association Of Local Transport Airlines Meet At Jackson Hole



Airline and Civil Aeronautics Board officials were given a personal opportunity to see the new Convair 580 go through its paces on the non-stop flight from Denver to Jackson enroute to meeting.

Compliments on the tangible achievements made by the local regional airlines of the United States keynoted the remarks of the Civil Aeronautics Board's distinguished vice chairman, the Honorable Robert T. Murphy as he addressed 155 persons attending the fall quarterly meeting of the Association of Local Transport Airlines in Jackson, Wyoming.

Hosted by Frontier Airlines, officers of 15 airlines plus aircraft and equipment suppliers received a first-hand introduction to Frontier's fast, smart, jet-powered Convair 580 aircraft as they converged on Jackson winging their way through the gateways of Denver and Salt Lake City.

During the meetings much of the discussion centered around mutual problems in route development, the class rate formula for public service payments, new jet-prop and pure jet replacement aircraft for the modernization and expansion of airline fleets and new concepts for expanding markets for passengers and cargo.

Other CAB members who attended the two-day sessions besides Vice Chairman Murphy were Jack W. Rosenthal, Chief of Routes and Agreements Division, and John G. Adams, Director of the Bureau of Enforcement.



Presentation of an "E" Award to ALTA's general chairman Frank Hulse (left) of Southern Airways and General Joseph Adams (right), Executive Director of ALTA was made by John Black (center), Director of United States Travel Service, for the successful efforts of the association in attracting foreign travelers to visit the U.S.A.



Ed O'Neil (right), Frontier's Vice President of Operations, sparks the conversation with John G. Adams, CAB's Director of Bureau of Enforcement and President, Lewis W. Dymond.



ALTA's Executive Director, Joseph Adams gets a congratulatory handshake from the Honorable Robert T. Murphy, Vice Chairman of the CAB with backing from Frank Hulse, General Chairman of ALTA.



In Williston President of the City Commission Alec Rawitscher cuts the ribbon inaugurating new CV 580 service with an assist from James Montgomery (left), Frontier's Director of Customer Service and Vern Carlson (right), Assistant to the President. (Credit Williston Herald photo).



Over 4,000 V.I.P.s were flown on the 78 flights which introduced the Conair 580 throughout Frontier's system. Stewardess Lorrie Campbell of Denver participated on flights in each city.

Jet-Powered Conair Gets Red Carpet W



A glad hand is extended by Chuck Demoney, District Sales Manager, Phoenix and Jerry Bacon, City Sales Manager, Tucson to civic leaders who enjoyed their CV 580 flight over Tucson.



Fastest twin-engine aircraft in service with any powered Conair 580 cruises at 355 miles per hour. travelers over Frontier's 11-state route system in the

All eyes were focused on the Conair 580 as it went through its paces at 30 of the cities served by Frontier during pre-inauguration flights. (Credit Kansas City Star photo).

With the beginning of new, thru-jet service between El Paso and Great Falls civic leaders teamed up with FAL personnel to commemorate the event. (L. to R.) Stewardess Bonnie Dahl, H. L. McCune, Jr., Chairman Airport Board, Donald W. Smith, Superintendent of Airport Maintenance, James R. Mettler, Airport Manager, Mark Miles, Manager Chamber of Commerce, all of El Paso; June Hendrickson, Division Chief Stewardess, Robert Pier, El Paso Sales/Service Manager, and Kaye Burgon, City Sales Manager, El Paso.





Television and press cameramen record ribbon cutting ceremonies in Kansas City to assist in getting out the story on new, jet-powered service for this important mid-west trade center.

air 580 Introduction welcome In 30 States



ional airline in the United States Frontier Airlines' jet-
week, quiet and fast it is attracting thousands of new air
cky Mountain West, Southwest and Mid-West.

Mayors from three cities served with the fast CV 580 gather at Tucson to award a commemorative plaque to Vern Carlson, Assistant to the President of Frontier. (L. to R.) Mayor Harry Hoth of Colorado Springs, Carlson, M. James Southard, City Councilman, Mayor Lewis Davis of Tucson and Mayor Milton Graham of Phoenix.



