

FRONTIER AIRLINES

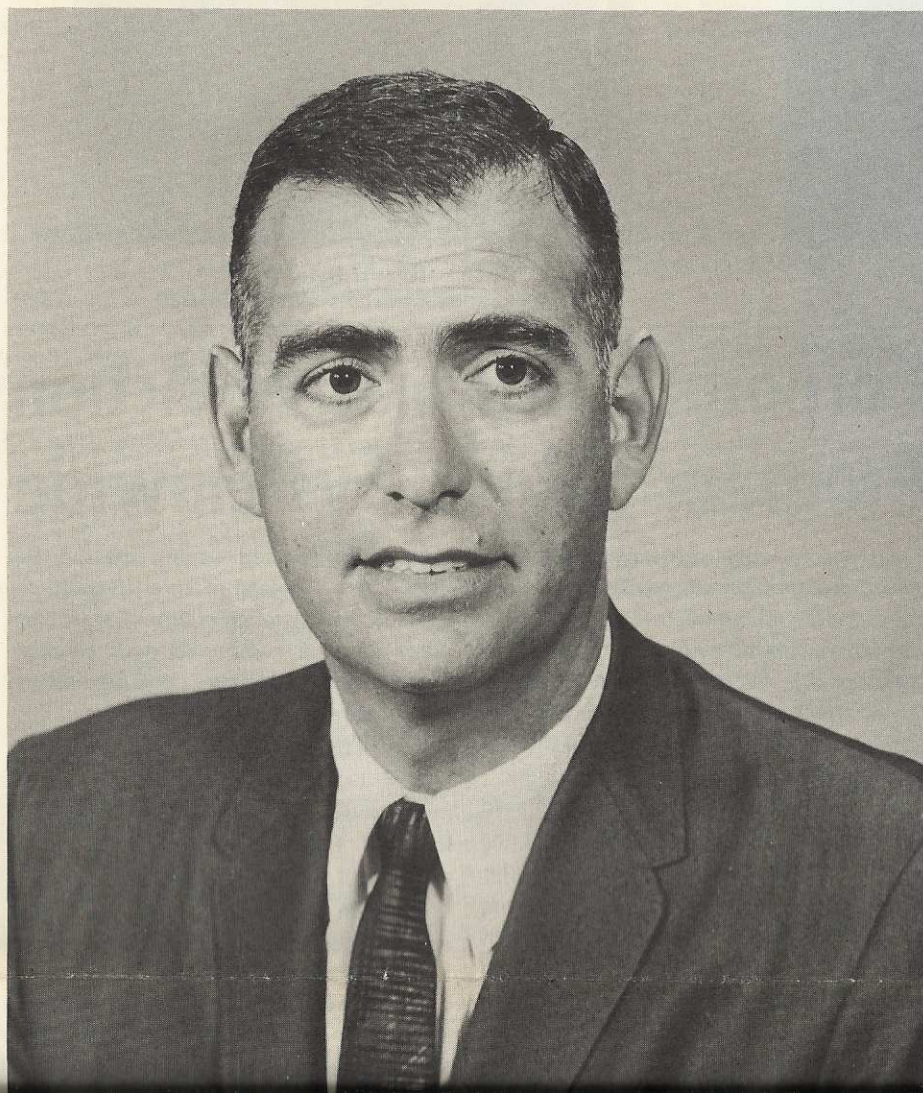


FRONTIER NEWS

Vol. 4 Number 2

Published for Employees of Frontier Airlines

March - April, 1971



A. L. Feldman Named New Chief Officer

As all employees are well aware, Directors of Frontier Airlines recently made top level executive changes aimed at strengthening the company's overall position.

Accordingly, A. L. Feldman, formerly President of Aerojet Nuclear Systems Company, a division of Aerojet-General Corporation, is now President and Chief Operating Officer of the company.

Assuming duties as Chairman of the Board of Frontier is Jack H. Vollbrecht, who also is President of Aerojet-General Corporation with headquarters in El Monte, California. Mr. Vollbrecht's position with Aerojet remains unchanged.

Frontier's President since January, 1969, E. Paul Burke, is now Vice Chairman of the Board of Frontier.

These executive changes within the company are the result of actions taken at a special Board Meeting in the New York offices of RKO General, Inc. RKO owns controlling interest in Frontier. RKO and Aerojet-General are both subsidiaries of The General Tire & Rubber Company.

Joining Frontier as Executive Assistant to the President is Glen L. Ryland, formerly Controller of Aerojet Nuclear Systems Company.

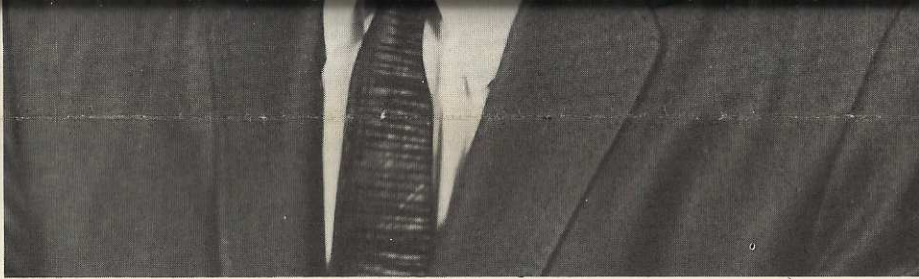
President Feldman, a native of New York, is an engineering graduate of Cornell University. As President of Aerojet Nuclear Systems Company, he has led a talented team of technical and managerial personnel in a major aerospace field involving advanced power systems, nuclear rocketry and ground systems.

Mr. Feldman is highly regarded as an industrial executive having established effective cost control methods enabling operations to meet schedules and financial commitments in an orderly fashion during a tightened business environment.

Mr. Feldman is married to the former Rosemily Petrisson. They have three children.

