

# ARROW-JET NEWS

Vol. 3 Number 5

Published for Employees of Frontier Airlines

August, 1970



Taking part in contract signing for the sale of five Dart 600 aircraft to Mandala Airlines are (left to right): General Djen. Sofjar; Robert Silverlieb, Chase Manhattan Bank, and William Groody, Vice President-Treasurer, Frontier.

## FIVE DARTS READIED FOR DELIVERY

Maintenance employees are busying themselves preparing five Convair Dart 600 aircraft for delivery to Mandala Airlines of Djakarta, Indonesia. The sale (reported in the Frontier weekly Newsletter Wednesday, July 29) was announced by Mr. Johnny Lim High, Secretary General for Mandala Airlines and by President Burke and William Groody, Vice President-Treasurer, who is on special assignment to sell the aircraft for Frontier.

The aircraft which are being readied in Denver will be used for pilot and mechanic training. Frontier's Flight and Ground Training Departments will instruct flight crews and mechanics of Mandala Airlines.

It is planned that two aircraft will be delivered September 15 followed by one aircraft each to be delivered November 15, December 15 and January 15. Frontier is assisting Mandala Airlines in locating an aircraft ferry organization who will provide the actual delivery of the aircraft for Mandala.

Mandala Airlines is a newly created air carrier operating south out of Djakarta, Indonesia. It is a sister corporation to Seulawah Airlines which flies routes north out of Djakarta.

The five Convair Darts sold will actually inaugurate service for Mandala Airlines which has the support and backing from the Indonesian military.

## 1,500 PLUS ATTEND ANNUAL PICNIC

## LAKE TAHOE ROUTE APPLIED FOR

## FRONTIER REDUCES

Over 1,500 employees, family members and friends again this prices on all rides lured the kids (young and old) from one high



# LAKE TAHOE ROUTE APPLIED FOR

An application has been filed with the CAB for extension of Frontier's routes into South Lake Tahoe from Salt Lake City and Las Vegas.

The application as filed would also permit nonstop service to Lake Tahoe from Denver, Albuquerque and Dallas and through-plane service to Lake Tahoe from many other major Frontier cities including St. Louis, Kansas City and Omaha. Jointly announcing the new route application were President Burke and Nevada Senator Howard W. Cannon.

The company is also filing an application requesting temporary exemption authority to serve South Lake Tahoe from points on its system pending decision on the application for certificate authority. The exemption proposal would permit the carrier to operate services to Lake Tahoe for developmental and experimental purposes. The objective in mind is to develop Lake Tahoe as a major tourist destination for travelers from cities east of Tahoe.

Senator Cannon in making the joint announcement said, "I am very pleased that Mr. Burke and his associates have reached this decision. Frontier Airlines has done a great job of serving Nevada since the extension of their system into our state two years ago. Frontier is one of the nation's largest regional airlines serving an area of 106 cities in 16 states from the Canadian to the Mexican border and from

Las Vegas to the Great Lakes. This proposed direct service into Lake Tahoe from eastern points will be a valuable addition to the community's air service."

The Tahoe airport is located some three to four miles from the south end of Lake Tahoe in California.

South Lake Tahoe is a vast resort area encompassing great scenic beauty, outstanding ski facilities and a complex of luxury resort hotels and motels in both California and Nevada. The California/Nevada state line is some six miles from the Lake Tahoe airport.

Presently, Lake Tahoe airport has no direct transportation to and from cities east of it. Its only access to the east is by way of highway to Reno, Nevada, fifty-five miles in distance over a high mountain pass.

Passenger traffic to be generated will comprise vacation travelers in the main. In addition to the plush hotel/motels and ski areas which number thirteen, the area is also noted for several lakes producing large size Rainbows, big Browns and Mackinaws in addition to the good fishing within Lake Tahoe itself. Lake Tahoe is at an elevation of 6,228 feet and is 12 miles across at its widest point and 20 miles at its longest point.

The Lake Tahoe airport is located at an elevation of 6,226 feet. The company's Operating Division has tentatively concluded that the airport can be served on a reliable basis with Convair 580 aircraft.