High above Salt Lake City, Wes Hamilton (center), member of Frontier's Board of Directors, gets in a sales pitch on the CV 580 to Fred Hinkley (left), and Frank Streeter both on the Utah State Aeronautics Advisory Board.

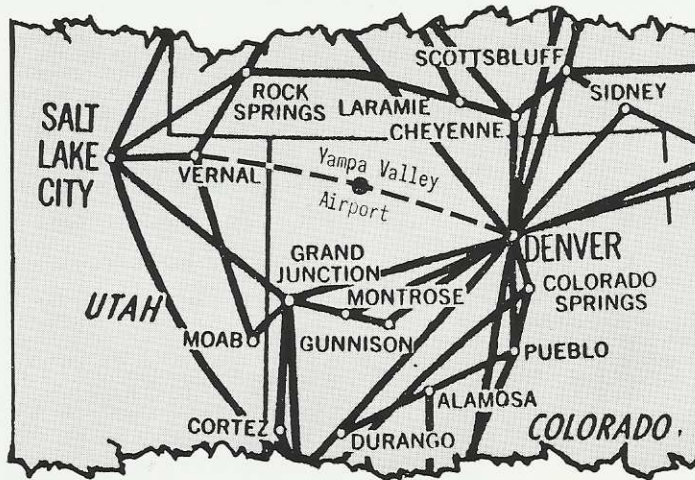


An unusual "Welcome Frontier" was presented by Hoadley Dean (center) in behalf of the RAP Chamber of Commerce a Director on Frontier's Board to the Frontier crew participating on flights at Rapid City. (L. to R.) Capt. Robert Nicholson, Capt. Chick Stevens, Stewardess Donna Lubway, Mr. Dean, Stewardess Lorrie Campbell and John Myers, Director of Flight Operations.

John Gariety, District Sales Manager in Denver, points out to Mayor Milton Graham of Phoenix and Mayor Harry Hoth of Colorado Springs the congratulatory billboard on display at Colorado Springs.



CAB OKS NEW YAMPA VALLEY ROUTE



For the isolated Yampa Valley communities of Steamboat Springs, Hayden and Craig in northwest Colorado the Civil Aeronautics Board approved a new air route between Denver and Salt Lake City to be operated by Frontier Airlines. Also to be served as an intermediate city on the route is Vernal, Utah.

The three Yampa Valley communities would be served through a new airport to be constructed at Hayden midway between Steamboat Springs and Craig. Recently the Federal Aviation Agency approved over \$340,000 in federal funds to be matched by Routt County for the construction of an airport at Hayden. It is expected that this airport will be ready for scheduled air service in the summer of 1965.

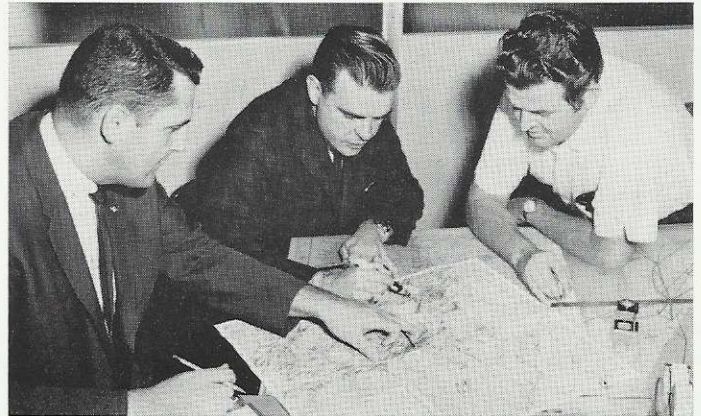
Steamboat Springs is the heart of a fast-growing winter ski area balanced by extensive dude ranch and outdoor sports activities in the summer and fall months. Hayden is the site of a new multi-million dollar steam generated electric power plant. Craig is the trade center for extensive sheep and cattle ranching, lumbering and oil activities. These Yampa Valley communities are separated from their major trade and political hubs by great distances and high mountainous terrain. New scheduled air service will relieve their isolated position.