Mr. Vollbrecht, Chairman of the Board, was elected President of Aerojet-General in 1969. An attorney with nearly two

(Continued on page 2)



A. L. Feldman

Frontier Airlines' President and Chief Operating Officer

To All Employees from A. L. Feldman

As your new president, I welcome this opportunity to give you an insight into my basic principles for management of our company. The operating methods will involve each of you in making a specific contribution to assure the stable and profitable future of Frontier Airlines. Four of these basic principles of operation are in the categories of:

- 1. Dealing with people*
- 2. The meaning and importance of commitments*
- 3. Organizing to do the work*
- 4. The use of operating controls*

This message treats only the first two subjects and the others will be discussed in the future.

Complete honesty in dealing with people at all levels is an absolute essential. (This includes our customers and government personnel, as well). Tenure with Frontier will be based solely on performance and measurement of that performance will be against your own commitments. Promotion will, of course, be based on how well the work was accomplished. There will be no "heir apparents" or political appointments; we intend to fill each position with the best person qualified for that job. Employees will be able to compete across the organization for promotional opportunities. There will be an emphasis on training, both for the current job and the next one. The basis for our score keeping on performance is our Profit and Loss statement. I believe in plus pay for plus performance and we will therefore make extensive use of incentives wherever appropriate.

Commitments are simply the promises each of us make of what we will do. Each person's commitment must be his own and must come true. Don't overpromise. Don't force over-commitments on others. I like to use the term "be comfortable" in your commitments. This means that you should know what you can do, commit to it and do it. There is a simple yardstick for measuring a commitment. It was either made or it was not.

All the judgment to be applied is "on the way in" when the commitment is established. No judgment is applied after the fact. I have been warned that people will "under-promise" in this system and assign themselves easy commitments. My principles depend on the belief in the honesty and integrity of the individual. My experience has proven that people are honest, do not take the easy way out, and when permitted, will give honest commitments and will meet them. The insignificant fraction of dishonest people simply don't last in this environment. Commitments are contracts between the people involved. Supervisors have an obligation to set goals for their organizations, involving their subordinates and receiving their commitments. The supervisors' commitments to their bosses must not be greater than the sum of commitments made to them. The rule is simple, know what you can do, obligate yourself to do it, and do it. Trying hard or "doing your best" doesn't count.

I believe it is imperative that each individual within Frontier take on the challenge of understanding and adopting "Management by Commitment." It's simple, it is honest and it works. Dedication of all of us to this concept will result in a strengthened and profitable company and will enhance the future of all participants who can meet this challenge.

A. L. Feldman

Company.

Joining Frontier as Executive Assistant to the President is Glen L. Ryland, formerly Controller of Aerojet Nuclear Systems Company.

children.

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(Continued on page 2)

FELDMAN NAMED CHIEF OFFICER

(Continued from page 1)

decades of background as an industrial administrative executive, Mr. Vollbrecht served as Executive Assistant to the President of International Telephone and Telegraph Corporation and as Vice President and Group Executive, ITT Defense-Space Group in New York. Prior to joining ITT, Mr. Vollbrecht was associated with Dresser Industries of Dallas. He was also associated with Ling-Altec Electronics, Inc. of Dallas.

Having graduated from the University of Pittsburgh in 1943, Mr. Vollbrecht went on to earn his LLB degree from Harvard Law School in 1949.

Since 1964, Mr. Glen Ryland has managed the overall business activities of Aerojet Nuclear Systems Company. Mr. Ryland was responsible for contract and subcontract negotiations, administration, budgeting, cost control, personnel services and security. In 1969, he became Controller of Aerojet Nuclear Systems Company.

Ryland is a 1949 graduate of the University of California at Berkeley.



Jack H. Vollbrecht
Chairman of the Board



Glen L. Ryland
Executive Assistant to the President

Corporate Affirmative Action Program Begins Systemwide

To assure equal employment opportunity in all areas from recruiting and hiring through transfers, layoffs and recall without regard to race, creed, color, national origin, sex or age, except where sex or age is a valid exceptional qualification—this statement is the foundation of the company's policy on equal opportunity. It is not new, it is not being offered again. Instead, it is long standing and has been in practice by management continuously.

What may appear to be new, however, is Frontier's Corporate Affirmative Action Program (CAAP) for 1971. This program, available in text form, formally reaffirms the company's support of the philosophy

Progressing further, among specific programs is the making of an analysis to determine the existence of potential problem areas and the company's good faith efforts through stated goals and time schedules to correct any deficiencies.

While the program text has been written to be informative, of even greater importance are the specific plans to be followed faithfully year-round by each member of the Frontier family.

As with any program, success is best assured by individual and collective support of all personnel.

Singularly, each employee is asked to familiarize himself with the company's 1971 Corporate Affirmative Action Pro-

**We're Smoking
Much Less
And Enjoying It More!**

Have you looked skyward recently to see a smoke trail coming from only one engine of a Boeing 737? Or perhaps from only two engines of a Boeing 727? Well, it's happening—all engines are running full bore; however, the cleaner burning engine has undergone retrofit.

Numerous studies have been made by air pollution control authorities in cooper-



see a smoke trail coming from only one engine of a Boeing 737? Or perhaps from only two engines of a Boeing 727? Well, it's happening—all engines are running full bore; however, the cleaner burning engine has undergone retrofit.

Numerous studies have been made by air pollution control authorities in cooperation with the airlines and engine manufacturers. These studies reveal that principal emissions from jet exhaust are carbon monoxide, hydrocarbons, nitrogen oxides and particulates. Making up the visible smoke plume are particles of unburned carbon. In every case, the amount contributed by aircraft is very small in comparison with all other sources of the same emission.

