

Personnel Changes & New Assignments Announced

Personnel changes and new appointments within several departments of the company have been announced by President Feldman. "Purpose of these changes," said Mr. Feldman, "is to provide improved strategy planning and coordination among departments which will enable us to achieve our corporate objectives."

Five departments affected by the changes include Regional Service Marketing, Communications, Administration, Schedules and Tariffs and Flight Operations.

Changes to be noted in the Regional Service Marketing Department include that of Gordon Linkon, Vice President-Administration, and M. C. "Hank" Lund, Vice President-Transportation Services, who now assume additional responsibilities as Manager and Deputy Manager respectively of Regional Marketing operations. Charles L. Demoney, previously Director of Sales, now takes on an expanded function as Director of Sales and Market Planning.

Joining the company as Director of Communications is Raymond J. Chanaud. Mr. Chanaud is in charge of public relations, advertising and internal communications and reports directly to the President's office. Mr. Chanaud comes to Frontier from Seaboard World Airlines where he served for six years as Director of Public Relations and Advertising.

Joining the company's Administration Department is Mr. Robert Revitte, Director of Employee Relations. Mr. Revitte reports to Gordon Linkon, Vice President-Administration. Before joining Frontier, Mr. Revitte was associated with the Udylyte Corporation of Detroit, where he had been Director of Industrial Relations.

Thomas H. Lamb has been appointed Director of Schedules and Tariffs. His responsibilities in Product Design and his other assignments are being absorbed by the present staff in the Regional Marketing Department. Vice President James C. Dixon accordingly will assume the post of Special Assistant to the Vice-President-Administration.

(Continued on page 2)



FLYING FRONTIER? WELCOME TO THE CLUB



Dixie Potts, Denver-based Stewardess, bubbles with enthusiasm as she and others work in a world of make-believe. In spite of what you see, Dixie and passengers are not airborne. This is a make-believe setting which exactly duplicates the interior of a Frontier Boeing aircraft for television commercial production. Television commercials are appearing across Frontier's system heralding the new Petroleum Club service.

Since September 15, a "club" atmosphere has been prevailing for Frontier passengers flying our new service between Great Falls, Billings, Casper, Denver and Dallas/Ft. Worth. Petroleum Club is a specific personality in itself.

Because of the prominence of the oil industry within the region served by Frontier, the company has elected to pay tribute to this group who, in the main, are passengers on our north/south jet segments.

The Petroleum Club theme is being carried to our passengers at every opportunity which collectively forms a flight service with warm personality. Passengers phoning Frontier for reservations are greeted with the name Petroleum Club.

Arrival and departure boards also carry Petroleum Club service to the right of the flight number. Frontier's male Passenger Service Agents are wearing Petroleum Club hard hats, while the female agents sport gold Petroleum Club medallions. Special Petroleum Club boarding passes are also being used.

Upon boarding his Petroleum Club flight, the passenger notes Frontier's club pennant flying from a stanchion at the base of the aircraft stairs. On board in both cabins, the Petroleum Club theme continues on headrest covers, in newspapers and special oil publications and as part of a special display on the aircraft bulkhead.

(Continued on page 6)

Helping to stamp out the creeps and launch the Gopher Program within Technical Services are (left to right) Larry Vannoy, Larry Warford and Cecil Hardacker, all Denver-based Aircraft Technicians, and Jim Arpey, Vice President-Technical Services. Several Technical Services employees are currently sporting Gopher buttons and have received \$25 U.S. Savings Bonds for their efforts in stamping out the creeps.

Technical Service Personnel "Gopher" On-Time Performance

Been called a "Gopher" lately? If so, don't take offense. At Frontier, it could mean a pin on your lapel and \$25 in your pocket.

ON-TIME PERFORMANCE is the commitment theme of the "Gopher" Program kicked off September 1 within the Technical Services Division of the company. Some 740 employees in Technical Services are working to stamp out the creeps (nothing personal) to avoid delays and cancellations by going for on-time performance every day on every flight.

Jim Arpey, Vice-President-Technical Services, reports that the Gopher Program is being strongly promoted system wide for a sixty-day period. During this time, caricature posters, stickers and buttons will be appearing at prominent locations and on the lapels of numerous personnel.

Any nonsupervisory member of the Technical Services Division who within the sixty-day promotion period of this new program demonstrates positive action in avoiding a delay or cancellation of a flight will receive a \$25 Savings Bond, a special recognition lapel pin and a congratulatory letter from the Vice President-Technical Services. A total of fifty \$25 U.S. Savings Bonds will be presented during the program.

Names of personnel winning Gopher awards will also be published in the company Daily Performance Bulletin.

According to Mr. Arpey, the Technical Services Division's 1971 performance goals of not more than 1.1 percent of departures delayed and 98.1 percent of scheduled departures completed can be realized when, as a division, all Technical Services personnel go for on-time performance.

A number of employees will be affected by the freeze on wages announced by President Nixon on August 15. Salary-wage adjustments which are prohibited by the freeze include merit, automatic progression, contractual and longevity and cost of living increases.

The present freeze will result in the delay of wage increases scheduled during the period or until such time as the freeze has been removed. At this time, the freeze is scheduled to be removed November 13, 1971.

EXECUTIVE MESSAGE



Glen L. Ryland

The financial condition of our company must be of primary interest to each of us since on its good health depends the security and progress of all employees. As you all know, the past three years, and the first half of this year, have been real losers and the stockholders' equity has been eroded significantly. It is naturally of great concern to your management that Frontier's financial posture be improved in as rapid and effective manner as practical. We have concluded that our airline cannot cost-cut its way to prosperity and neither can it advertise and sell a product which does not live up to the advance billing. We must, of course, pay strict attention to saving all expenses and capital expenditures where the operations, maintenance and customer satisfaction are not jeopardized. In fact, it may be necessary to spend more money, as we have recently authorized for critical aircraft spares, to assure a higher reliability of meeting our schedules.

We must first have an acceptable product to sell before we market it for the long run. Over-promising can only get you a short-run customer, not one who will stick with Frontier. Since we are in this together for the long pull, it is essential we all endeavor to prove our company's integrity by delivering the operational performance we have promised in the OAG and satisfying our customers in the process.