## FRONTIER REDUCES LOSS IN FIRST HALF OF 1970

Frontier Airlines' financial results for the first six months ending June 30, 1970 show a net loss of \$1,915,000. This compares with a net loss of \$11,405,000 after extraordinary items for the same period during 1969. President Burke, in reporting financial and operating results to the company's Board of Directors said, "Financial and traffic results in the second quarter 1970 were not as good as expected but were better than the second quarter of 1969. It is apparent that the company's expenses are well under control. Also, traffic in the latter part of June and early part of July gives some indication that the softening trend in traffic has leveled out."

Operating revenues of \$45,078,000 during the first half of 1970 were up 20 percent over the \$37,646,000 recorded for the same period one year ago. Operating expenses totaling \$44,928,000 gained by 15 percent over \$39,218,000. Revenue passenger miles amounting to 522,914,000 increased 17 percent over 448,278,000. At the same time, available seat miles of 1,216,971,000 were up 22 percent over last year's 996,312,000. This was reflected by an 8 percent gain in revenue passengers totaling 1,229,000, up from the 1,135,000 revenue passengers flown for the same six-month period last year.

Over 1,500 employees, family members and friends again this year enjoyed the Arrow-Jet Club's Annual Elitch Gardens Picnic at Denver. Ample food and drink was available for all throughout the day-long activities. High point was the numerous drawings for prizes which was topped off with the grand prize drawings—two round trips to Hawaii thanks to Continental Airlines and a round-trip ski vacation to Purgatory Ski Area located at Durango via Frontier.

The day's fun got off to a roarin' start near noon under a blue Colorado sky. Discounted

prices on all rides lured the kids (young and old) from one high speed thriller to the next. When "come and get it" echoed throughout the park they came—a-runnin' likity split. There was more food and drink than could be consumed, but everyone gets an "A" for trying.

Following the eats, came the prize drawings followed by still more eats and exciting adventure on the numerous rides which glided, bounced, spun, shook and didn't help one's digestion one bit. (see photos below and on page four)



**BEEP BEEP!**—The Annual Arrow-Jet Club Elitch Gardens Picnic got off to a fast start this year with 1,500 attendees. Above, children of Frontier employees frolic in a model gasoline car used by one of Elitch's famed clowns.

**SEE MORE PHOTOS ON PAGE 4**



# EXECUTIVE MESSAGE

I have always believed, and I think most of you would agree, that the airline that turns in a good operating performance on a consistent day to day basis will eventually attract enough customers to be a profitable airline. This, at least, is our theory in the operating departments, and, accordingly, it is important for you to know just how your airline is progressing from an operational viewpoint. Therefore, I would like to discuss some statistics which compare our performance in 1970 to what it was a year ago.

In terms of scheduled aircraft miles completed, for the first six months last year we completed 96.1%. For the first six months of 1970 that same statistic is 96.4%, or a very slight improvement. This makes us just about average in terms of the U.S. regional airline industry, and it is clearly, therefore, a statistic which we must all work on to improve.

In terms of on-time performance, however, I am pleased to report a substantial improvement over last year. For the first six months this year, 79.0% of our flights arrived on time within 15 minutes as opposed to only 70.1% for the first six months last year. This results not only from some changes in our scheduling philosophy, but from very real effort on the part of our Transportation, Maintenance and Flight Operations personnel. In terms of on-time performance, each of these divisions has turned in a substantially better record than they obtained last year.

The ultimate test of our operational performance lies, of course, in the opinion our passengers have of us. I am particularly pleased to announce that this too has improved substantially over last year. For the first six months of 1970 there has been a 24% *reduction* in passenger complaints and a 63% *increase* in passenger compliments over the first six months of last year. In June, 1970 we received nine compliments for every ten complaints, which may be compared to January 1969 when we received only one compliment for every ten complaints. This month by month improvement has been particularly gratifying.

It was also gratifying, of course, to receive additional route authority from Omaha to Chicago, Denver and Kansas City. This route award has necessitated a complete restudy of our present aircraft requirements and schedule pattern. A task force representing the various divisions within the company has been working full time on this effort for several weeks, and by early August we should have a decision as to our fleet requirements and new schedule pattern. It is fairly obvious that additional jet equipment will be needed to serve our entire system properly, and your management, within Frontier's financial capabilities, will be working on this problem in the coming months.