FRONTIER UNDERGOES RETROFIT

Frontier is doing its part in keeping the air more clear by undergoing an extensive retrofit program. To date, three engines have been refitted to burn cleaner, thus reducing unburned carbon emissions.

Unlike new engines which are coming off assembly lines already modified to burn cleaner, engines in service, such as those used by Frontier, need to be improved.

The retrofit of the JT8D-9 engine used by Frontier with reduced smoke combustors involves both the disassembly of the engine and the modification of nine combustors in each engine. To eliminate additional down time of an engine or aircraft, this is best accomplished during the period when an engine has been regularly scheduled for inspection, check and repair. On a Boeing 737, it is normally every 3,700 hours—the Boeing 727 time is expected to be lengthened to every 5,000 hours in the next week or two.

Frontier, where possible, is changing engines on the left side of the aircraft first. In addition to burning cleaner, it also provides Frontier with a cleaner aircraft on the left side—that side which passengers most often see as they enplane and deplane.

The overall program of retrofit is expected to be completed by late 1972 by the entire airline industry.

been in practice by management continuously.

What may appear to be new, however, is Frontier's Corporate Affirmative Action Program (CAAP) for 1971. This program, available in text form, formally reaffirms the company's support of the philosophy of equal employment opportunity.

Why?

Purpose of the Corporate Affirmative Action Program is to further assure the rights of all employees through renewed corporate support of specific programs.

member of the Frontier family.

As with any program, success is best assured by individual and collective support of all personnel.

Singularly, each employee is asked to familiarize himself with the company's 1971 Corporate Affirmative Action Program which is available from each supervisor systemwide. Collectively, it is asked that all personnel practice in their day-to-day actions and thoughts the ideas of this program. With support from all, this program is helping daily to make Frontier Airlines a better place to work.

Boeing 737s in Service Three Years— Fly One Million Hours

Three years after it entered commercial service, the Boeing 737 - of which Frontier operates ten - has accumulated one million flight hours worldwide.

The short range twin-jet was first placed in service by Lufthansa German Airlines in 1968, just ten months after its maiden flight. The first 737 commercial flight in the United States was flown by United Air Lines on April 28, 1968.

The worldwide fleet of 737s now totals 263 for thirty airlines. The airplanes have accrued more than 980,000 revenue hours while safely carrying

nearly 65,000,000 passengers approximately 385,000,000 miles.

Several major product improvement programs have been conducted on the airplane since it entered service, the latest being development of the advanced 737 which will be delivered in May.

Through improvements in its highlift and stopping systems, the advanced 737 will be able to fly farther, carry more payload and operate from shorter runways than current models. The certification program for the improvements is proceeding on schedule and is due to be completed in late April.



FRONTIER NEWS

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News Items and Photographs are welcome.

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

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Edward H. Gerhardt . . . Vice President-Communications
Kandee Stephens Executive Secretary

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A big difference

SERVICE AWARDS



25-YEAR SERVICE PINS—MARCH

Hall, Albert, Jr., Captain, SLC

20-YEAR SERVICE PINS—FEB.

Curtis, E. J., Captain, DEN

Fuqua, E., Aircraft Tech., DEN

Johnston, C. R., Jr., Sales/Service Mgr.,
CEZ

McCrary, E., Ld. Aircraft Tech., PHX

20-YEAR SERVICE PINS—MARCH

Casey, C., Aircraft Tech., DAL

Claffy, J. A., Jr., Dispatcher, DEN

Lasseter, W. L., Captain, SLC

Pratt, H., Aircraft Tech., PHX

Shaffer, J., Aircraft Tech., DAL

15-YEAR SERVICE PINS—FEB.

Bussell, M. W., Sr. Ticket Counter
Agent, STL

Kelly, E. S., Sr. Maintenance Scheduler,
DEN

Medcalf, W. G., Captain, DAL

Perry, C. S., Sr. Ticket Counter Agent,
DAL

Phenix, J. A., Dispatcher, DEN

15-YEAR SERVICE PINS—MARCH

Francis, J. R., Captain, DEN

Houston, W. T., Sr. Stock Clerk, DEN

Howard, T. P., Captain, DEN

Lamkin, P. H., Captain, DEN

Sanders, B. R., Station Agent, HOT

10-YEAR SERVICE PINS—FEB.

Beecham, R. E., Sales/Service Mgr., OLU

Castilloux, P. E., Captain, MKC

Decha, R. A., First Officer, MKC

Farrar, C. A., Station Agent, LIT

Gross, E. B., First Officer, DAL

5-YEAR SERVICE PINS—FEB.

Barlow, T. L., Fueller, DEN

Barrett, R. D., Station Agent, OMA

Beach, D., Aircraft Tech., DEN

Hampton, P., Clerk, DEN

Hastert, G. F., Station Agent, TOP

Holmgren, L. J., Station Agent, MDW

Huebner, P., First Officer, DEN

Montgomery, R. E., Porter, MKC

Rankin, J., Stewardess, DEN

Wareham, G. F., Reservations Agent, DEN

Wooding, M. J., Stewardess, DEN

5-YEAR SERVICE PINS—MARCH

Ames, F. D., Inspector, DEN

Baker, K. R., Station Agent, FYV

Bell, J. E., Station Agent, TBN

Dake, M. G., Station Agent, TBN

Elliott, W., Supv. Maintenance Records,
DEN

Galland, A. E., Sr. Clerk, DEN

Ganske, M. L., Ticket Counter Agent, DEN

Hein, G. M., Reservations Supv., DEN

Hershberger, C. D., Aircraft Tech., DEN

Jacobson, R. E., Aircraft Tech., DEN

Jernagen, J. A., Ticket Counter Agent,
DEN

Keffalos, G. S., Jr., Station Agent, FMN

Laskoski, R., Aircraft Tech., DEN

McIntosh, B. I., CRC Agent, DEN

Newman, R. W., Aircraft Tech., DEN

Ruster, S. P., First Officer, DEN

Ryan, S. L., Stewardess, DEN

Samuelson, H. A., Station Agent, DEN

Captain Moss Retires After Thirty-Five Years of Flying



Captain Les Moss
He looks back on a fine career.