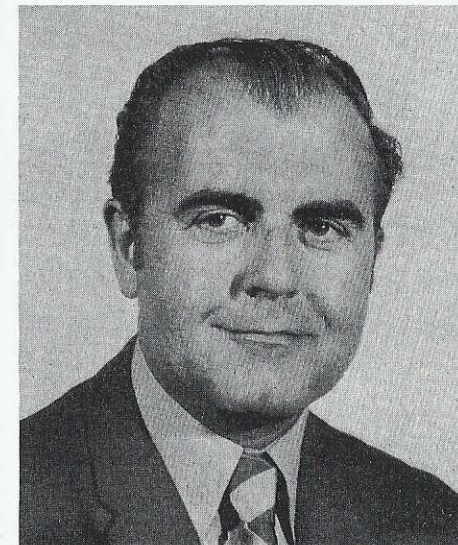
To run an airline with the routes on which Frontier has been certificated, in other words *required* to fly, there is some minimum cost whether or not the available seats are filled with paying passengers. Therefore, it behooves us to recognize

ORGANIZATIONAL CHANGES —

(Continued from page 1)



Raymond J. Chanaud
Director of Communications



Robert F. Revitte
Director of Employee Relations

REGIONAL FLIGHT PERSONNEL RECEIVE NEW TITLES AND EXPANDED DUTIES

Frontier's six regional flight personnel have been named Regional Directors of Flight Operations and now report directly to M. Edward O'Neil, Vice President-Flight Operations. The Regional Directors include:

Robert Banta—Great Falls (responsible for Frontier's Twin Otter operation)
Mark Burke—Dallas
Robert Lockett—Kansas City
William McChrystal—Salt Lake City
Richard Orr—Denver
Lawrence Vied—Scottsbluff (responsible for Frontier's Beech operation)

FRONTIER MERCY FLIGHT PAYS OFF "Kevin Found Alive and Well"

—This was the joyous telephone transmission received at Frontier's corporate headquarters in Denver from the search and rescue base camp located high in the rugged Casper Mountains in Wyoming. It was here that for eleven harrowing days, 9-year-old Casperite Kevin Dye, who suffers from epilepsy and aphasia, was lost.



other words *required* to fly, there is some minimum cost whether or not the available seats are filled with paying passengers. Therefore, it behooves us to recognize that the real leverage on correcting the financial position of the company is in revenue. In our particular type of airline there are two basic kinds of revenue—commercial and public service (or subsidy). Our airline is made up of two segments—that portion which is highly competitive and where no subsidy is received, and that portion designated “subsidy eligible,” which serves the many less densely populated communities that cannot provide sufficient revenue paying passengers to permit a profitable operation. Even with the relatively depressed state of our industry, our competitive segment over the past year has come very close to a break-even operation, which is a real compliment to you who have been up against stiff competition from the big trunks. Unfortunately, the local service, or subsidy eligible, side of the business has not done as well and, although government public service payments have been authorized, they have left a large gap which has been covered by losses to our stockholders’ investment. It is important to note that Frontier serves over one-third of the area of the United States, but only 12 percent of the population; 42 of our cities board less than 20 passengers per day.

Notwithstanding the management efforts to hold costs down, the inevitable inflationary pressures of labor, fuel, materials, landing fees, airport rentals and debt costs have contributed to a growth which can only be overcome by added revenues. The single biggest revenue contributor in the near future which has a chance of closing that revenue/cost gap is the government subsidy for the public service we provide to the many smaller communities. It is our intention to continue to provide this service if it is the will of Congress and the Civil Aeronautics Board that we do so and if they will furnish the required subsidy to maintain the current service.

We intend to continue our hard hitting but completely factual campaign to get the attention of the CAB and the Congress directed to our plight—not as a request for a handout, but as a clear business proposition. The Federal Aviation Act and our certificates require us to provide the public service but at the same time *obligate* the government to provide to us a fair rate of return on investment under conditions of honest, economical and efficient management. This return has not been provided in the recent past, and we believe so strongly in the propriety of our approach that we have engaged as our General Counsel Messrs. Charles Murphy and Joseph Goldman of the law firm Morison, Murphy, Abrams and Haddock, to lead us in obtaining a fair hearing on this matter. Mr. Murphy was previously the Chairman of the CAB and Mr. Goldman was formerly General Counsel of the CAB. No finer professionals in this arena exist than these gentlemen, and we expect to win this one under their guidance.

You, too, are professionals at running your part of the airline. Your obligation is to perform your job as effectively as possible so we have a winning service to our customers and to keep them coming back to bolster our commercial revenues simultaneously with our subsidy revenue improvements.

G. L. Ryland
Vice President-Finance

fers from epilepsy and aphasia, was lost. “It is remarkable that people care enough about other people to fly across the country to find one lost boy,” said Mrs. Carolyn Dye. “It is the greatest manifestation of love in the world.”

On the eighth day of the tedious search effort—Sunday, July 25—an urgent request for a “mercy flight” by Frontier Airlines was received in Denver. Richard McDougall, Mission Coordinator for the Colorado Search and Rescue Board, was asked to have his experienced unit join in the search.

With each unsuccessful passing day, Kevin’s chances for survival had dwindled. Standing between the Colorado Search and Rescue Board team and Casper Mountain, the area where Kevin had now been lost for eight days, were hours of driving and the availability of the proper equipment to transport the large amount of supplies required. These basics were in addition to highly trained search dogs which were also requested.

There was no time to spare. The answer was “Yes, Frontier will assist!” Im-



9-year-old Kevin Dye of Casper manages a slight smile as he gazes at photographer moments after being found.—UPI Photo—Joe Marquette.

mediately, what otherwise might have been a quiet Sunday evening for many Frontier personnel turned into an action-packed night of team effort. Phone lines began buzzing, personnel at all levels from numerous departments hustled about making the necessary arrangements, and in approximately three hours, the air stairs folded upward, the forward

(Continued on Page 5)



FRONTIER NEWS

Published for Employees and Their Families by the Public Communications Department of Frontier Airlines, Inc.

8250 Smith Road
Denver, Colorado 80207

News Items and Photographs are welcome.

Co-mail for the FRONTIER NEWS should be directed to DEN-GP.

