Record Revenues and Profits Announced

Third Quarter and First Nine Months Best Since 1967

Frontier Airlines announced that the third quarter and first nine months of 1972 established record highs in revenues and profits.

A.L. Feldman, President, announced third quarter net income of $3,139,000 (47 cents per share) as compared to a net income of $1,585,000 for the same period in 1971.

For the first nine months of 1972, Mr. Feldman reported net income of $6,214,000 (94 cents per share) as compared with a net loss of $1,361,000 for the first nine months last year.

Mr. Feldman said it was the first profitable nine months the company had reported since 1967, and that record highs in revenues and profits had been set for both the third quarter and the nine months. Mr. Feldman said improved performance was expected to continue through the balance of the year.

Operating revenues in the third quarter increased approximately 11% over the same quarter last year, Mr. Feldman said, while total expenses had been held to an increase of approximately 5%.

Mr. Feldman said in a message to Frontier employees, “These results reflect the superior performance of our employees and all of us can take pride in these accomplishments.”

New Twin Otter-300 To Replace Beech 99's

The Twin Otter-300 is a thoroughly developed utility aircraft with an outstanding record of versatility. Aided by two powerful Pratt & Whitney engines, the Twin Otter is becoming a very popular commuter aircraft because of its STOL (short takeoff and landing) capability. Frontier's new Twin Otter-300 is an advanced version of the 100 series now being operated by Frontier in northern Montana.

Pilot Cited In Heroic Effort To Save Man's Life

First Officer William Hines has been commended for his heroic efforts at Salt Lake City to attempt to revive Frontier's senior aircraft cleaner Fred Van Weerd when he suffered a heart attack. Fred died but Bill Hines did everything possible to save him.

Bill was still aboard our jet aircraft when it arrived and the cleaning crew
Frontier employees, "These results reflect the superior performance of our employees and all of us can take pride in these accomplishments."

<table>
<thead>
<tr>
<th>Quarter Ended</th>
<th>1972</th>
<th>1971</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Revenues</td>
<td>$29,244,000</td>
<td>$28,375,000</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>25,652,000</td>
<td>24,196,000</td>
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<tr>
<td>Operating Profit</td>
<td>3,592,000</td>
<td>2,179,000</td>
</tr>
<tr>
<td>Nonoperating Expense</td>
<td>453,000</td>
<td>594,000</td>
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<tr>
<td>Net Income (Loss)*</td>
<td>3,139,000</td>
<td>1,585,000</td>
</tr>
<tr>
<td>Per Share</td>
<td>.47 +</td>
<td></td>
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Nine Months Ended September 30

<table>
<thead>
<tr>
<th></th>
<th>1972</th>
<th>1971</th>
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</thead>
<tbody>
<tr>
<td>Operating Revenues</td>
<td>$60,710,000</td>
<td>$73,077,000</td>
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<tr>
<td>Operating Expenses</td>
<td>72,584,000</td>
<td>72,239,000</td>
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<tr>
<td>Operating Profit</td>
<td>8,126,000</td>
<td>838,000</td>
</tr>
<tr>
<td>Nonoperating Expense</td>
<td>1,912,000</td>
<td>2,189,000</td>
</tr>
<tr>
<td>Net Income (Loss)*</td>
<td>6,124,000</td>
<td>(1,351,000)</td>
</tr>
<tr>
<td>Per Share</td>
<td>.94 +</td>
<td></td>
</tr>
</tbody>
</table>

*Net Income in 1972 reflects a zero tax expense because of tax loss carry forwards.
+Primary earnings per share based on common shares and common share equivalent.

Frontier's Fall Stewardess Class

These eighteen ladies were graduated September 29 from Frontier's Stewardess Training Program. From left to right are: Pam Friend-MKC; Linda Gregg-DEN; Janice Mathes-DEN; Linda Tacke-DEN; Flo Schaffner-DEN; Martha Stearns-SLC; Susan Grinham-DAL; Sandra Christanson-MKC; Martha Jones-MKC; Kathy Wentz-DEN; Crist Ellis-DEN; Victoria Trent-DAL; Sandra Cantu-DAL; Gloria Moroney-DEN; Sue Mayer-DEN; Patricia White-MKC; Virginia Elrod-DEN; Lora Perry-DEN.

When he suffered a heart attack, Fred died but Bill Hines did everything possible to save him.