Finally, a word about cost control—For the first six months of this year, your company has come in under its expense budget by approximately one million

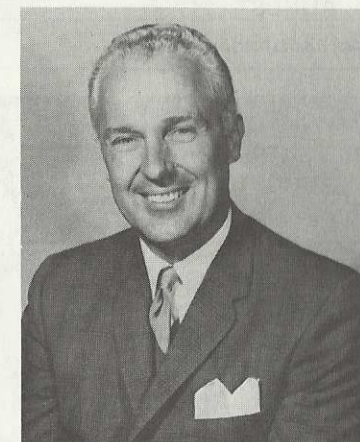


**Robert D. Gallaway**  
Executive Vice President and  
System General Manager

## E. PARRY THOMAS NAMED AS BOARD MEMBER

E. Parry Thomas of Las Vegas, Nevada has been elected as a new member of the Board by Frontier Airlines' Board of Directors. This was announced by President Burke, Acting Chairman of the Board, at the recent Board of Directors Meeting.

Mr. Thomas is Chairman of the Board of Valley Bank of Nevada in Las Vegas. He has been affiliated with the bank since 1956. Prior to his coming to Las Vegas, he had been an officer with the Continental Bank and Trust Company in Salt Lake City and is presently a member of the bank's Board of Directors. Mr. Thomas is also Chairman of the Board of Continental Connector Corporation, Long Island, New York and a director of U.S. Tanker Corporation of New York. He holds memberships with the Nevada State Board of Finance, the Southern Nevada Industrial Foundation and the American Independent Bankers Association.



**E. Parry Thomas**  
New Board Member

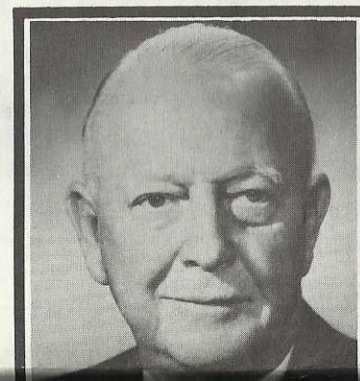
A native of Ogden, Utah, Thomas graduated from the University of Utah with a degree from the School of Banking and Finance.

Mr. Thomas fills the vacancy of the late board member, Preston Walker.

## BOARD MEMBER KIMBALL DIES

Dan Able Kimball, a member of the Board of Directors of Frontier Airlines and Chairman of the Executive Committee of Aerojet General Corporation, died Thursday, July 30. Aerojet General is a subsidiary of General Tire and Rubber Company.

Mr. Kimball was married to Doris Fleeson, the nationally syndicated political columnist, who ironically died on the twelfth anniversary of her mar-





company has come in under its expense budget by approximately one million dollars. While it is true that our revenue variance from the budget has been greater than this, it is still a great accomplishment to approach a point where we can forecast and control our expenses properly. This achievement has not come easily and it is only through the contributions of everyone in the company that it has occurred. However, we are far from out of the woods financially, and it is still imperative that all of us do everything we can to reduce our expenses consistent with good customer service. I would hope that we can work together to achieve another million dollar savings in the second half.

ROBERT D. GALLAWAY

## They Care Enough to Write

Customer letters appearing in this column are selected on a ratio basis with regard to favorable continuity opposed to the negative. For this issue, favorable correspondence far outnumbered the legitimate, constructive criticism letters received.

"Gentlemen: On May 15 I returned from Kansas City to Dallas on your flight at approximately 5:40 p.m. and had a most unusual experience.

"I was ticketed on a competitive airline and, as a result of their indifference to their customers, I got off their 5:00 flight to Dallas and took a chance on Frontier.

"As a result of my action, two additional passengers walked off the 'Brand X' airline and flew Frontier with me. The unusual circumstances were the excellent services provided by your hostess, Miss Jacque Carroll. She really went all out to see that we were treated like customers instead of numbers.

"As a result of this flight, you may be certain that whenever possible, I will specify Frontier for my future traveling in the Southwest."

Charles M. Newton  
Dallas, Texas

"Gentlemen: I want to take this opportunity to single out one of your employees for customer service above and beyond normal job requirements. Here's the story.

"On May 19, 1970, after an all-night flight from Los Angeles, I arrived in Kansas City via St. Louis on your flight No. 7. The time was approximately 8:00 a.m. and I expected to make connections via Frontier to St. Joseph, Missouri. It was imperative that I be in St. Joe by noon of the 19th since I was picking up a cross-country caravan of new cars being tested by Chevrolet engineers. The caravan also included a camera crew from our organization whose job was to film the event for Chevrolet.

