



ARROW-JET NEWS

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NEW
MAINTENANCE
CONTROL
SYSTEM ON
TARGET

NEW MAINTENANCE CONTROL SYSTEM IS ON TARGET



Captain G. H. "Swede" Nettleblad, inbound to Denver, radios minor light indicator malfunction to maintenance.

WHAT IS THE NEW MAINTENANCE CONTROL SYSTEM AND WHAT IS ITS TARGET?

Pinpointing a mechanical problem via radio/telephone communications, personal observation and readiness make up the system. The target — an effectivity factor of a 2.0 or 98% on-time departure record.

How is it done? This new maintenance system as implemented by Ray Beall, General Manager-Line Maintenance, Frontier, provides for a general foreman, in this case Jack Vaughn, to monitor all inbound Denver Frontier flights via radio communications. Any mechanical problems encountered by the crew are relayed directly to Vaughn, who is on duty within the company's control tower on concourse A at Stapleton Field. Vaughn or any general foreman on duty — both day and swing shifts are covered — troubleshoots the probable cause with the captain in charge. Between the two, it is then determined what corrective measures are needed.

As the flight parks at the ramp, aircraft technicians are standing by with necessary tools and replaceable parts, ready to immediately change or repair the mechanical, thus averting loss of costly ground time through a delay.

From his vantage point in the control tower, the general foreman in charge can personally observe this and other maintenance situations along the entire ramp. This direct observation has proven to save additional time by allowing the general foreman to better direct maintenance repairs as required.

The result to date since mid-October when the program was first begun is that the overall mechanical on-time record has been raised to the target factor of 2.0, which means that 98% of all flights departed without mechanical delays for the majority of days during this period.



General Foreman Jack Vaughn analyzes problem — will have maintenance crew standing by.

In addition to this direct communication program which is still bettering the mechanical delay factor, preventive maintenance is also helping to cut down on would-be mechanicals. "For instance," said Beall, "during December, the company had 13,898 Convair 580 departures system-wide resulting in 27,796 engine starts. Only 1.4% of the delays during that month were attributed to mechanicals.

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YOUR DONATION WAS THE GREATEST GIFT

"We couldn't have made it out here otherwise," is how Mr. Edwin Buck, Sr., summed up his family's gratitude for the generous Christmas donations from Frontier employees. Mr. Buck, his wife and daughter, made up one of the four families which, as a result of the \$1,346.00 donated by Frontier employees, were able to spend Christmas with their Vietnam wounded sons at Fitzsimons Army Hospital, Aurora, Colorado. Tears of joy were quite evident during the gathering, as it was the first time for this family and the others to see their own since the war mishap.

In addition to the Buck family from

Welch, Minnesota, Frontier employee donations also permitted Mrs. James R. Enright and daughter from Arlington Heights, Illinois to visit Jerry Enright, Pfc.

Pfc. Gary Tyrer got a double treat when his family arrived. It was the first time he had seen his 4½ month old daughter. Flying in from Wisconsin was Gary's wife and his family, Mr. and Mrs. Frederick Tyrer and a son and daughter.

From Tekamah, Nebraska came Mr. and Mrs. Ronald Modlin and daughter to visit Spec. 4 Raymond Modlin.

Rental cars by Ralph Williams, flowers from Lehrer's, living accommodations by the Raft Club of Aurora and AM/FM radios from Pacific Airmotive Corporation were also gifts rounding out a very thoughtful and generous Christmas program.



Sgt. Edwin Buck, back to camera, is greeted by his sister, Dolores (left), and his parents, Mr. and Mrs. Edwin Buck, from Welch, Minnesota.



Arriving to visit their son, Spec. 4 Raymond Modlin, at Fitzsimons are Mr. and Mrs. Ronald Modlin and daughter, Susie. They are greeted by Mrs. Charles Phelps.

SERVICE AWARDS



20 YEAR SERVICE PINS

January

Dryden, W. G., Service Engineer, DEN

10 YEAR SERVICE PINS

January

Borchard, R. A., Station Agt., SLC

Clark, L. M., Lead Fueller, DEN

Seibert, R. F., Station Agt., DRO

Williams, W. L., Workload Controller, DEN

Wilson, C. W., Station Agt., DEN

5 YEAR SERVICE PINS

January

Croisant, R., Inspector, DEN

Freeman, J. D., First Officer, DEN

Linkon, G., V.P. Personnel & Ind. Relations, DEN

Madsen, R. L., Station Agt., TUS

Matlock, W., Aircraft Tech., MKC

Wells, D., Station Agt., LAS

VINSON JOINS FAL

Murry E. Vinson, Sr., formerly Assistant to the Treasurer for Central Airlines and Assistant Controller of Frontier, is returning to the company effective February 1, 1970 as Assistant to the Senior Vice President-Finance & Administration.

Mr. Vinson in his new position will be responsible for stockholder financial relations, cash planning, taxes and insurance matters. He returns to Frontier from Universal Airlines, Ann Arbor, Michigan, where he has been Treasurer.

HESS HEADS SYSTEMS DEVELOPMENT

Clifford Hess, who formerly headed the Computer Services Division for Frontier Airlines, has been appointed Acting Director of Systems Development. In his new position, Mr. Hess replaces Frank Schultz, who has submitted his resignation because of reasons of health.