Bill was still aboard our jet aircraft when it arrived and the cleaning crew came aboard. Fred was working and stumped over one of the seats. Bill Van Minde, one of Fred's assistants, called for help and Bill rushed to the stricken man. He immediately took control of the situation, directing the cleaning crew to duties including massage and he began administering mouth-to-mouth resuscitation. He did this for more than 15 minutes, but was unsuccessful.

Frontier has commended Bill for his prompt, diligent and humanitarian efforts and has been relieved of all duty for seven days with full pay.

Fred Van Weed was the father of six boys, one just six months old. He was born in the Netherlands in 1938 and had been with Frontier for six years.

Expanded Service To Sun Country

Service to the New Mexico-Arizona Sun Country will be doubled this winter in order to accommodate the growing demand for space to these winter resorts.

The additional service to Albuquerque, Phoenix and Tucson will be effective October 29 when major changes are made in the system schedule. Hank Lund, Vice President-Regional Marketing said Phoenix and Tucson will be served on separate flights, with three services a day via Albuquerque and Denver and continuing Rapid City, Lincoln, Omaha or Kansas City.

Mr. Lund said the additional service from the cold sections of Frontier's system to the Sun Country should provide enough capacity for good loads in both directions.

Other changes in the October 29 schedule include the resumption of the second daily roundtrip across southern Nebraska with Convair 580 service; and the addition of a flight across Oklahoma and Arkansas connecting Denver and Memphis.

Many time changes have been made in the new schedule on the CV 580 service to provide better departure and arrival times and to improve on-line and off-line connections at major cities.
EXECUTIVE MESSAGE

The airlines of the United States are very concerned with the environment in which we and future generations must live. By the very nature of our business, we are probably in the best position to daily observe the results of man's apparent efforts to pollute and destroy the world in which we must exist. Our daily flights over wide geographical areas at high altitudes enable our flight crews to make observations beyond the scope of any earth-limited individual. They have seen our cities become smog encompassed, our streams and lakes become cesspools of man-produced wastes, our forests become denuded by indiscriminate practices of all kinds.

We are firmly convinced that our great technological ability and inventiveness are capable of resolving our problems within the scope of our primary objective; to provide absolute safety to those customers who place their faith and trust in our custody. To meet this great and awesome obligation, we must constantly remain vigilant to make completely certain that no change proposed in the zeal of ecological improvement compromises that responsibility.

The modification of the Pratt and Whitney JT8D engine to reduce the visible smoke emitted by that engine is a good example of the time-consuming development and testing that must take place to assure our responsibility. The JT8D engine powers the Boeing 727 and 737 and the Douglas DC-9 aircraft. Although these aircraft comprise about 50% of the total U.S. scheduled airline inventory of aircraft, they alone account for approximately 70% of the daily takeoffs and landings.

short hops

By Raymond J. Chanaud

We took a tour of the new Concourse D at Stapleton last week to inspect the area where Frontier will install its Denver operations in early December. Everything appears to be in first class order and the gate areas, the concourse itself and our operations rooms are going to be a fine improvement over our existing facilities. The concourse is a long one, but the walk can be broken up by utilizing several “moving sidewalks” which run along the level for about 30 feet. Frontier will have 12 gates and our passengers will be taken care of in good style.

The United Way campaign is under way in Denver and Frontier is seeking a 10 percent increase over its donations to this fine cause. The answer to this appeal can be handled by each employee very easily by the payroll deduction plan. It doesn’t hurt and a good cause is served.

We were out of town a couple of weeks ago when a number of people got together to salute Bill Monday’s 25th Anniversary with Frontier. Bill and the great number of 25-year people we have have gone through an exciting quarter century of ups and downs (no pun intended) but we think we’re on the road to steady growth. We came across some figures from Budgets & Analysis recently that really shows how we’ve grown. Monarch Airlines started in November, 1946 and carried 351 passengers by the end of the year. In 1947, Challenger and Arizona Airways merged into Monarch and a total of 28,062 passengers were carried that year. Last year, we carried almost 2-1/2 million passengers and our cumulative total reached 21 million. That means we will carry our 25 millionth passenger during 1973. Guess we’d better get ready for some sort of a celebration.

Ready for one final note? Since Frontier’s inception, we have flown enough for two round-trips to the sun, and each year, we fly the equivalent of 65 round-trips to the
Frontier Airlines is vitally concerned and we are making considerable progress in all areas of environmental matters. Basically we are moving in five major areas.

1. JT8D Smoke Reduction. The JT8D low smoke configuration has been completed on 27 of the 30 engines we currently operate. We will meet the compliance date voluntarily established.