In the new five-year authority granted Frontier Airlines the Civil Aeronautics Board also authorized the carrier to operate a one-stop service over the route between Denver and Salt Lake City after one daily round trip had been operated to the intermediate cities.



During the hearings conducted in Denver in the Service to Western Colorado Case four very interested parties in the hearing gathered to read a telegram from U. S. Senator Allott. (L. to R.) Ted Dees, Denver Asst. City Attorney, Howard Hicks, Denver Chamber of Commerce's Director of Transportation, Ross Newmann, CAB Hearing Examiner and Richard Fitzgerald, Frontier's Vice President-Legal.

System Map Stirs Passenger Interest



Planning new scenic highpoints to be featured on Frontier's Route Map, Dave Burr (center), Supervisor of Station Training and two of Jeppesen and Company's reps., Roy Marriott (left) and Ben Cram.

An idea recently stirred into the mix that makes up the Frontier System Map, located in the seat pockets of all aircraft, has fired passenger interest and imagination to the point where the colorful maps are now in greater demand than ever before.

The new element, tied closely to the flavor and romance of the old west, shows by bright yellow outlines numerically keyed for quick identification the location of 56 Indian Reservations located throughout Frontier Vacationland.

The idea is especially appealing both to Eastern tourists and foreign visitors, and has added new historical and cultural values to a map already accepted as outstanding in its field.

First put into use during 1961, the map utilizes a new and different technique in the map-making industry whereby process color art accurately shows all elements of terrain in their true shapes, positions, and natural colors. The resulting vivid portrayal of mountains and plains enables passengers to follow their flight from point to point because the map so very closely resembles the land below.

The map folder is specially tailored by Jeppesen & Company of Denver, Colorado, internationally known aviation publishing firm, to meet Frontier's specific requirements. Its original edition required over 118 hours of skilled cartographic time for completion of overlay information, while the art from which the base map was made required more than a year of compilation and painting time.

With each revision and printing, all cultural and air route information is up-dated to create a completely current picture of the vibrantly alive, breathlessly scenic land served by Frontier's Sunliners.

What Place Is That?



NAVAJO DAM backing up the San Juan and Los Pinos rivers 35 miles north and outdoor recreation. Project the rapidly filling reservoir will also provide the finest in trout fishing. The Navajo People as part of the development of the Colorado River Storage east of Farmington. Dedicated two years ago for the irrigation of new lands for

Best Of West Sun And Ski Holidays Promoted By Frontier



Best of the West skiing is everywhere on the sunny slopes of the high country of the Rocky Mountain West and Southwest.

Exciting fun in the top sun and ski areas of the scenic southwest are being given a full sales and promotional treatment in Frontier Airlines' all-new "Best of the West" packaged holidays this winter season.

Groundwork for the program was laid during the past warm days of summer as William J. Mitchell, Vice President of Sales and Service and Lawrence C. Sills, Director of Sales, developed new ideas for packaging, advertising and selling packaged vacations. Now the folders are back from the printers, schedules have been worked out for advertising and the sales team is ready to go spreading the good word far and wide on where winter vacationists or interline connecting travelers can work in a fun break with one of Frontier's "Best of the West" tours.

One of the finest selections for a fun in the sun holiday is down in Arizona's Valley of the Sun. Here a baker's dozen of famed resorts and inns have their latch strings out to welcome sun seekers. Whether it's for a week or a weekend there is a wide choice of azure blue pools backgrounded by waving palms and sun-kissed citrus. Such lush oases as Camelback Inn, Casa Blanca Inn, Executive House Arizonian, Jokake Inn, Mountain Shadows, Paradise Inn, Ramada's Scottsdale Inn, Ride-N-Rock Ranch, Royal Palms Inn, Safari Hotel, Scottsdale Country Club Resort and Hotel Valley Ho have all joined with Frontier to provide an excellent offering of top accommodations with either America nor European plans to decide on. Included in the package vacations is a choice of two interesting and unusual 3½ hour tours of the nearby desert country and the arts and crafts centers in the valley.