In the same area, Mrs. Carol Hicks, formerly Project Manager-Systems Development, is being transferred to Computer Services as Assistant Director. She will have the technical responsibility for the computer's real time system.

ELEVEN WIN WINGS IN DECEMBER CLASS



Eleven new stewardesses graduated from the December class include (left to right): Diana Fleming from Dallas; Ethel Lewis, Godfrey, Illinois; Etta Wright, Kansas City; Glenda Howe, Aurora; Marcia Cooper, Miami; Carol Cain, Denver; Sandra O'Neal, West Point, Mississippi; Kerry Wilton, Hillsboro, Illinois; Elizabeth Werner, Denver; Karen Vokracka, St. Louis and Evelyn McGee, Dallas.

PERSONNEL CHANGES

JACK BORN, formerly Station Agent-Memphis, transfers to Tulsa as Relief Agent.

JACK CRAWFORD, previously Foreman, is now General Foreman-Line Maintenance Station—Denver.

SAM GALEA, previously Technician-Salt Lake City, is now Line Maintenance Foreman at SLC.

CHARLES JONES has been made Lead Flight Provisioning Agent at Denver. He had previously been Flight Provisioning Agent-Denver.

WAYNE KEUTZER, formerly Inspector-Aircraft Overhaul, is now Foreman-Heavy Check in Denver.

CAPTAIN H. G. McGOEY, Flight Manager at Kansas City, has elected to resign from that position and requested to return to active line flying status.

JON SLUDER becomes a Senior Station Agent at Dallas where he had been a Station Agent.

JACK VAUGHN, previously Foreman, is now General Foreman-Line Maintenance-Denver.



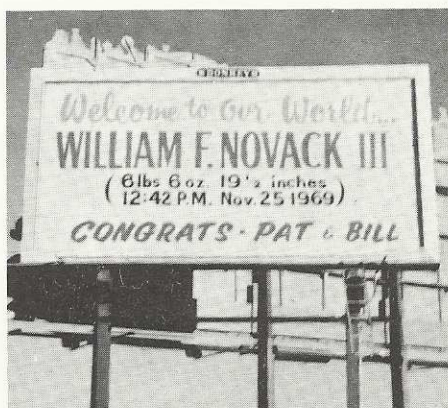
JOHN R. RUFFING
Director—Ground Support Equipment

RUFFING APPOINTED DIRECTOR-GROUND SUPPORT EQUIPMENT

John R. Ruffing has been appointed Director-Ground Support Equipment. In this capacity, Mr. Ruffing is responsible for the system-wide ground equipment maintenance program. He reports directly to the Vice President-Operational Services, James W. Arpey.

FEBRUARY IS AMERICAN HEART MONTH!

NEWEST NOVAK RECEIVES SHOWMAN'S WELCOME IN LAS



William F. Novak, III, when he is old enough to realize it, will look back on this photo with much pride. Donrey Advertising in Las Vegas was the gracious supplier of this unique billboard which heralded the event. Bill Novak is Frontier's District Sales Manager in Las Vegas.

1,000 LITTLE PEOPLE CHEER SANTA



Soda pop, hot chocolate, candy, toys, rides and movies were all part of the grand festivities heralding the arrival of Santa Claus at the Annual Arrow-Jet Club Kiddie Christmas Party held in December. Each year, children of employees system-wide are welcomed to the party to see and talk with Santa Claus, who this year was ably assisted by Charlie Carper, Manager of Transportation Services, Omaha. Several hundred children stood in line anxiously awaiting their turn to talk to Old St. Nick, as their parents mixed and mingled and extended best wishes of the holiday season to each other.



JET EXHAUST SMOKE TO BE REDUCED

All member airlines of the Air Transport Association of which Frontier is a member, will have completed the installation of reduced-smoke combustors on the JT8-D engine by December 31, 1974.

This 1974 target date does not preclude some airlines completing their particular installation program before that date. What the target date does mean is that the end of 1974 appears to be the earliest date by which it can be reasonably projected that the replacement program will be completed by all of the 27 ATA air carrier members operating the JT8-D engine. The projected target date is based on an appraisal of the particular operating and physical characteristics of the airlines individually, each of which has different route systems, overhaul schedules and shop and facilities distribution.

The JT8-D engine powers the Boeing 727, 737 and McDonnell-Douglas DC-9. These short-haul and medium-haul aircraft account for the greatest

proportion of the smoke plumes emitted by airline jet aircraft. Pratt & Whitney, manufacturer of the JT8-D, has over the past five years developed an improved combustor that substantially eliminates the smoke from these engines. Forty engines using these combustors are now being service tested by several ATA member airlines.

An in-service testing period necessary to establish the reliability of these devices has been fixed at 5,000 hours for three-fourths of the engines being



Aircraft Technician Lynn Kentch, Denver, upon arrival of flight immediately boards to correct mechanical. This is a direct result of radio communications.

evaluated. This should be attained by approximately November 1, 1970. At the present time, nearly 3,000 hours of the evaluation period have been completed.

The plan to install smoke-reducing combustors on the JT8-D engines is just one part of the overall airline and engine manufacturer program to reduce jet exhaust smoke.

MAINTENANCE ON TARGET

Continued From Page 2

This is a minute percentage when one takes into consideration the numerous gear operations an aircraft goes through during a day's run as well as the numerous engine starts. The Maintenance Department will keep striving for this 2.0 or 98% target factor in an effort to maintain it on a daily basis or as close as possible to that."

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