Neal T. Amarino Manager-News Bureau/Editor
Kandee Stephens Executive Secretary



SERVICE AWARDS



25-YEAR SERVICE PINS—AUGUST

Ashworth, A. L., Captain, DEN
 Bergen, T. G., Ld. Inspector, DEN
 Greenemeier, C., Inspector, DEN
 Hurt, W. R., Captain, DEN
 Libby, H. O., Aircraft Tech., DEN
 Longhart, C. C., Dir.-Avionics, DEN

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Carlson, V. A., V.P.-Public Affairs, DEN
 Frigon, O. J., Mgr.-Ground Equip. Maint., DEN
 Tomppert, V. R., Ld. Aircraft Tech., DEN

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 Dikeman, W. L., Ground Radio Tech., DEN
 Lockett, R. J., Jr., Flt. Mgr., MKC

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 Butler, G. L., Aircraft Tech., DEN
 Godfrey, D. R., Aircraft Tech., DEN
 Head, D. F., Station Agent, GRI
 Hillis, A. W., Captain, DEN
 Norton, C. K., Sales/Service Mgr., GTF
 Petrie, E. G., Aircraft Tech., DEN
 White, O. L., Sr. Station Agent, DEN
 Wrasse, H. B., Captin, DEN

15-YEAR SERVICE PINS—SEPTEMBER

Kroplin, E. C., Station Agent, MKC

5-YEAR SERVICE PINS—AUGUST

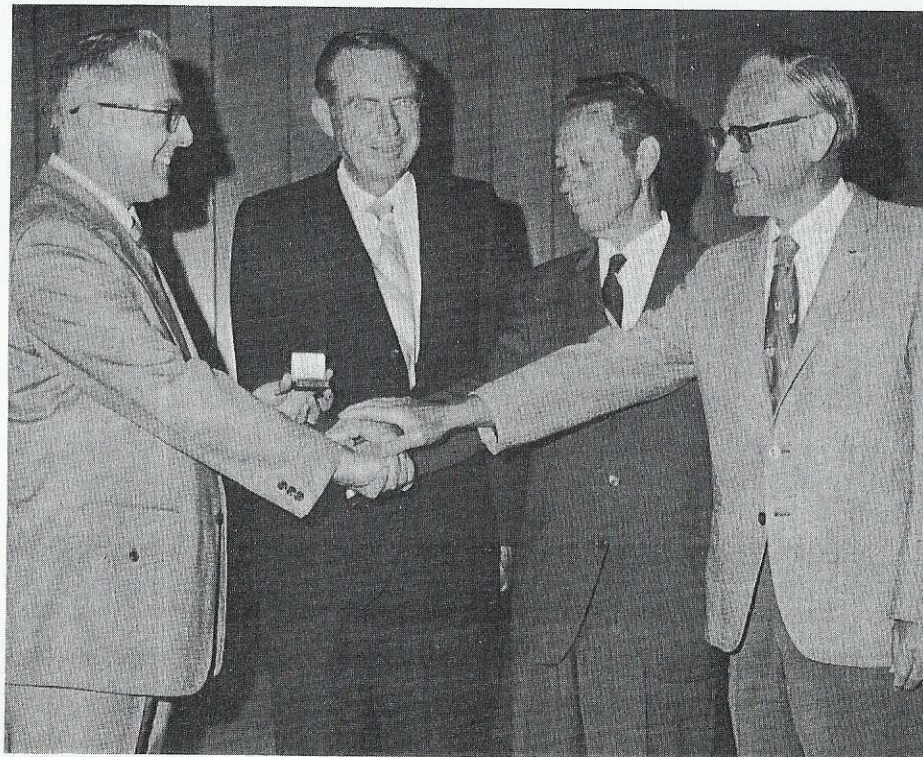
Averett, N. L., District Sales Mgr., BIL
 Birkett, M. J., Reservations Agent, DEN
 Browning, J. R., Mechanic, DEN
 Carr, M. E., Supv.-Customer Billing, DEN
 Casey, L., Sr. Ticket Counter Agent, DEN
 Crocker, G. W., Jr., Station Agent, OMA
 Goodwin, L. W., Aircraft Tech., DEN
 Haudrich, D., Ld. Aircraft Tech., DEN
 Hawkins, B. J., Reservations Agent, PHX
 Hedgpeth, L. A., Aircraft Tech., DEN
 Hopp, N. E., Reservations Agent, DAL
 Kentch, D., Aircraft Tech., DEN
 Maxwell, A., Ld. Aircraft Tech., STL
 Rothwell, G. G., Project Analyst, DEN
 Russell, F. L., Sr. Data Conversion Opr., DEN

Scott, R. W., Relief Agt., FYV
 Stephens, K. H., Executive Sec., DEN
 VanWeerd, F. M., Ld. Cleaner, SLC
 Vanderpool, W. G., Station Agent, GJT

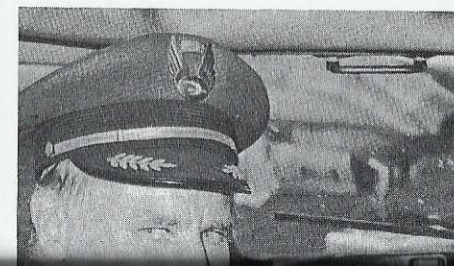
5-YEAR SERVICE PINS—SEPTEMBER

Behrens, R. D., Station Agent, MKC
 Connors, J. F., Captain, GTF
 Fenter, D. K., Aircraft Tech., BIL
 Gnose, D. D., First Officer, DEN
 Hall, D., Stewardess, DEN
 Irthum, S., Stewardess, DEN
 Johnson, D. W., Station Agent, SLC
 Jones, G. B., First Officer, DEN
 Kaplan, D. P., First Officer, DEN
 Lally, T. F., Ld. Tool Room Attendant, DEN
 Leis, W., Jr., Sr. Station Agent, DEN
 McElhaney, J. A., Station Agent, FMN
 McLachlan, R. G., Station Agent, BIS
 Meade, J. L., Station Agent, DEN
 Miller, P. H., Sr. Draftsman, DEN

9 Mark 25th Service Year



Receiving 25-year pins and congratulations from James Arpey (left), Vice President-Technical Services, are Harold Libby, Aircraft Technician, DEN; "Dutch" Greenemeier, Inspector, DEN, and Clyde Longhart, Director of Avionics, DEN. Teunis Bergen (not pictured), Lead Inspector, DEN, also received his 25-year service pin in August.



15-YEAR SERVICE PINS—SEPTEMBER

Kroeplin, E. C., Station Agent, TUS
MacDermott, J. B., Jr., Captain, DAL
Williams, O. W., Jr., Station Agent, ABQ

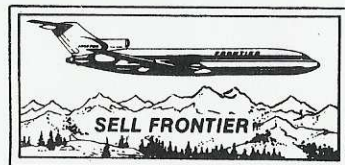
10-YEAR SERVICE PINS—AUGUST

Canavan, L. J., First Officer, DEN
Dugle, J., Stewardess, DEN
Hardacker, C. Aircraft Tech., DEN
Huffman, W. R., First Officer, DAL
Madeley, H., Aircraft Tech., DEN
Mince, L. G., First Officer, DEN
Simmons, L. O., First Officer, DEN
Sims, J. M., Stewardess, DEN
Thompson, R. D., Sr. Station Agent, CYS
Vogel, M. E., Station Agent, AMA
Voigt, R. E., Sales/Service Mgr., PPF

10-YEAR SERVICE PINS—SEPTEMBER

Anderson, E. K., Station Agent, DAL
Barker, C. E., First Officer, DEN
Klint, R. E., Sales Service Mgr., PRX
Townes, B. J., Sr. Station Agent, MEM
Villegas, F. P., Supv.-Printing/Mail Svcs.,
DEN