Another really different vacation for a week or weekend has been worked out by Caravan Inn in Phoenix and Frontier Airlines. Besides wonderful poolside accommodations this holiday features the added attraction of a full day desert safari in the mysterious Superstition Mountains. Here legends of lost gold mines such as the Lost Dutchman lure fun seekers. Comfortable four-wheel Landrovers get fortune searchers back off the highway into remote areas of the Superstitions where a wealth of incomparable scenery and good fellowship is an added award on the trip.

While in the Valley of the Sun many will work in a day or two for viewing and recording with a camera the awesome grandeur of world-famed Grand Canyon National Park in northern Arizona. At meal time the tastiest of satisfying meals can be had at the Fred Harvey lodges as well as comfortable accommodations for an added overnight. South rim of the Grand Canyon is open all year with daily tours packaged by Frontier Airlines using Flagstaff, Arizona as the jumping off point for a Canyon tour.

SKI THE BEST OF THE WEST

For the winter sports enthusiast who likes getting his sunshine where the air is crisp and the powdery snow is deep high on the slopes of the Rocky Mountains.

Frontier has put together three attractive skiing tours in Colorado and New Mexico.

For a ski holiday on the slopes of Crested Butte near Gunnison, Colorado, Frontier Airlines has arranged for seven wonderful, carefree days with lodging in any of four excellent inns. A 7,500 foot Telecar gondola adds to the pleasure of getting to the top of the snowfield with 23 miles of trails and slopes to try out on well-waxed skis. Nearby is the old mining town of Crested Butte with its false-front buildings of a by-gone era to add to the fun of an evening in town.

High on the pine covered Sangre de Cristo Mountains wide slopes and trails have been cleared for two chairlifts and skiing on some of the finest snow in the Land of Enchantment. Three-day packages include overnights at the friendly La Posada Inn in quaint and colorful old Santa Fe. Accommodations, ski lift tickets, ground transportation plus breakfasts and lunches are included in the low-priced packaged ski holidays.

Not too far away from the Santa Fe Ski Basin is another fine ski area known as Sandia Peak. Just a few miles from mile-high Albuquerque where skiers on a Frontier "Best of the West" ski holiday will overnight during their fun break is the delightful ski area with fine, powdery snow, chairlifts, exciting views of the Valley of the Rio Grande and satisfying meals at Summit House. Equipment rentals are also available for those who have not as yet outfitted themselves with skis and boots.

ASPEN EASILY REACHED VIA GRAND JUNCTION

Famed Aspen Winter Sports Area in the center of Colorado's colorful Rockies is known worldwide for its excellent powder snow on a variety of interesting slopes and trails. Then, too, there is the after-skiing fun in the old mining town of Aspen with its dozens of inns, hotels, wine and dine spots all of which are loaded with congenial good fellowship following a day on a pair of well-waxed skis.

The easiest and fastest way to get to Aspen, Colorado is using a combination of Frontier Airlines' four Convair flights from Denver with flying time of only 50 minutes on jet-powered Convair 580 aircraft. Arrivals in Grand Junction are mid-morning, early afternoon and evening. From Salt Lake City there are three daily round-trip flights and two from cities in New Mexico and Arizona. From Grand Junction it is an easy flight via Aspen Airways connections to Aspen itself. For those desiring to rent a car in Grand Junction it is an easy drive of just a little over two hours on paved, well-maintained roads. In contrast to driving in to Aspen from Denver, the distance from Grand Junction is nearly 100 miles shorter and there are no high snow-slick mountain passes ranging up to 12,000 feet to slow the trip and add to the hazard.