Following thirty-five years of flying during which time he logged over 29,000 flight hours, Frontier's Dallas/Ft. Worth-based Captain John Lester "Les" Moss of Bedford, Texas, has retired from commercial aviation.

Captain Moss's last official commercial flight, Frontier No. 507 from Oklahoma City, arrived in Dallas at 12:40 p.m., Friday, March 5. Upon his arrival, Captain Moss was formally greeted and honored by a traditional ceremony at Love Field from a strong turnout of fellow crew members who had flown and worked with him during his thirty-five year career in aviation. Also greeting Captain Moss was his wife, Faye, and company officials from the Dallas Operations Department and General Offices in Denver.

Born and raised through age seventeen at Holland, Texas, Captain Moss on July 3, 1936 soloed for the first time at Meacham Field in Fort Worth. The field was then gravel - his aircraft, an E-2 Taylor Cub monoplane. It was a two-place aircraft powered by a forty horsepower engine.

Captain Moss's aviation career was to see him fly some forty different types of civilian aircraft and as many aircraft of the military variety.

By February of 1941, Captain Moss progressed to where he worked as a flight instructor in a civilian pilot training course. In 1942, he became an instructor in a military cadet training program for fifteen months. He then transferred to the Military Air Transport Command where he flew over central South America, the South Atlantic, Africa and Europe.

It was on December 1, 1949 that Captain Moss joined Dallas/Ft. Worth-based

Lamkin, P. H., Captain, DEN
Sanders, B. R., Station Agent, HOT

10-YEAR SERVICE PINS—FEB.

Beecham, R. E., Sales/Service Mgr., OLU
Castilloux, P. E., Captain, MKC
Decha, R. A., First Officer, MKC
Farrar, C. A., Station Agent, LIT
Gross, E. B., First Officer, DAL
Gunn, D. A., First Officer, DAL
Haynie, P. C., First Officer, DEN
Kardell, R. C., Captain, MKC
Keller, S. M., Sales/Service Mgr., PNC
Mayo, E. M., First Officer, DAL
Pierce, A. A., First Officer, DAL
Powell, D. R., Captain, MKC
Watkins, B. J., First Officer, MKC
Williams, J. R., Captain, MKC
Wyche, J. P., Check Airman, DEN

Ruster, S. P., First Officer, DEN
Ryan, S. L., Stewardess, DEN
Samuelson, H. A., Station Agent, DEN

Captain A. R. Hall Celebrates Twenty-Fifth

Flight Captain Albert R. Hall (Salt Lake City) is honored this March for serving with Frontier Airlines for twenty-five years.

Captain Hall joined one of three predecessor companies of Frontier, Challenger Airlines, on March 14, 1946 in Salt Lake City. Except for a period from October, 1969, through July 30, 1970, Captain Hall has worked and flown from Salt Lake City which today is his base.



CAPTAIN ALBERT R. HALL

military cadet training program for fifteen months. He then transferred to the Military Air Transport Command where he flew over central South America, the South Atlantic, Africa and Europe.

It was on December 1, 1949 that Captain Moss joined Dallas/Ft. Worth-based Central Airlines. Single-engine A-35 Beechcraft Bonanzas were the plane of the day for Central at that time. As newer, larger aircraft were introduced into scheduled service by Central and Frontier, Captain Moss received his rating for each. He is rated to fly the DC-3, Convair 240, Convair 600 turbo-prop and Frontier's present Convair 580.

10-YEAR SERVICE PINS—MARCH

Altman, J., Aircraft Tech., DEN
Armbrister, C. C., Station Agent, SLN
Bevans, L. E., Station Agent, PUB
Conner, J. M., Sr. Station Agent, MHK
Gann, K. W., Regional Sales Mgr., DAL
Goffart, H. J., Station Agent, LIT
Griffin, B. R., Station Agent, LIT
Hanna, D. D., Station Agent, PHX
Haven, D. W., Station Agent, GTF
Huchowski, J. W., Station Agent, STL
Lambert, C. G., First Officer, DEN
Lane, J. E., Station Agent, DEN
Leander, K. R., Station Agent, SLN
Levine, D., Stewardess, DEN
Lowe, S. L., JAMTO Agent, Lackland AFB, Tex.
Luster, L. F., Stewardess, DAL
Mackie, G., Station Agent, OKC
Murray, C. D., Ticket Counter Agent, DEN
Musselman, L. H., Station Agent, TOP
Nagle, B. J., Jr., Station Agent, LIT
Nestelroad, O. L., Station Agent, ICT
Neu, J. E., Stewardess, DAL
Peterson, O. C., Station Agent, FSM
Rowe, G. D., Station Agent, COS
Sarver, W. L., Sr. Station Agent, MKC
Teakell, W. A., Asst. Mgr. Transportation Services, MKC
Vaughn, J., General Foreman, DEN
Waples, J. F., Foreman, DEN
Wells, M. L., Ticket Counter Agent, DAL
Willard, E., Ground Radio Mech., DEN
Wilmoth, A. L., Station Agent, STL

Name
Robert Sweeney
Guy Lewis
George Terryberry
Robert Keigley
Patricia Green
Hearold Elmer
Edward Catron
William Leis
William Parker
Lee Pirkil
David Baysinger

Douglas Johnston
Fred Walsh
Harlan Muehring
Joe Studer
Dorothy Rust
Judy Padboy
Vern Nibbe
Ernest LeMay
Irene Scott
Neal Buford
Kenneth Stewart
Robert Miller
George Smith
Jerry Bauer