Meade, J. L., Station Agent, DEN
Miller, P. H., Sr. Draftsman, DEN
Pickett, C., Stewardess, SLC
Remillong, R. M., District Sales Mgr.,
OMA
Sabo, D. F., Aircraft Tech., DEN
Shafer, L., Aircraft Tech., DEN
Shape, D. R., Station Agent, OMA
Smith, D. T., Stewardess, DEN
Stahly, J., Stewardess, DEN
Wemlinger, J., Stewardess, DEN
Wharton, J. S., Dispatch Coordinator,
DEN
Williams, H., Mgr. Purchasing, DEN
Wilson, S. A., Stewardess, DEN
Wiser, L. J., First Officer, DEN

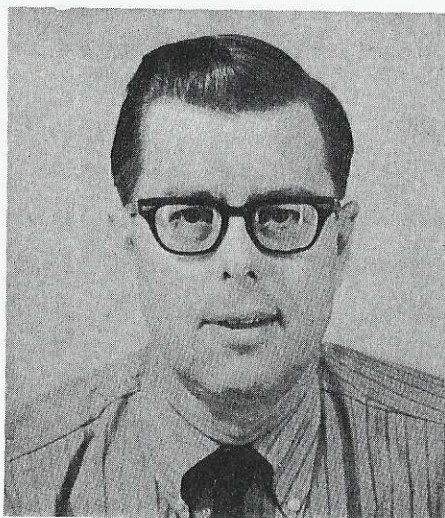


DIRECTOR-SCHEDULE ADMINISTRATION NAMED

Paul A. "Biff" Schreiber, Jr. has joined the company as Director of Schedule Administration. He will report to Thomas H. Lamb, Director of Schedules and Tariffs.

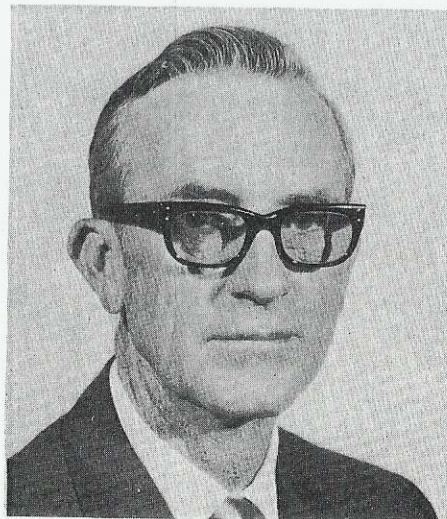
In his new position, Mr. Schreiber will be responsible for administrative procedures within the Scheduling Department.

Mr. Schreiber comes to Frontier from United where he had served as Senior Marketing Analyst.

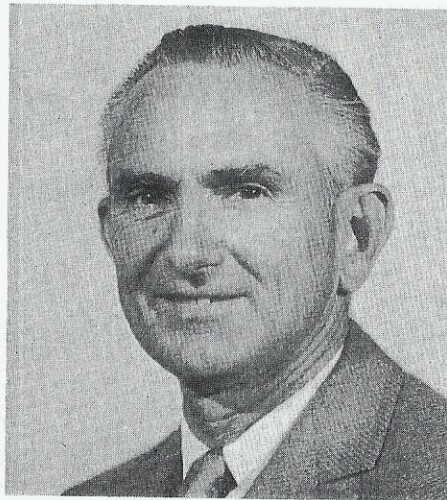


Paul A. Schreiber

Vern A. Carlson, Vice President-Public Affairs, joined the company in September, 1946 as a steward. Mr. Carlson is one of a few individuals with the company who began their career as a steward.



Oliver Frigon, Manager-Ground Equipment Maintenance, marks his 25th year with the company. Oliver joined Frontier in September of 1946 as a mechanic in Denver.



Vernon R. Tomppert marked 25 years with Frontier on September 30. He joined the carrier as a mechanic in Denver.



Captain Arthur L. Ashworth has been with Frontier for 25 years. Art joined the carrier as a captain in September, 1946.



Captain Willie Hurt celebrates his 25th year of service with Frontier Airlines.

9 Mark 25th Service Year

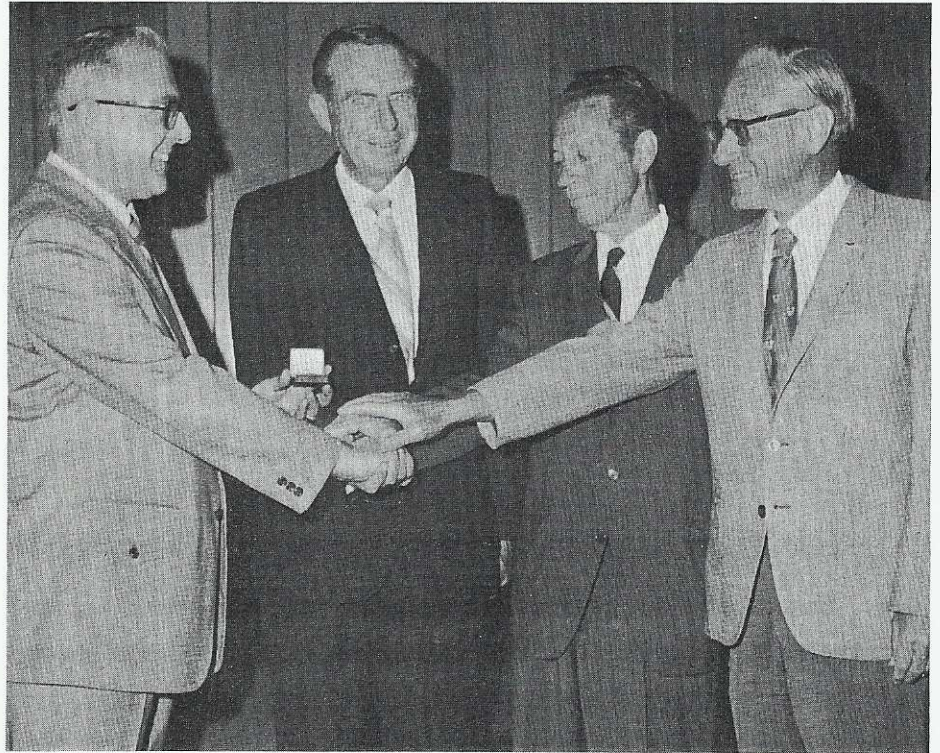
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Browning, J. R., Mechanic, DEN
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Hawkins, B. J., Reservations Agent, PHX
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Hopp, N. E., Reservations Agent, DAL
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Rothwell, G. G., Project Analyst, DEN
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Scott, R. W., Relief Agt., FYV
Stephens, K. H., Executive Sec., DEN
VanWeerd, F. M., Ld. Cleaner, SLC
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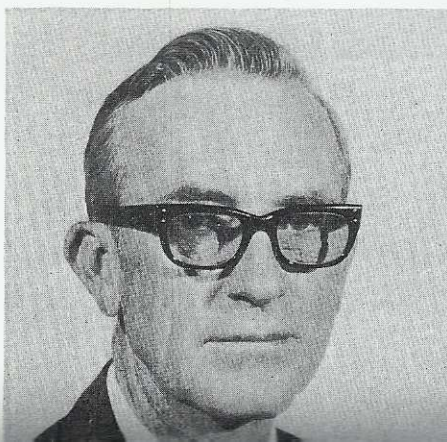
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Fenter, D. K., Aircraft Tech., BIL
Gnose, D. D., First Officer, DEN
Hall, D., Stewardess, DEN
Irthum, S., Stewardess, DEN
Johnson, D. W., Station Agent, SLC
Jones, G. B., First Officer, DEN
Kaplan, D. P., First Officer, DEN
Lally, T. F., Ld. Tool Room Attendant, DEN
Leis, W., Jr., Sr. Station Agent, DEN
McElhaney, J. A., Station Agent, FMN
McLachlan, R. G., Station Agent, BIS
Meade, J. L., Station Agent, DEN
Miller, P. H., Sr. Draftsman, DEN
Pickett, C., Stewardess, SLC
Remillong, R. M., District Sales Mgr., OMA
Sabo, D. F., Aircraft Tech., DEN
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Captain A Frontier for a captain in