Any one of Frontier's fun-filled holidays, whether in the palms or the pines, offers the finest of accommodations, delicious meals, scenic settings and exciting things to do through the day and evening. Wrap it all up with fast, comfortable flying on Frontier Airlines' jet-powered Convair 580 fleet using low-cost Family Plan or 30-day Special Round Trip fares. It all adds up to the "Best of the West" winter vacation imaginable.



Poolside relaxing is one of the favorite pastimes in the resort country of southern and central Arizona where the sun spends the winter as do fortunate winter vacationists.

TIPS FOR TRIPS

By ANN YANULAVICH

SAS—A most economical way to see Europe! If you haven't taken advantage of their grand offer as yet, why not give it a try on your next vacation. In early October I had the opportunity of joining two friends from United Air Lines on the greatest vacation ever.

We started out our trip by spending a day in New York at the World's Fair. If you didn't get there this past summer, definitely make plans to be there in '65. It is all you have heard and much more. My suggestions for "can't miss" exhibits would be: General Electric, Johnson's Wax, the Vatican and Pepsi Cola. Walt Disney has certainly outdone himself on



Pompeii, Italy was destroyed nearly 1900 years ago when Mt. Vesuvius erupted nearby.

the latter. Best of all, the Fair is so easy to get to for an interliner between flights. With no trouble at all you can catch a bus from the front of your terminal at JFK and be there in less than a half hour. New York Airways also runs thirty flights daily to and from the World's Fair Heliport with connections to all three major airports. Remember, the Fair will be open again from April 21 to October 17 1965.

On to Europe! We started off in Copenhagen—what a beautiful city and a great place to shop. We visited the many castles in the area called North Sealand which is located just outside of CPH. Frederiksborg and Kronborg (Hamlet's Castle) were definitely the most fascinating, and the Danish countryside is beautiful beyond belief for this time of year. The flowers and shrubs are still just as lavish as you normally see in the summertime. Since we ended up spending an extra day in Denmark due to full flights (someone forgot to inform the tourists that the so-called tourist season was over), we made a short but very worthwhile trip to Sweden—a short ninety minutes away from CPH by boat.

Next was Italy, my favorite country. Since we all had been to beautiful Roma once before, we spent just one day taking in Vatican City, the Fountain of Trevi and strolling down the Via Veneto and nearly drooling as we visited some of the many luxurious shops along this lovely street. At times like these, believe me, I wish I were one of those "rich Americans" the Europeans like to talk about.

Enroute to Naples and Sorrento we made a stop at Pompeii and spent nearly three sunshiny hours touring the ruins. This is a portion of Italy that every one should make sure and see—it is almost unbelievable to realize all the work which has been done in excavating so much of the original city. You can actually see the ruts the chariots made when travel-

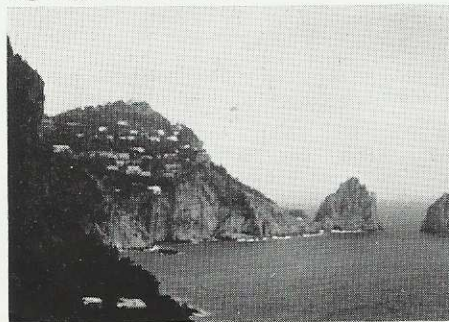
ing those stone streets so many years ago.

Without a doubt, the most beautiful and quaint little city I have seen is Sorrento, Italy. Situated right on the Mediterranean Sea, it is quite a tourist town. A sight you will never forget is the inspiring view you get on a moonlit night overlooking the Mediterranean from one of the hotel gardens located on the high cliffs right on the seaside. If you enjoy shopping as much as our little group did, Tony Gargiulo's in Sorrento is a definite must. Even if you are not interested in purchasing some of the unique Italian woodwork on display, it would certainly be worth your while as these people thoroughly enjoy telling you all about their work and showing it to you. Honestly, I'm not getting a commission on these little "where to go" hints, but the Hotel Cucumella in Sorrento (right on the sea) is delightful.