PERSONNEL CHANGES

From
A/C Tech
Mgr. Operations Admin.
Sr. Sta. Agt.
Sta. Agt.
Jr. Clerk
Sta. Agt.
Sta. Agt.
Sta. Agt.
Sta. Agt.
Stock Clerk
Workload Controller
Asst. Mgr. Stores and Supply Transportation
Sta. Agt.
Production Planner
Mgr. Passenger Revenue
Mgr. Accts. Receivable
Jr. Clerk
Ticket Counter Agent
Mechanic
Ticket Counter Agent
Janitor
Provisioning Agent
Station Agent
Sales Rep.
Station Agent
Station Agent

To
Lead A/C Tech
Dir. Oprns. Admin.
Asst. Mgr. Trans. Services
Sr. Sta. Agt.
Clerk
Sr. Sta. Agt.
Sr. Sta. Agt.
Sr. Sta. Agt.
Sr. Sta. Agt.
Foreman—Stores
Buyer
Subcontract Administrator

Sr. Sta. Agt.
Foreman
Dir. Rev. Acctg.
Dir. Receivables
Clerk
Sr. T.C.A.
Lead A/C Tech.
Sr. T.C.A.
Cleaner
Station Agent
Sr. Sta. Agt.
Mgr. Cargo Sales Planning
Relief Agent
Relief Agent

Location
OMA
DEN
MKC
LAW
DEN
DEN
STL
DEN
DEN
DEN
DEN
MKC
DEN
DEN
DEN
DEN
DEN
BFF
DEN
DEN
OMA
FYV
DEN
CDR
BFF

New Facilities Dedicated at Omaha

The Ribbon Had a "Wee-Bit" Of Green in It



Assisting in dedication ceremonies at Eppley Field are (left to right): Vern A. Carlson, Vice President-Public Affairs, Frontier Airlines; Floyd Nebergall, Vice Chairman of the Airport Board and Vice President of the Chamber of Commerce Transportation Council, Omaha; James Moore, Chairman of the Omaha Airport Board; Stewardess Gina Nichols; Ron Grear, Director of the Omaha Airport Authority and Bob Remillong, District Sales Manager for Frontier in Omaha.

Green means things are growing. At Omaha's Eppley Field on St. Pat's Day, March 17, Frontier broke out a bright green ribbon to dedicate the new facilities including new ticket counter, passenger lounge and second level jetway boarding bridges on the new terminal annex.

Heading the dedication ceremonies

from Frontier were Vern A. Carlson, Vice President-Public Affairs, and Edward H. Gerhardt, Vice President - Communications. Working with them were local Omaha civic leaders from the Chamber of Commerce, city officials and airport authority members who all together cut



Frontier's first use of modern jetways takes place at Omaha's Eppley Field.

the ribbon which carried the designation, "Omaha—Aerial Gateway to Frontierland."

Frontier has made great strides in Omaha since the carrier's first flight touched down twelve and a half years ago. In 1970, Frontier boarded in excess of 60,300 passengers, while deplaning approximately the same number. This was more than double the number of passengers flying Frontier flights in and out of Omaha only five years ago.

Highlights for Frontier and Omaha during 1970 included the granting of new nonstop services between Omaha and Chicago, Omaha and Denver, and Omaha and Rapid City. These new authorities were awarded Frontier in the Omaha Service Investigation Case.

Omaha is the first Frontier Town at which the carrier is using jetway loading bridges. At Eppley Field, Frontier passengers enplane and deplane through either of two jetways in use by Frontier.



Personable Etta Wright Featured In News Stories

A well-written illustrated story on vivacious Etta Wright, Dallas-based Stewardess for Frontier Airlines, is now appearing in a large number of newspapers throughout the United States.

Six large pictures and an accompany-

with the Chicago skyline as a backdrop for this story.





A well-written illustrated story on vivacious Etta Wright, Dallas-based Stewardess for Frontier Airlines, is now appearing in a large number of newspapers throughout the United States.

Six large pictures and an accompanying interview describe Etta's in-flight stewardess duties. The article first appeared in the CHICAGO DAILY DEFENDER, one of the nation's largest black newspapers. The two-page center spread has also been featured in other publications of the Sengstacke Newspaper Chain, which is based in Chicago and publishes papers in the largest metropolitan cities in this country.

In addition to the in-flight pictorial story, Etta was also pictured wearing the various garments which make up her twelve-piece uniform. She was photographed by Chicago's downtown lake front, Grant Park and Michigan Boulevard

with the Chicago skyline as a backdrop for this story.



Etta Wright

Beech 99's Begin Commuter Service

ARE SMALL AIRCRAFT
THE ANSWER?

On March 1, Frontier began operating the now much-publicized Beech 99 twin prop-jet over selected Convair 580 routes. Eight cities are receiving service from this fifteen-passenger craft for an experimental six-month period on an increased flight frequency basis.

Receiving this new commuter service are the Frontier towns of Scottsbluff—base of operations for the two Beech planes and sixteen personnel—Alliance, Chadron, Sidney, Nebraska, Rapid City, Cheyenne, Laramie and Denver.

Frontier Captain Larry Vied has been named to head the Beech operation from his headquarters in Scottsbluff. Working with Captain Vied are six captains, six first officers and three maintenance personnel.

(Continued on page 6)



Frontier's new Beech 99 aircraft are proving popular for passengers traveling between the smaller communities receiving the new commuter service.

(More photos on Page 6)

Tag It to Be Sure

ID Now Required on All Standby Luggage

In an effort to further improve baggage handling services, Frontier and all other Air Transport Association members have instituted a program to encourage all air passengers to clearly identify their luggage.