"Upon arrival at your desk in Kansas City I was greeted by your agent, Chester Turgon, who informed me that Frontier's service to St. Joseph had been cancelled. Before I could get too upset, Mr. Turgon volunteered the fact that his shift was up in about half an hour and if I didn't mind waiting, he would be happy to drive me to my destination in St. Joe since it was his home. Needless to say, I accepted his generous offer.

"We had an enjoyable 45-minute drive to St. Joseph and I found Mr. Turgon to be a breed that is becoming quite rare in this country today. He *cares* about his job, about his family and about his town. The time spent driving to St. Joseph passed all too quickly for me.

"In conclusion, let a hard-bitten air traveler say that even though I don't have the opportunity to fly on your airline too often, rest assured that in the future I'll request Frontier whenever possible because of people who care like your Chester Turgon."

J. L. "Jim" Bertler  
The Jam Handy Organization  
Detroit, Michigan

"Dear Sir: I was booked on your flight 23 leaving Lincoln, Nebraska at 1:30 p.m. for Denver, Colorado, May 13, 1970. As this flight was near the 'point of no return' for takeoff, a bird was picked up in the left jet motor. The pilot performed an outstanding feat in bringing the plane to a quick stop—this required instant action on his part to prevent an accident. The stewardesses immediately came through the cabin relaxed and

(Continued page 4 col. 1)

twelfth anniversary of her marriage to Mr. Kimball, and two days after his death, on Saturday, August 1.

As a World War I Army pilot, Mr. Kimball's continued interest in aviation led him to the Chairmanship of the Executive Committee of Aerojet General Corporation, one of the nation's leading rocket and space technology firms. Additionally, Mr. Kimball was Vice President and Director of the General Tire and Rubber Company of which Aerojet General and Frontier are subsidiaries.

In 1920, Mr. Kimball became Los Angeles manager for the General Tire and Rubber Company. He later managed the interests of the General Tire and Rubber Company in eleven western states and then directed the tire company's Washington office. In 1944, he became a Vice President of General Tire and Executive Vice President and General Manager of the Aerojet Engineering Corporation at Azusa, California. He is accredited with playing a key role in General Tire's acquisition of Aerojet General as a subsidiary.

Mr. Kimball resigned his executive posts to become Secretary of the Navy from July 31, 1951 through January 19, 1953. Prior to this, he had been Assistant Secretary of the Navy and Under Secretary of the Navy.

Following his service with the Department of the Navy, he returned to Aerojet General as President. He was elected Chairman of the Board of Aerojet General Corporation in February, 1953.

Mr. Kimball had been a member of the Board of Directors of the National Security Industrial Association and the Aerospace Industries Association and a member of the Board of Directors of the Industrial College of the Armed Forces. He was also a member of the Defense Industry Advisory Council and a director and member of the Advisory Council of the Navy League of the United States.

Funeral services for Mr. and Mrs. Kimball were held Monday, August 3, in the Navy Chapel in Washington followed by interment at Arlington National Cemetery.



### ARROW-JET NEWS

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*News Items and Photographs are welcome.*

Co-mail for the ARROW-JET NEWS  
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Edward H. Gerhardt . . Vice President-Public Relations  
Kandee Stephens . . . . . Executive Secretary

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## SERVICE AWARDS



### 20 YEAR SERVICE PINS— AUGUST

Ceshker, G. J., Captain, DAL  
Isaacs, S. W., Captain, SLC

### 15 YEAR SERVICE PINS— AUGUST

Craze, J. J., Inspector, DEN  
Davis, W. E., Captain, DAL  
Griffith, K. S., Captain, DAL  
Howe, H. M., Captain, DAL  
Owen, J., Aircraft Tech., DEN  
Ward, M. F., Aircraft Tech.,  
DEN

### 10 YEAR SERVICE PINS— AUGUST

Lockett, S. R., III, Station  
Agent, JLN  
Russell, V. J., Station Agent,  
BIL

### 5 YEAR SERVICE PINS— AUGUST

Britton, G. H., First Officer,  
DEN  
Crowdy, J. P., Reservations  
Agent., PHX  
Hines, W. F., First Officer, DEN  
Marquis, B., Cleaner, DAL  
McMullen, F. J., Reservations  
Agent, DEN  
Opprud, P. J., Stewardess, DEN  
Straley, D. E., First Officer,  
DEN