Employee Club Throws One



HERE'S EGG IN YOUR FACE!—and that's no lie. One of the highlights of the picnic was the above pictured egg catch in which couples paired off and after a round trip toss of the egg, backed apart by a few feet for another toss.

The winning couple was Joe and Pat Craze who appeared to be some 50 feet apart and somehow managed to keep their egg intact. —No, the eggs were not hard boiled, as many of the participants can tell you. Ick!

Frontier's Employee Club really did it this time. The location, the day and, of course, the fellowship were all ideal.

This year, the club selected as the site for its annual company picnic the majestic and breathtaking area of Estes Park, Colorado. Here, high above the hustle of city life, some 1,500 Frontier employees, family members and guests enjoyed dude ranch atmosphere as they availed themselves of horseback and hayrack rides, quiet walks through spiraling pines, Western style food and games which tested coordination, stamina and wit.

Early Saturday morning, July 24, employees boarded buses in front of the Headquarters/Operations Base in Den-

ver. Still others drove their own vehicles on the scenic route to Estes Park. The actual setting for the picnic was the Lazy B Ranch, noted for its superb chuckwagon suppers, professional entertainment and ranch activities.

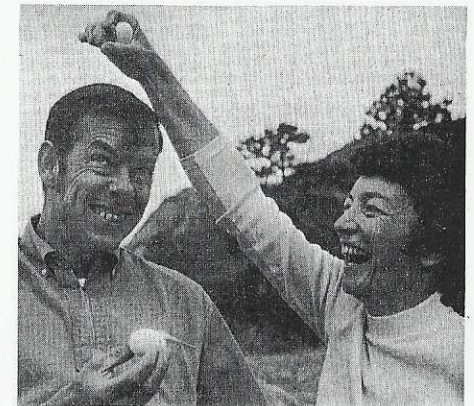
This year's picnic prompted greater togetherness and fun among those attending than we can remember for a long time. If nothing else, it was indeed different and welcome. Not even the brief high mountain shower which held the dust down late in the afternoon could dampen spirits.

Among the many activities of the day were balloon races, foot races (two and three-legged), slipper kicks, paper plate

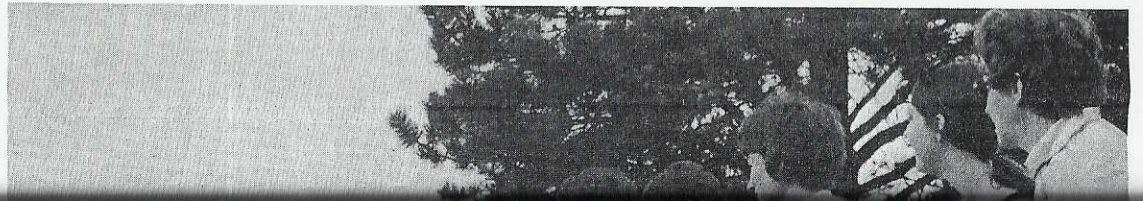
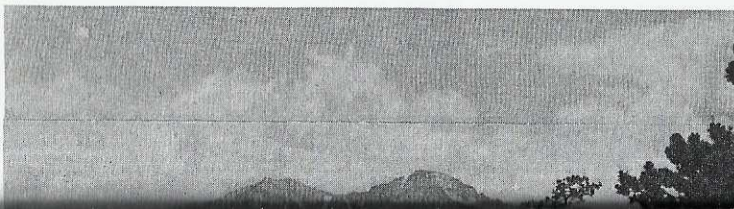
throws and, perhaps the messiest and most fun for both participants and spectators alike, the egg catch. If you ever wanted to see your favorite friend with egg in his face, this was the time.

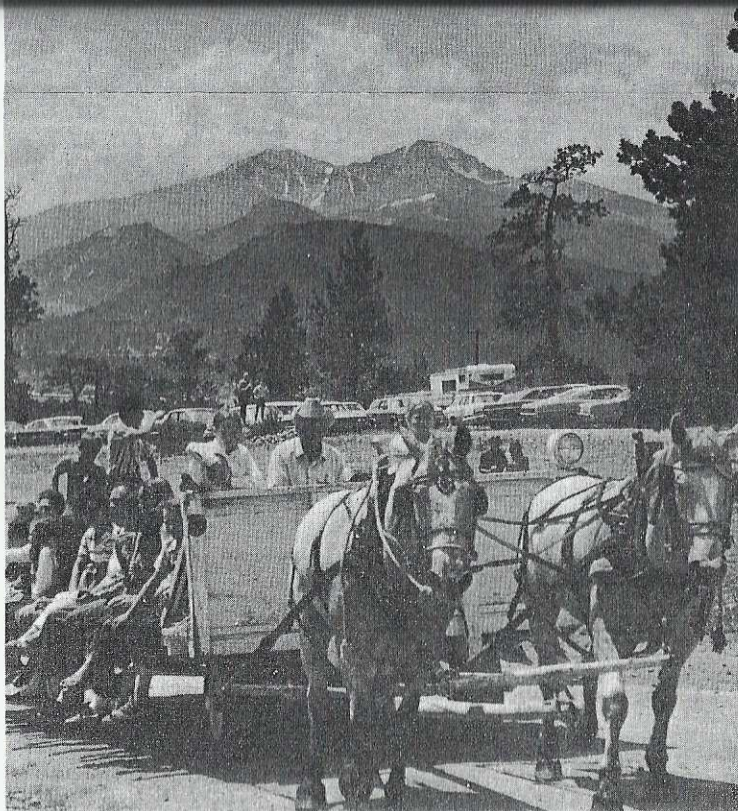
A special highlight of the day was a fifty-minute stage performance by professional actors/cowhands, who cranked out Western ballads and did some fancy guitar pickin'. The eye popper—if your eyes were quick enough—was the fancy gun work—drawing, twirling, etc.