Beginning immediately, the scheduled airlines are providing baggage ID labels at ticket counters without charge to all passengers who do not already have their baggage clearly identified.

ATA, the airlines' trade group, also announced that all standby passengers - whether full-fare, military or youth - will henceforth be required to have their baggage clearly identified before it will be checked. Those standby passengers who do not have identification on their luggage

may also make use of the labels provided by the airlines.

The new 1"x2 3/4" stick-on label (shown in photo), which provides space for name and address, is supplied upon request at scheduled airline ticket counters.

Failure of air passengers to identify their luggage has long been an airline problem, particularly in the case of luggage which is misdirected and cannot be returned promptly to its owner because of lack of identification.

Provision of these new, standard ID labels by the airlines will enable each passenger to clearly identify his bag on the outside. It is also recommended that a business card or some other means of identification be placed inside the luggage.



Patty Magee, Secretary, helps remind us that ID labels on all luggage help greatly in promptly returning luggage which may become lost. Traveling standby? ID labels are now a must.

Six Flags Ready for Opening

Six Flags Over Texas began its tenth anniversary season with a special week-long celebration April 3.

The popular theme park at Arlington, midway between Dallas and Fort Worth, will be open on a daily basis during the week before Easter. After Easter Sunday, Six Flags will be open on weekends only until daily summer operation begins June 1.

Officials of the Park also revealed that a major, new ride is under construction at plants in Switzerland and West Germany. The new ride travels on tubular rails at a speed about ten miles per hour faster than Six Flags' well-known Runaway Mine Train.

In addition, the Park will inaugurate a new type of show in its Texas section pavilion. The production will feature Country and Western music, performed by talented collectors.

ambitious production we have attempted, particularly from a technical standpoint." It will make use of motion pictures and color slides which form a constantly changing backdrop for the musical performance.

Six Flags Over Texas Vice President and General Manager Charles E. Pafford said, "We are expecting close to two million people during the 1971 season. All indications are that we will be playing

"Upon arrival at Denver, I ran into the most surly, uncouth airline employee that I have ever encountered in all my travels. This unmentionable person then informed me that flight 578 did indeed take off, and I was not entitled to a refund.

"Some small particle of sanity did return to your airline during my layover in St. Louis. I was able to convince your agent that I was indeed entitled to a rebate."—Mrs. Delman, Indiana.

IS A SMILE AND "THANK YOU" ASKING TOO MUCH?

"Gentlemen: Recently, I boarded Frontier Flight No. 503 at Bozeman for an anticipated journey to Denver. My tickets

A SUPERLATIVE EFFORT

"Dear Sir: My wife, my three children, another couple and their two children and I flew Frontier round-trip from St. Louis to Denver on a skiing vacation recently.

"You should know that your airline added substantially to our enjoyment; specifically—

"Extra care, great meals, a superlative effort in placing us (all 9!) aboard an alternate flight when ours was delayed, prompt recovery and delivery of our luggage, some extra special 'babysitting' and finally, somehow finding and returning my glasses which I left aboard the plane.

"I travel a great deal in my business and I think I can tell when an airline is 'putting out'—I think yours is. You will

speed about ten miles per hour faster than Six Flags' well-known Runaway Mine Train.

In addition, the Park will inaugurate a new type of show in its Texas section pavilion. The production will feature Country and Western music, performed by talented collegians.

A new show is also slated for Sid and Marty Krofft's Puppet Theater. Called "Pufnstuf," it will feature the star of the Kroffts' popular television series, H. R. Pufnstuf.

Scheduled for the Southern Palace Music Hall is a show which Producer-Director David Blackburn calls "The most

colorful slides which form a constantly changing backdrop for the musical performance.

Six Flags Over Texas Vice President and General Manager Charles E. Pafford said, "We are expecting close to two million people during the 1971 season. All indications are that we will be playing host to more vacationers from outside Texas than ever before in our history." He noted that the new Seven Seas Oceanarium will be opening this summer on a site just west of Six Flags and predicted that the dual attractions will lead to at least a two-day stay in the area for many out-of-state visitors flying to Dallas/Ft. Worth via Frontier.

They Care Enough to Write

HELP ME TELL MY WIFE HOW GREAT YOU ARE!

"Dear Sirs: Every four or five weeks I take Frontier Flight No. 7 from St. Louis on a Monday morning and return on Flight No. 8 the following Friday.

"My wife, bless her, feeds me, fluffs my pillow, does my laundry, etc., when I'm home. When I'm on the road, she worries!

"Would you mind dropping her a note telling her what great breakfasts are served on Flight No. 7 and the fine steak dinners you supply and that both are served by very nice young hostesses like your pleasant Miss Betsy Spranger and the pilots not only get you there and back, but make such superb takeoffs and landings—I tell her all of this, but she thinks I just want to make her feel better.

"Gentlemen, you and I know that all I've said is true—perhaps a word from you would help.

"I think Frontier flying is just great!"
—G. Wysong, Missouri.

INEFFICIENCY AND INDIFFERENCE HIGHLIGHT TRIP

"Dear Sir: I have saved very hard for a once-a-year skiing vacation.

"Because of inefficiency and downright utter indifference of your Frontier Airline, I spent a miserable, expensive four days in Steamboat Springs, Colorado.

"The plane was an hour late in departing due to a mechanical problem, which I grant you was probably unavoidable.

"What, however, was not unavoidable was the mishandling of our luggage. I also understand from the many with whom I talked, that this is the rule with your airline between Denver and Steamboat Springs, rather than the exception.

"Having up to this point only aggravating experiences with your airline, I decided that a reconfirmation of flight 578 returning to Denver was important. I was then informed that flight 578A would not leave. This necessitated a 4½ hour bus trip to Denver instead of a 40 minute plane ride.

IS A SMILE AND "THANK YOU" ASKING TOO MUCH?