## HERE'S The Payoff . . .

### . . . FROM IDEAS UNLIMITED

JOSEPH B. COOPERSMITH,  
Lead Aircraft Technician-DEN,  
\$20 award for his suggestion to  
replace the presently used  
"trail" adjusting screw on the  
Convair 580 cowl flap actuator  
with an easy, quick, low-cost  
adjusting screw designed by  
Coopersmith.

ROBERT J. BAITINGER,  
Stock Clerk-DEN, Certificate of  
Recognition for his becoming  
aware of and suggestion to de-  
lete one of two duplicate items  
in inventory. This suggestion is  
resulting in a cost savings to the  
company.

LEON STOTTS, Aircraft  
Technician-DEN, Certificate of  
Recognition for his idea to place  
anti-skid material on the floor  
pedals of deicing vehicles to give  
the driver sure footing.

BLAICE ENGELKING, Se-  
nior Station Agent-FSM, Certifi-  
cate of Recognition for his sug-  
gestion to change the aircraft  
servicing receipt form SZ1003 to  
be a snap-out carbon form and  
also to be packed in boxes of  
fifty or one hundred for conven-  
ient storage and distribution.

DENNIS JOHNSON, Station  
Agent-LAS, Certificate of Rec-  
ognition for his plan to modify  
the lost or damaged bag report  
form 3041. The modifications to  
the form are expected to im-  
prove customer relations and

## Stewardess Corps Grows By 10



Graduating July 17 were (left to right): Pat Rose from Denver; Mary Payne, El Paso; Gail Cobb, Wheat Ridge, Colorado; Trudi Berrett, Provo, Utah; Dorothy Hovel, Orem, Utah; Celine Edwards, Houston, Texas; Jolene Stead, Provo, Utah; Pamela Weaver, Fort Worth; Shirley Salsman, Fayetteville and Jean Murray, Kansas City.

## PHX CRO IS NUMBER ONE IN TBM GROWTH



Monthly prize winners excelling in TBM sales include (left to right): Lois

When a challenge with proper  
incentives is put before a group  
of employees, the results are  
normally good. In the case of  
the Phoenix Consolidated Reser-  
vations Office, the results were  
above and beyond.

Lagging far behind other  
Frontier CRO's in ticket by mail  
volume, a program geared to  
bring the PHX CRO from last  
place to first was initiated. Dur-  
ing the time from January to  
June of this year, the PHX CRO  
climbed steadily to where it is  
now number one in growth per-  
centage. As an incentive during  
this growth period, a monthly  
prize was awarded that CRO



Straley, D. E., First Officer,  
DEN  
Trice, A., Lead Mechanic, MKC  
Whistler, S., Stewardess, DEN

the form are expected to improve customer relations and Frontier employee work procedures.

Monthly prize winners excelling in TBM sales include (left to right): Lois Moses, Celia Landi, (Dick Rohrmann, Phoenix CRO Manager), Barbara Encz and Anne Johnson, all Reservations Agents. Not pictured is Karlina White, Reservations Agent.

# PERSONNEL CHANGES

NAME	FROM	TO	BASED
Fred Brechbuhl	Workload Controller	Engine Planner	DEN
Joe Johnson	Sales Service Manager-ALS	Transportation Services Analyst	DEN
Terry Roy	Junior Clerk	Clerk	DEN
Wayne Teakell	Senior Station Agent	Assistant Manager	MKC
		Transportation Services	MKC
Mary Shipley	Stewardess	Assistant Division Chief Stewardess	DEN
Harvey Schiermeyer	Station Agent	Senior Station Agent	MKC

## ARROW-JET CLUB PLANS 2 PARTIES

The Arrow-Jet Club has announced plans for the party of parties—a tour of Coors Brewery located at Colden, Colorado. What better host than those who brew the fine, light beer from pure Rocky Mountain spring water—Yay! The party is planned for August 21, 7:30 p.m. Arrow-Jet Club members may pick up tickets from the receptionist's desk at the General Office. **TICKETS AVAILABLE ONLY TO THE FIRST 125 ARROW-JET CLUB MEMBERS.**

The second Arrow-Jet Club party is planned for September 19-20 at Tiger Run near the Breckenridge, Colorado ski area.