At the end of the day, many who drove to the park in campers elected to stay high in the mountains and make it a family campout weekend. Others, including those who arrived by bus, enjoyed the scenic ride back to Denver.



I thought you said this was the winner's circle. And indeed it was for Joe and Pat Craze, winners of the egg catch contest. Joe is an Inspector in the Technical Services Division in Denver. Egg shampoo, anyone?





Hayrack rides off into the high, quiet country of Estes Park provided a breathtaking view.



They're off to Australia! Grand prize of the day was a trip to Australia for two. Winning the drawing were Donald and Martha Cecil. Don is a Lead Aircraft Technician in Denver.



It was a great day for the Crazes. After winning the egg catch contest with her husband, Pat Craze kicked her way to first place in the women's slipper kick contest. Anyone need a field goal kicker?



It was Western style cookin' and eatin'. The Lazy B Ranch did their usual fine job of cooking a good hearty Western meal which was enjoyed by everyone. Following chow in the Lazy B Barn, a group of hands from the Lazy B put on a gun shootin', guitar pickin' Western show.

BRICTSON GETS NEW EXECUTIVE TITLE

David N. Bricton has been elected to the position of Associate General Counsel and Secretary by the Executive Committee of Frontier's Board of Directors.

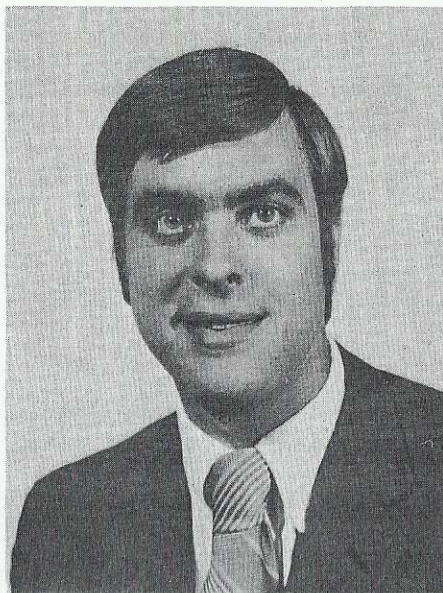
Since November of 1970, Mr. Bricton served as Associate General Counsel and Assistant Secretary. He joined the company in 1967 as an attorney. In 1969, he was named Assistant Secretary. Mr. Bricton received his L.L.B. from the University of Colorado in 1961.



David N. Bricton

VOSS JOINS FRONTIER'S LEGAL STAFF

Arthur T. Voss has joined the company's legal staff as an Attorney. During the past three years, Mr. Voss was associated with the Denver law firm of Akolt, Sheperd, Dick and Rovira. Previously, he was at the United States Attorney General's Office in Washington, D.C., where he participated in criminal appeals. Mr. Voss graduated with honors from the University of Denver School of Law in 1967.



Arthur T. Voss
Attorney

FRONTIER MERCY FLIGHT

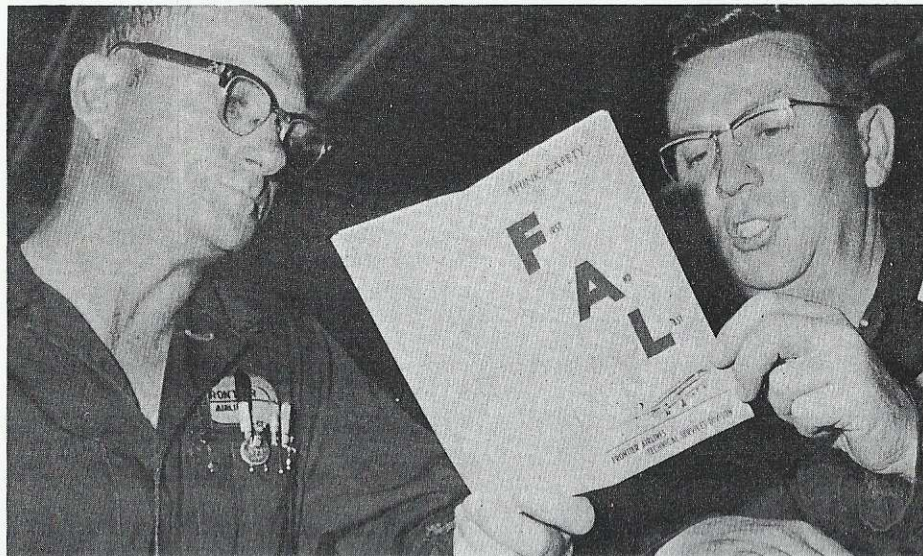
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door slammed shut and Frontier's mercy flight was on its way. The crew on this mercy flight included Captain Jack Purdie, First Officer Harold Osborn and Stewardess Sue M. Miller, all Denver based. Laden with rescuers, search dogs and countless supplies and equipment, the Frontier CV 580 blinked its way high into

Karen Baker—Stewardess of Month



"Oh no! I can hardly believe it!" Karen Baker, Dallas-based Frontier stewardess, was selected Stewardess of the Month for June. The presentation of her award by President Feldman was indeed a highlight for Karen as evidenced by the above photo. Also taking part in the presentation were Vivian Nobles, Division Chief Stewardess in Dallas, and Hank Lund, Vice President-Transportation Services.



Larry Vannoy (left), Aircraft Technician-Denver, and Ted Wise, Inspector-Denver, talk about safety as a result of a new safety handbook produced by the Technical Services Division. The 37-page handbook includes clearly written safety tips complemented by effective cartoon work. Each employee in the Technical Services Division has received a copy of the handbook and is encouraged to think and practice safety at all times to further improve Frontier's high safety record.

countless supplies and equipment, the Frontier CV-580 blinked its way high into the darkness of night north to Casper and Kevin Dye.

At one point in the long search ordeal, it was estimated that literally thousands of townsfolk had joined in the search effort.