"Gentlemen: Recently, I boarded Frontier Flight No. 503 at Bozeman for an anticipated journey to Denver. My tickets were confirmed and I was flying 2/3 fare, Military Reservation. Upon arrival in Billings, it was announced Flight No. 503 was terminating and that Denver-bound passengers had reservations transferred to Western Airlines Flight No. 55. Not so! Western had supposedly sold all seats to Denver and not one was for the wandering group from Frontier Flight No. 503.

"Well, it all worked out.

"Gentlemen, had it not worked out, I would probably still be hitchhiking from Casper. I really object to only one thing, namely, being ushered off a terminated flight without so much as a 'thank you' and essentially being left to personally rearrange the remaining 2,000 miles of my trip.

"I'm sure, as a professional airline, you know it's best to leave the customer with a smile on his face, right? I'm afraid neither Frontier nor I were smiling that morning."—Warren Dean, Mississippi.

WHAT—USE XYZ AIRLINE? HEAVEN FORBID!

"Dear Sir: My wife and I were in Denver yesterday afternoon awaiting departure of your Flight 62 to Dallas. Your ticket agent announced that our flight due out at 1:40 p.m. was to be delayed until 2:15 p.m. and that XYZ Airline flight leaving at 2:00 p.m. had a number of seats available if anyone cared to transfer to their flight.

"HEAVEN FORBID . . . We would be willing to wait longer than that to continue on your airline, and Misses Kathy Smallo, Polly Peck and Liz Werner confirmed how good our decision was with their very polite and attentive service to Dallas."—W. C. Martin, Texas.

prompt recovery and delivery of our luggage, some extra special 'babysitting' and finally, somehow finding and returning my glasses which I left aboard the plane.

"I travel a great deal in my business and I think I can tell when an airline is 'putting out'—I think yours is. You will see us again."—Clark W. Russell, Jr., Missouri.

SHE'LL BOOK HER BOSS FRONTIER

"Gentlemen: I arrived Thursday on your Frontier flight 17 from St. Louis. I chose to change in St. Louis rather than Chicago because the airport is less congested. However, the service, food and treatment I received as a 'coach' passenger on Frontier was as good, or better, than first class on other lines. I will continue to use St. Louis instead of Chicago—but now it will be because I can fly Frontier to Denver.

"If at all possible, I will schedule Frontier flights—not only for myself, but my bosses too. They will be pleased to know I consider them worthy of first class treatment, too."—Mrs. Catherine Kane, Ohio.

WATCH OUT, TRACY LOCKE!

"Dear Sirs: I flew from Denver to Dallas on Frontier flight No. 80 recently. This was my first time to fly Frontier, but I certainly hope it will not be the last.

"The service given to passengers on that particular flight was of the highest quality I have seen on any airline. Despite the fact that the plane was filled to capacity, the stewardesses made the flight a delightful experience for every person.

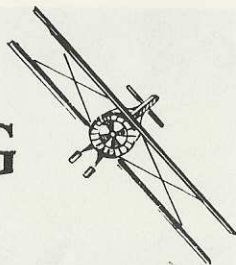
"As a result of the excellent service given on this flight, I would like to suggest a passenger proven slogan: 'Frontier Airlines: Where Every Coach Passenger Is Treated First Class.'

"Thank you for taking the routine out of a routine flight."—Donald S. Whitehouse, Nashville, Tennessee





INTERLINING



YACHT CHARTER DISCOUNTS FOR FRONTIER EMPLOYEES

The Airline Division of Antilles Yachting Services, St. Thomas, V. I., offers a discount rate to Frontier employees on bareboat yacht charters. One 30-foot Pearson Wanderer, "Sea Song," sleeps four to five people and is available for \$350 for 7 days - regularly \$455. The centerboard sloop is clean, fully insured and well equipped. Charter price covers everything except food and drink and includes linen and towels, galley equipment and charcoal grill, swim ladder and snorkeling equipment, life jackets, compass, dinghy and gas for the 30 horsepower marine engine.

Also available are Cal 34 sloops accommodating 6 people at a special rate upon application. Lower rates prevail on all boats after April 30.

Only one member of the party must be an airline employee and discount rates are available only through the Airline Division of Antilles Yachts, Box 375, John F. Kennedy Int'l. Airport, Jamaica, New York 11430, 516-587-4895. Write or call for full information.

AIRWAYS RENT A CAR OFFERS DISCOUNT

Airways Rent A Car of Colorado is offering "special discount cards" to employees of Frontier on all automobiles rented in Denver. Special discount rates on compacts are only \$7.50 per day and 8 cents per mile or \$8.50 per day and 9 cents per mile on full-sized cars. These cards represent an approximate 45 per cent savings from the major car rental

Airways Rent A Car of Colorado, Stapleton International Airport, Denver, Colorado 80207.

CRESTED BUTTE NEAR GUNNISON HOLDS STRETCH PANTS PARADE

April 12 through 17 of this ski season marks the week during which the Crested Butte Ski Area will hold its first Annual Stretch Pants Parade. It is for airline employees only.

Rates are \$65 single, \$50 double per person. The entire package includes five nights lodging, five days lift tickets, hot buttered rum party, champagne slalom, snowshoe races, wine tasting party, inner tube races, stretch pants awards and more.

Skis, boots and poles can be rented at the area. Lessons will be available.

Send your letter of confirmation for space to Chuck Stapleton, Crested Butte Ski Resort, Crested Butte, Colorado 81224. One half the amount is due with the application.

APRIL IN — HAWAII

An interline program to help promote April as "Hawaii Month" has been initiated by United Air Lines.

Interliners will have an opportunity to participate in the month's activities by entering a Hawaiian Sweepstakes. The contest, offered only to interliners (except United employees), offers six grand prizes of one-week vacations in the Islands. In addition to positive space to and from the Islands from any United city of departure, hotel accommodations are included.