Reservations are now being taken for the following activity: Jeep tours of ghost towns, fishing, horseback riding, beer party and barbecue dinner.

## Visitor Tours Begin At Maintenance Base

Frontier's giant Maintenance and Operations Base in Denver is now open for guided public tours.

Located at 8250 Smith Road at the north edge of Stapleton International Airport in Denver, the facility occupies nearly twenty acres of land with aircraft hangar areas the size of two football fields. Some 1,200 Frontier personnel work within the complex twenty-four hours a day.

Total cost is \$25 per couple. Overnight accommodations (cabins) are at Tiger Run. For more information, call 398-5100 in Denver. Reservations should be made now.

Patricia Stutheit and Jean Kerns have been named as special tour representatives. Public tours are conducted Monday, Wednesday and Friday by the two girls at 9:00 a.m., 10:30 a.m. and 1:00 p.m. Each tour is one hour in length.

Visitors planning to tour the facility **ARE REQUESTED TO MAKE RESERVATIONS** by calling or writing Miss Stutheit, 303-398-5100, 5900 East 39th Avenue, Denver, Colorado 80207. Written requests should include name, address, size of group and tour date desired. Groups are limited to 25 persons.

## August-Savings Bond Month at FAL

Frontier's United States Savings Bond/Employee Participation Program as announced earlier this month is continuing with emphasis on participation.

Employees are encouraged to return the enrollment card promptly. In addition to interest obtained on bonds held to maturity, participants get a chance to bid for two positive space passes to Las Vegas with \$100 cash for spending or one \$50 U.S. savings bond or one \$25 savings bond. Join up now!

centage. As an incentive during this growth period, a monthly prize was awarded that CRO employee producing the highest number of TBM transactions. In addition to the monthly prizes, a grand prize drawing was also offered to those monthly winners. The grand prizes consisted of passes on Western Airlines to Acapulco or Mexico City or via Air West to Puerto Vallarta as well as passes on Frontier to Las Vegas or a dude ranch.

TBM sales at the Phoenix CRO for the first half of 1970 are up 186 percent over the same period of 1969. Any challengers?



Special tour representatives are Patricia Stutheit (left) and Jean Kerns. Tours are scheduled for Mondays, Wednesdays, and Fridays. Advance reservations are requested.





## They Care Enough To Write

(Continued from page 2)

smiling at the passengers to insure that everyone was alright. Their actions relaxed the passengers and they were told what had occurred. I compliment the entire crew for their actions in what could have been an entirely different ending. I fly many thousands of miles each year and appreciate their actions.

"The people at your ticket counter were buried under the avalanche of passengers wanting to get on another flight and you

or handling of a storm situation which he witnessed Sunday night. Your agent and his wife were returning to Alliance from Kansas City on the Frontier jet due to arrive at Scottsbluff at 10:11 p.m. But shortly after we flew over the North Platte area we could see an electrical storm ahead that did not look promising for a Scottsbluff landing. And, sure enough, the message soon came over the plane's inter-communications system from





to get on another flight and you can well imagine that some of them became rather nasty, but your people remained cool and courteous to everyone and in a very short time all passengers had been taken care of. I compliment these people for the manner in which they handled this situation. I might add that I stayed over in Lincoln and came on the same flight on May 14. This was necessary to make my appointment and connection out of Denver to San Jose, California.

"You and your company can be mighty proud of these employees. I regret not obtaining their names."

J. R. Merry  
Merry Travel Club  
Mountain View, California

### All Isn't Stormy With Nebraska Editor

The following editorial is taken from the ALLIANCE (Nebraska) DAILY TIMES HERALD. Entitled "The Tabloid by G. K.," it appeared in the July 1, 1970 issue and was written by Editor/Publisher Gene Kemper. It is self-explanatory, sincere and welcome.