Upon arriving in Casper, the Colorado unit was immediately briefed. At that time, it was also determined that additional highly experienced rescue personnel and replacements would be needed. The next morning, additional personnel were streaking their way to Wyoming aboard an early morning Frontier jet flight.

Exhausting Experience

As the hours and days passed, searchers and dogs alike grew weary. Blisters and fatigue mounted as the effort continued. Again on Tuesday, the tenth day of the search, additional fresh search and rescue people were flown in as replacements AND on Wednesday, July 28, the search came to an end when 25-year-old Mike Murphy, a University of Colorado Forestry Senior who arrived only the night before on the Frontier flight, spotted little Kevin lying in a big grassy meadow. Murphy recalls the simple, soft "yes" from Kevin when asked if he wanted to go home.

Murphy, upon his arrival in Casper, was assigned to a five-man team led by 33-year-old William May, an Associate Professor at the University of Colorado. Both Murphy and May are highly experienced in search and rescue. The five were to walk abreast making a search sweep of one side of a nearby stream. They were to join forces with a similar team when Murphy spotted Kevin. He then called to May who in turn radioed the base camp for a litter and additional help. Moments

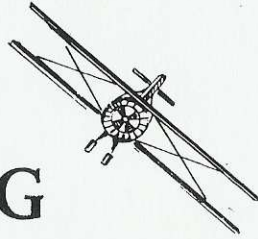
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PERSONNEL CHANGES

NAME	FROM	TO	BASED
Billy Beene	A/C Tech	Lead A/C Tech	Lincoln
Billy Guthrie	A/C Tech	Lead A/C Tech	Omaha
James Jeppesen	Mgr Traffic Evaluation	Mgr Research & Eval Local Svc Marketing	Denver
Jean Kerns	Secretary	Staff Rep—Agency & Interline Sales	Denver
Patti Magee	Secretary	Staff Rep—Conv. Sales & Dev.	Denver
Neal Buford	Sta. Agt.	Flight Host	Denver
Bradford Clark	Sta. Agt.	Flight Host	Denver
Robert Wear	Sta. Agt.	Flight Host	Denver
Rex Lane	Sta. Agt.	Flight Host	Denver
Michael Kennedy	Sta. At.	Flight Host	Denver
Shirley Thompson	Jr. Clerk	Fuel Clerk	Denver
Marvin Glantz	Provisioning Coordinator	Material Administrator	Denver
Beatrice Aragon	Secretary	Communications Coordinator	Denver
John Rowe	Sta. Agt.	Sr. Sta. Agt.	Little Rock
Cliff Brown	Sta. Agt.	Sr. Sta. Agt.	Denver
Fidel Acuirre	Svc. Eng.	Technical Specialist	Denver
Kenneth Schultz	Svc. Eng.	Technical Specialist	Denver
Robert Legge	Svc. Eng.	Technical Specialist	Denver
Jimmie Bass	Supv. Provisioning	Mgr Inflight Equip & Supply	Denver
Richard Schara	A/C Tech.	Techical Specialist	Denver
Gene Fehse	Svc. Eng.	Technical Specialist	Denver
John Kosmicki	Svc. Eng.	Technical Specialist	Denver
Carole Foster	Ass't Supv. Psgr. Rev.	Supv. Payable Audit and O & D Survey	Denver
Christy Bettley	Jr. Clerk	Clerk	Denver
Wayne Rath	Sta. Agt.	Sales Rep.	Kansas City
Sharon Breen	Uniform Clerk	Cash Control Clerk	Denver
Pat Standard	Jr. Clerk	Clerk	Denver
Brenda Melons	Jr. Clerk	Clerk	Denver
Carol Crain	Jr. Clerk	Clerk	Denver
Pat Bronson	Jr. Clerk	Clerk	Denver
Glenda Cain	Jr. Clerk	Clerk	Denver
Gordon Nelson	Clerk	Sr. Clerk	Denver
Penelope Maes	Jr. Clerk	Clerk	Denver
Elton Dial	Station Agent	Sr. Agent	Fayetteville
Ron Ness	Station Agent	Sales Rep.	St. Louis
Clyde Thomas	Cleaner	Stock Clerk	Denver
Charles Harding	Station Agent	Sr. Agent	St. Louis
Ray James	Sr. Agent	Sales Svc. Mgr.	Silver City
John Mann	Station Agent	Flight Host	Denver
James Stuart	Jr. Clerk	Clerk	Denver
Robert Ogden	Jr. Clerk	Clerk	Denver
Lodewyk Abels	Cleaner	Fueler	Denver
David Varnon	A/C Tech	Lead A/C Tech	Scottsbluff
Waynett Enyart	Clerk	Sta. Acctg Clerk	Denver



INTERLINING



RAMADA INN-SLC OFFERS SPECIAL SKI SEASON RATES

The Ramada Inn in Salt Lake City has announced special ski package plan rates for Frontier employees and their spouses during the 1971-72 ski season.

These special rates include transportation to and from the airport, room accommodations, ski pass to the area of your choice and a rental car which will be at your disposal during entire stay (gas not furnished). Children under 12 are free in the hotel unless an extra bed is necessary (\$3.00 charge for extra bed). Ski passes for children are available at the ski area.

Special rates are as follows:

Single—1 Person-1 Bed—\$22.00 per day.

Double—2 People-1 Bed—\$33.00 per day.

Twin Double—2 People-2 Double Beds—\$37.00 per day.

The rates do not include 6 percent sales tax and are subject to three-day minimums. Special group rates are available upon request.

Facilities at the Ramada which is located at 1000 South State Street in Salt Lake City, include heated swimming pool, 24-hour coffee shop, dining room, beauty shop, barber shop, lounge and liquor store. The Ramada is six blocks from downtown and 35 minutes from the ski areas.

The beautiful Bakoua Beach Hotel with its own beach facilities and swimming pool, will be the basing point for interliners taking advantage of the Air France tour. In addition to water sports, daytime activities might also include exploring the historic city of Fort-de-France. In the evening, there will be dancing under the stars.

Reservations forms and brochures are available from Air France, Interline Department, 1350 Sixth Avenue, New York, New York 10019.

HAWAII TOURS AVAILABLE FROM ALOHA AIRLINES

Aloha Airlines has announced new interline tours for the neighbor islands of Hawaii. These tours are available to Frontier employees, spouses and dependent children.

Included in Aloha's tour packages are hotel accommodations, sightseeing, transfers and taxes. Air transportation is 50 percent reduced rate confirmed space in conjunction with Frontier's pass agreement with Aloha Airlines. Meals are not included in the tour prices.