BEECH AIRCRAFT

(Continued from page 4)

The Twin Beech 99 is designed for short stage commuter service and is piloted by a crew of two. Pratt & Whitney turbine engines make possible a 250 mile per hour cruising speed.

The Beech 99 is the second type small craft operation to be implemented by Frontier. Currently, two Great Falls-based sixteen-passenger Twin Otter prop-jet commuter aircraft are flying Frontier's Hi Line between Great Falls and Minot via Havre, Glasgow, Wolf Point and Williston and between Great Falls and Williston via Lewistown, Billings, Miles City, Glendive and Sidney, Montana.

Is this new small plane service the answer to higher revenues for Frontier? Will this smaller aircraft have passenger appeal? Will this aircraft operate efficiently? Is increased flight frequency one of the ways to pump up passenger usage? Answers to these and other questions will be obtained as a result of the six month trial period.

Meantime, in addition to comparing the small aircraft with the Convair 580, the small aircraft themselves are being pitted against each other. Whether the Beech or the Twin Otter will provide greater passenger appeal resulting in more usage is another important matter to be determined.



CAPTAIN LARRY VIED

Bacon Honored With Award From C of C



ployees of Frontier on all automobiles rented in Denver. Special discount rates on compacts are only \$7.50 per day and 8 cents per mile or \$8.50 per day and 9 cents per mile on full-sized cars. These cards represent an approximate 45 per cent savings from the major car rental published rates in Denver. Airways Rent A Car is located in the baggage claim area of Stapleton Airport in Denver.

For your special discount card, write

entering a Hawaiian Sweepstakes. The contest, offered only to interliners (except United employees), offers six grand prizes of one-week vacations in the Islands. In addition to positive space to and from the Islands from any United city of departure, hotel accommodations are included.

Details of the contest will be outlined in the April issue of United Interline News, available at your local ticket, reservations and sales offices.

Lietz Named Commander of Year

Flight Captain Eldon P. Lietz (Denver), a 24-year veteran with Frontier Airlines who also holds the military rank of Major-USAFA, has been named "Aircraft Commander of the Year." This outstanding achievement award was presented by the 161st Military Aircraft Group of the Arizona National Guard—Phoenix.

Prime considerations for Captain Lietz's distinguished award included attitude and consideration toward fellow crewmen throughout the year.

Lietz served in the First Air Transport Squadron, 20th Air Force, during World War II in the China-Burma-India theater. He has served a total of twenty-seven years in the military and has logged during his military and commercial aviation career in excess of 25,000 flight hours.



FRONTIER CAPTAIN E. P. LIETZ



Attitude toward fellow crewmen won Major Lietz his award.



Gerry Bacon
Scottsdale Daily Progress Photo

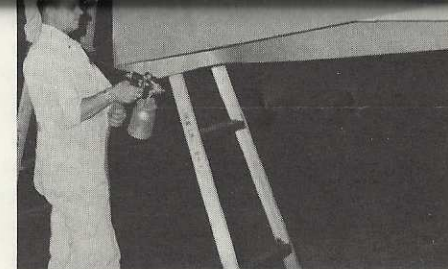
Gerry Bacon, Regional Sales Manager — Phoenix, was honored recently by the Scottsdale, Arizona, Chamber of Commerce for his outstanding work during 1970 toward civic development and improvement throughout Scottsdale.

The award was presented to Gerry at a special luncheon of the Chamber of Commerce. The inscription read, "1970 Civic Development and Improvement Award, presented to Gerry Bacon in recognition of his continued service and accomplishments on behalf of his community—Scottsdale Chamber of Commerce."

Medcalf Takes 2nd in Southwest A.A.U. Judo

Would you buy a used car from either of these guys? Bet you would, especially if they said you would!

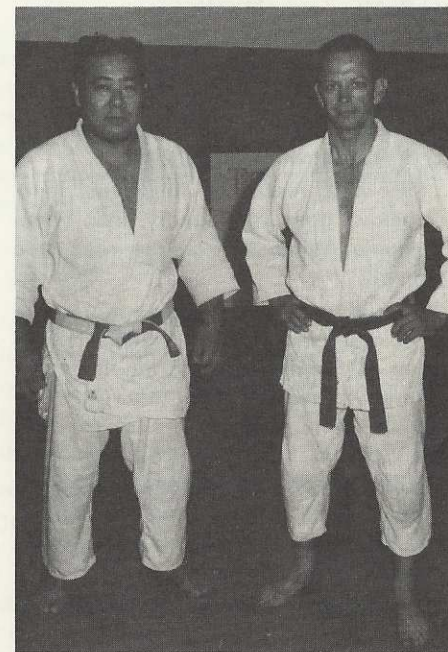
Pictured in the photo to the right is Frontier Captain Bill Medcalf (on the right) who has won Second Place in the Southwest AAU Judo Championships in Dallas. Pictured with Bill is Vince Tamura of the Tamura Judo Institute of Dallas. Mr. Tamura has been Bill's instructor for the past five years guiding him on to his championship titles. Medcalf now goes on to the National Championship Tournament in St. Louis during April.



Early preparation of Beech 99 aircraft prior to beginning service included masking and painting. At Denver's Maintenance Base, the job was expertly done by Charlie Florin (with paint sprayer), Technician; Ernest House (on step ladder), Technician and Scott Monroe (atop tail), Lead Technician.

Naysayers Never Die or Down the Centuries With the Prophets

"The machines (flying) will eventually be fast, they will be used in sport, but they are not to be thought of as commercial carriers."—Octave Chanute, early aviation pioneer.



Vince Tamura (left) is most capable as an instructor. Captain Bill Medcalf has become a champion pupil.