"Public transportation companies have been coming in for sizeable portions of criticism in recent months. In this area, the railroads got it from all sides while being permitted through legal processes to remove passenger trains. Now Frontier Airlines, in attempting to reduce some of its service to Nebraska, is getting fire from communities affected and this column has been critical of some of the moves sure to inconvenience travel to and from Alliance . . . But THE TABLOID's author must credit Frontier with superi-

communications system from the cockpit that we could not land at Scottsbluff and were heading for Denver . . . At Denver, the smaller 580 jet that had been scheduled to fly us from Scottsbluff to Alliance on its Denver-Rapid City flight had been delayed because of the storm in the Scottsbluff area and also, we were told later, for some work on its radar system . . . There were 11 seats available on this plane when it finally left Denver at 11:15 p.m. for Cheyenne, Scottsbluff, Alliance and north. They went to persons off our Kansas City-Lincoln jet who urgently needed to get home that night; the others were to be taken care of in Denver and sent home on flights out of there the next day . . . After traveling a few miles out of Denver, the officer in charge of our flight announced that the plane still was not operating to his satisfaction and that we were returning to Denver rather than take any chances in what might be turbulent weather . . . This we did. And after another wait, which admittedly got a bit exasperating after awhile, we took off for Cheyenne again in another 580 at about 1 a.m. This plane apparently met all requirements of the skipper—whose judgment we all praised in our conversations—and we landed safely in Alliance at about 2:30 a.m. . . . We thought Frontiersmen all along the line did a good job that night and, even with delays, it isn't bad getting from Kansas City to Alliance in six hours and 15 minutes (we gained an hour on the clock) . . . Pome:

When elements are tossing  
The aircraft all around  
You appreciate good judgment  
Both aloft and aground"



Center photo pictures the Hawaii and Purgatory winners along with Dave Munson (left), Sales Representative, Continental Airlines and Arrow-Jet Club officers. Next to Mr. Munson is Hawaii trip winner Patty Magee, followed by Ron Beaumont, Vice President, Arrow-Jet Club; Mrs. Leo Schuster, Purgatory winner; Jim Ortery, Hawaii winner; Glenn Robinette, President, Arrow-Jet Club and Al Olinger, Treasurer, Arrow-Jet Club.

## INTERLINING

**FRONTIER EMPLOYEES** flying to that adult fantasyland, fabulous Las Vegas, will want to know of the following airline discounts offered by certain hotels (be sure to have Frontier ID card with you).

**Baghdad Inn**—\$8.00 daily, single or double occupancy, Sunday through Thursday, \$10.00 weekends.

**Flamingo Hotel**—Special rate \$9.00, double or single, 7 days a week.

**Landmark Hotel**—\$12.00 single, \$14.00 double.

**Hotel Sahara**—\$10.00 single or double occupancy, Sunday through Thursday.

**The Sands**—\$13.00 per day double; \$10.00 per day, single.

**Showboat Hotel**—\$9.00 to \$14.00 double; \$7.00 to \$12.00 single, except holiday evenings or weekends.

**Stardust Hotel**—\$6.00 per person, double-twin occupancy, or \$10.00 single. 10% discount on three days, two nights "Heavenly Holidays" tour package (IT STR-3) \$34.65.

**The Thunderbird Hotel**—\$8.00 per day single or double.

**Tropicana**—\$14.00 single; \$16.00 double.

**ISLAND HOLIDAYS RESORTS**—A special airline rate of \$12 a day, single or double, is offered Frontier personnel at the Keauhou Beach Hotel, Hawaii, from August 15 through December 15, 1970.

Employees wishing to apply for the special rate should, on company letterhead, write to Mr. Duane Risberg, Reservations Manager, Island Holidays Resorts, P. O. Box 8519, Honolulu, Hawaii 96815.

The Keauhou Beach Hotel is located on the spectacular Kona Coast on the island of Hawaii, four miles from the seaport village of Kailua-Kona, and only minutes away from the 18 hole championship Keauhou Golf Course. The Kona Coast is world-renowned for its deep-sea fishing.

## How's Your F L I. Q.?

1. How many members make up Frontier's Board of Directors presently?
2. Who is the newest board member?
3. How many miles (air) is Frontier's longest nonstop jet route segment?
4. How many other domestic air carriers offer the Adult Standby Fare?  
A) 3  
B) 0  
C) 1
5. The three-letter city code for the Grand Canyon gateway city of Winslow is?

### ANSWERS

1. Twelve
2. E. Parry Thomas of Las Vegas
3. 781—Denver/St. Louis
4. B
5. INW