Zurich, one of Europe's most interesting metropolitan cities was a bit cool but nevertheless very beautiful. A "must see" in Switzerland are the awesome Swiss Alps from atop majestic Mount Rigi. This pleasurable one-day trip was easily arranged by contacting the friendly folks at the Tourist Office in the Zurich Railroad Station.

As I am sure you have guessed by now, we were our own tour guides, BUT, if you are in the majority and prefer a preplanned tour, how about these: Sabena Airlines is conducting three Alpine Ski Tours which should interest some of you super-skiers. They include most everything (even lift tickets) and range in price from \$340 to \$385. Iberia Airlines is conducting a 15-day tour of Spain which sells for a mere \$211. The Paul Almquists' (Sales/Service Manager—FMN) and the George Sims' (PHX Captain) are venturing off on this one later this month. Carol Roy and Carol Foster (Revenue Accounting) along with Sally Vocke (Legal Department) just returned from a grand tour of Europe via KLM including Holland, Switzerland, Austria, Italy and France which they can only describe as "wow". Ken and Betty Worl (Operations Dept.) just returned from what they describe as "the most relaxing vacation we have ever had" in Guaymas, Mexico. Those Operations gals really like to travel—Sandy Irthum just returned from a two week TWA interline tour which took her to seven different countries in Europe.

We hope that we will see all of you at the World Airline Employees Christmas Party at the Hotel Sahara in Las Vegas, December 1-14. Frontier Airlines' big night will be December 12.



Isle of Capri is one of the top scenic attractions in all Europe.

SERVICE AWARDS



Earned in 1964 September through December

15 YEAR PINS

- V. W. Adair
Captain, DEN
- J. A. Hanson
Captain, DEN
- L. L. Hoglund
Mechanic, DEN
- W. R. Howard
Mechanic, DEN
- R. W. Long
Mechanic, DEN
- V. D. McMullen
Sales/Service Manager, LBF
- R. E. Rea, Jr.
Sales/Service Manager, SVC
- L. A. Schuster
Radio Mechanic, DEN

10 YEAR PINS

- L. C. Atwood
Sr. Agent, BIL
- R. Cochran
Co-Pilot, DEN
- L. P. Larsen, Jr.
Mechanic, DEN
- R. G. Malody
Station Agent, PHX
- L. M. Pope
Station Agent, VEL



Ten years of dedicated service to Frontier by Stewardess Lorrie Campbell (center) is commemorated with a pinning by William J. Mitchell, Vice President of Sales and Service and Vi Powell, Chief Stewardess.

Promotions Spotlight Frontiersmen Progress



LAWRENCE C. SILLS

Director of Sales. Formerly held position of Manager of Agency, Tour and Interline Sales and organized successful Frontierland package tour program to national parks.

Previously had been District Sales Manager in Denver with territory which included Colorado, Nebraska and southern Wyoming. Had been associated with travel agency in Boulder, Colorado before joining Frontier six years ago.



ROWLEY

BILL G. ROWLEY is Frontier's new Manager—Agency, Tour and Interline Sales. Formerly Regional Sales Manager in Phoenix for Arizona and New Mexico.

MARVIN LARSON is Manager of Revenue Accounting. Previously was Manager of General Accounting.



LARSON



FARLEY

DANIEL E. FARLEY, JR. is Manager of General Accounting. Was previously Budget Manager in the Department of Economic Controls.

CHARLES L. DEMONEY named District Sales Manager in Phoenix. Formerly City Sales Manager in Rapid City.

DANIEL GOODYEAR now City Sales Manager for the Dakotas based in Rapid City. Had previously been Sales Representative in Denver.

VIRGIL ALVEY is Manager of Ground and Station Equipment systemwide. Formerly had been Regional Station Supervisor in Colorado, Wyoming and New Mexico.

JIMI FOSTER is Check Stewardess based in Denver.

HOMER STOLTZFUS is Staff Assistant working with David Burr in preparing new and revised material for sales/service manuals.