TOUR A—Kauai: Two days on the island of Kauai. Accommodations at Coco Palms Hotel and tours of the entire island including the North Coast, Hanalei, Wa-

FLYING FRONTIER?

(Continued from Page 1)

Stewardesses are attired in special smocks with petroleum-oriented design. A gold medallion is pinned to the special smock. Spirited whistle-wetters in both first class and coach cabins are earmarked "The Wildcatter," "The Rough Neck," "The Gusher," "Liquid Gold," and other petroleum-related terms of common use. Sorry, but soft drinks and coffee, tea or milk will remain soft drinks and coffee, tea or milk.

Devotion to a specified theme and an intensified promotion such as Petroleum Club has boosted greatly Frontier's public awareness factor and passenger usage in the past. It is expected that this newly expanded Petroleum Club service will again provide increased usage of north/south service while at the same time cementing an alliance for repeat business through Frontier's new warm and friendly club atmosphere—Petroleum Club service.



FRONTIER MERCY FLIGHT

(Continued from page 5)

later, Kevin—exhausted, hungry, thirsty and bewildered—was transported by ambulance to Casper for hospitalization.

Dye Family Gives Thanks

In a letter to the Editor of the Casper, Wyoming MORNING STAR-TRIBUNE, the Phillip Dye family expressed their thanks this way: "How can we begin to express our love and appreciation to all the people who were so deeply concerned for the health and safety of our son, Kevin.

"Since it would be impossible to recognize personally each contribution made to this successful search by so many people, organizations and businesses, we want all of you to know that we deeply appreciate all of your efforts."

The letter goes on to thank specifically Frontier Airlines for transporting the Colorado Search and Rescue Unit.

The Dye family ended their letter of thanks with the following: "It is comforting to know that in time of crisis, you can depend on help from friends and even strangers.

"The greatest manifestation of the love of God in the world is seen in the love of each man for another—the love of thousands for one small boy. Thank you." —The Phillip Dye Family, 1212 East 18th Street, Casper, Wyoming.

NATION'S FASTEST FUN RIDE AT SIX FLAGS OVER TEXAS



areas.

During the weekends of December 31, 1971 and January 15, 1972, there will be free cocktail parties for Frontier employees staying at the hotel.

For reservations, contact the Sales Manager at the Ramada Inn, Phone: 801-328-1261.

WANT TO VISIT MARTINIQUE?

Martinique, located in the West Indies, offers all you could desire for a get-away-from-it-all vacation. On this lush, tropical isle, one can enjoy a combination of warm sunshine, beautiful scenery and famous foods in a relaxed atmosphere.

Air France is offering special interline tours to Martinique this year. Departure dates for these five-day tours, available to all full-time Frontier employees and their spouses, are:

September 13, 20 and 27, 1971
October 11, 18 and 25, 1971
November 8 and 15, 1971.

Cost per person for the tour is \$79 (\$20 for a single supplement). This includes transportation on Air France round-trip from New York (JFK), hotel accommodations (based on sharing double room), complete breakfast and deluxe French dinner each day, get-together party, baggage handling/porter fee/service charges and the use of nautical facilities including swimming, snorkeling, sailing and pedal boating.

ANY QUESTIONS?

Employees are invited to send any questions they may have on Frontier's operations to *Frontier News*. Each question will be studied, and you will receive an answer from the appropriate department head. Questions of general interest will be printed in *Frontier News* along with the appropriate answer. Address: Questions Editor, *Frontier News*, DENG P.

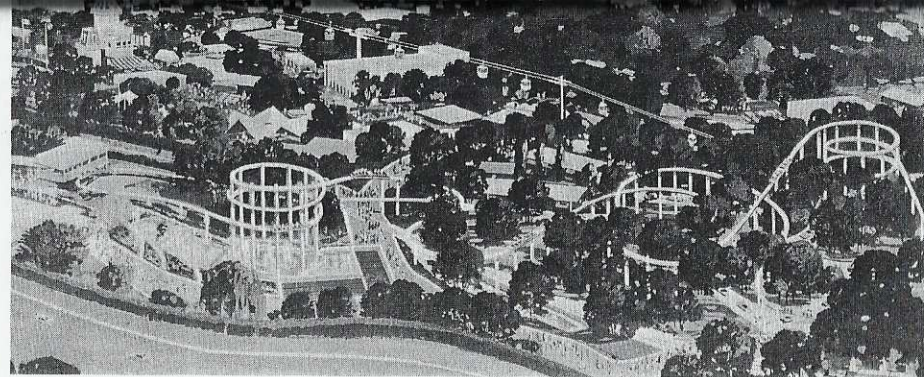
Palms Hotel and tours of the entire island including the North Coast, Hanalei, Waimea Canyon, Kalalau and the Fern Grotto. —\$28 per person (double) and \$38 single.

TOUR B—Maui: Two days on the island of Maui. Accommodations at Royal Lahaina Hotel and tours including the historic Lahaina-Kaanapali & Pacific Railroad ride to Lahaina. The second day is free to spend on Kaanapali Beach or elsewhere. —\$28 per person (double) and \$38 single.

TOUR C—Hawaii: Two days on the island of Hawaii. Accommodations at the Hotel King Kamehameha or the Keauhou Beach Hotel. Tours on this island include Hawaii National Park with its sulphur banks, steam vents and the Thurston Lava Tube. In the Kona area, the Coral Grotto, coffee plantations and a coffee mill will be visited. —\$28 per person (double) and \$38 single.

TOUR D—Kauai/Maui/Hawaii: Four days on the three islands. Accommodations are at same hotels as the individual island tours and most of the same sights are included in this tour. —\$71 per person (double) and \$99 single.

All of these tours will operate daily from September to December 20 only. For further information and reservations, contact Aloha Airlines, P. O. Box 9038, Honolulu, Hawaii 96820, Attention: Interline Manager.



"The Big Bend," fastest entertainment ride in the United States, made its debut this summer at famed Six Flags Over Texas, the big theme park located midway between Dallas and Fort Worth, promoted by Frontier as a tourist attraction.

"The Big Bend," massive tubular rail ride, carries passengers over more than a half mile of curving, spiraling track at speeds up to fifty miles per hour—twenty miles per hour faster than the park's popular Runaway Mine Train.

Streamlined toboggan-like cars climb a fifty-foot tall spiral under power of their own electric motors. At the top, they become free wheeling and begin a breathtaking trip around a series of curves with banks up to 78 degrees. At the midpoint of the ride, there is another climb up a spiral tower followed by a plunge during which the cars reach a speed of fifty miles per hour.

Engineers who designed the ride estimate that passengers will feel a maximum gravitational force of two G's during the two-minute, fifteen-second ride.

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Whenever you move, report your new address immediately to the Personnel Department on Change of Address Form 6759.