"Hard Times Hop" Is Top Fall Gathering



Tom "Zeke" Morphis and his wife Nancy "Minnie Pearl" flew in from Kansas City just to gather with the gentry at the hoedown.



In their best bib 'n tucker the guys and gals from Maintenance waited the next name to be drawn in the Bingo game for another prize.

Cactus-like beards, ratty lookin' hair and remnants from the bottom of the ragbag set the fashion parade pace at the Sunliner Club's "Hard Times Party". Twisting, shaking and girating to music of the four Cavaliers led by Frontier's own Frank Weilminster, DENPS, kept the place jumpin'.

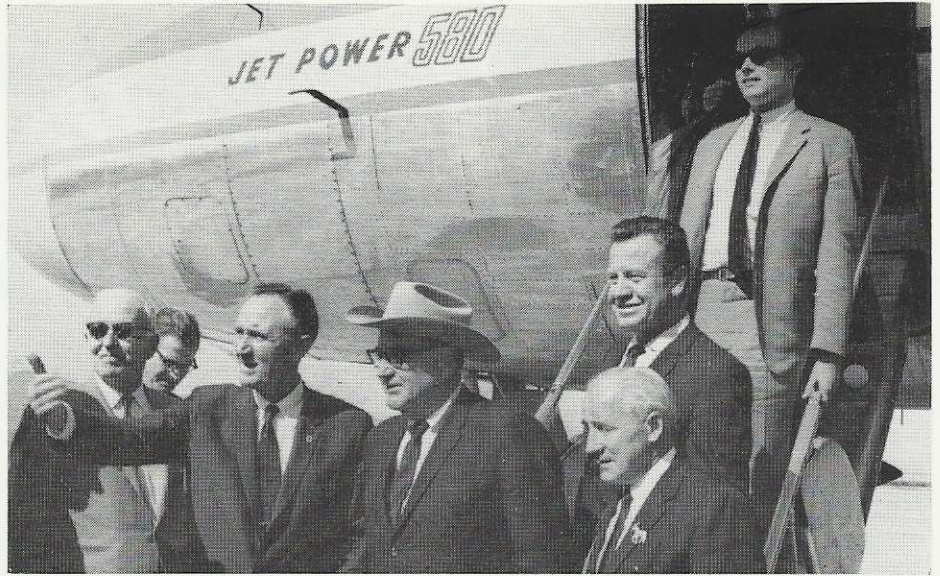
What an opportunity to do what we all had longed to do for ages—forget about shaving, throwing away those headache-giving hair rollers and just slipping into those comfy gladrags. Throughout all the merry making, several bums scrambled off with door and game prizes.

Heading the mob of bedragled party goers were the Sunliner Club Officers: Ann Yanulavich, Walt Scott, Al Olinger, Helen Rasmussen, Virgil Schuster, Chuck Turner, Jeanne Rowell and Leo Schuster.

FACES IN THE NEWS FLYING FRONTIER



Stars of the television show "Bonanza" flew Frontier to a fair in Lincoln. Ben Cartwright (Lorne Greene) and Hoss Cartwright (Dan Blocker) added to the pleasure of the flight for stewardess Roberta Hudah.



Election time in Montana brought out campaigners to cover all corners of the Treasure State. California's Governor Pat Brown (with hat) was greeted at Lewistown by Senate Majority Leader Mike Mansfield and other political dignitaries. (Credit Lewistown Daily News photo)



Colorado Governor John A. Love (right) and Wyoming Governor Clifford P. Hansen (center) are interviewed in Cheyenne on their impressions of the fast flying jet-powered Convair 580.



U. S. Secretary of Commerce Luther Hodges, a frequent Frontier passenger chats with FAL's Sales/Service Manager Jim Sebastian at Colorado Springs.



Stewardess Nancy Brown gets a pointer on intercepting passes from Colorado State University's head coach Milo "Mike" Lude (left). Adding their comments prior to the departure of their charter flight to Albuquerque are co-captains John Strell and Russ Mowrer along with backfield coach Paul Lanham.

Sunliner News

Edited by the
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