2. Fuel venting in flight. When an aircraft jet engine is started or shut down, some provision must be made to accumulate that fuel which is residual to the engine requirements. The common practice of the engine and airframe manufacturers was to trap this fuel in a holding tank and to vent it overboard on the next takeoff. During the month of August, Frontier modified all its jet engines to eliminate this procedure.

3. Fuel dumping in flight. Most modern jet aircraft, by design, are authorized to take off at a higher gross weight than permitted upon landing. This is to permit maximum load carrying capability. The Federal Aviation Administration has recently revised its procedures to permit the aircraft, if the need arises, to land in the overweight condition, thereby reducing the requirement for in-flight fuel disposal. While Frontier had occasion to utilize the fuel dumping provisions, we have adopted the revised procedures.

4. Aircraft-generated noise. The unresolved noise problem remains our industry's greatest challenge. Considerable time, effort and money are being expended to arrive at a solution which will be acceptable to our airport neighbors. Technological breakthroughs must be made to permit equipment design changes which will produce meaningful reductions in aircraft noise levels. The new generation of wide-bodied jets conclusively prove that substantial progress is being made in the reduction of aircraft generated noise. But such fixes are not currently available for our present aircraft in spite of publicity to the contrary. On August 1, all of the U.S. scheduled air carriers, including Frontier, adopted an ATA/FAA developed operational procedure which effectively reduces takeoff noise while retaining the maximum safety level.

5. Ground Facilities. Although the airlines of the U.S. are only a small contributor to this area of pollution, concrete programs are in effect. Our approach has many facets and includes such areas as the proper disposal of our aircraft waste, the products used to clean or wash and de-ice our aircraft, the emissions produced by our automotive ground equipment and the return of our waste products to the provided disposal systems.

The five major areas I have outlined constitute our basic program. We are resolved that we shall operate our company in a manner that will insure that Frontier will be known as a "good neighbor" in each location we serve.

Leslie J. Keely.
Service Awards

25-YEAR SERVICE PINS
Carney, J.G., Captain, DEN
Elliott, A.R., Station Agent, DEN
Pasqua, J., Aircraft Tech., DEN
Weed, C.H., Captain, DEN

20-YEAR SERVICE PINS
Bacon, G.L., Regional Sales Mgr., PHX

15-YEAR SERVICE PINS
Blum, N.E., Station Agent, SLC
Boone, G.D., Sr. Station Agent, DEN
Bruns, A.L., Station Agent, GJT
Haley, C.J., Reservation Agent, LAW
Harrison, D.E., Sr. Station Agent, STL
Morgan, J.T., Manager STL CRO
Paeser, W.G., Station Agent, DEN
Rocheleau, F., Lead Aircraft Tech., DEN
Skeen, R.L., Station Agent, DEN
Smith, A.G., Relief Agent, CDR
Taylor, D.A., Sr. Station Agent, SLC
Trepтов, G.A., Ticket Counter Agent, PHX
Turgon, C.E., Station Agent, MKC

10-YEAR SERVICE PINS
Bowers, G.J., Reservation Agent, STL
Burrows, J.W., Station Agent, TUS
Johnson, D.E., Station Agent, LAS
Price, M.W., Ticket Counter Agent, PHX
Stults, J.R., Station Agent, FYY

5-YEAR SERVICE PINS
Basye, M.L., Stewardess, DEN

25-YEAR AWARDS

Burr Named
Director-Facilities

HERE'S The Payoff

FROM

ADRIAN D. WELTER, Aircraft Technician — Denver, $100 for his suggestion concerning the repair of the stator assembly on the CV-580 aircraft.

ARTHUR A. BENSON, Lead Aircraft Technician — Denver, $50 for his idea regarding the modification of ball joint assemblies.

A. S. HAMMERSMARK, Aircraft Technician — Denver, $55 for his idea concerning a change in the procedure of relamping the "No Smoking-Fasten Seat Belt" sign in the B-737 passenger service units.

BOB TOMALINO, Lead Aircraft Technician — Denver, $25 for his idea regarding the manufacture of a tool to indicate wear on the condition cam in the propeller regulator.

SAM SILVER, Lead Cleaner — Denver, $25 for his suggestion regarding the drilling of holes in galley floors for water drainage.
Dave Burr has been appointed as Director—Service Planning and Facilities for Frontier.

Dave began his career with Frontier in 1950 as a Station Agent in Montrose. In 1951 he was Station Manager in Cortez until 1958 when he transferred to Grand Junction as a Station Manager. In 1960 he became Supervisor of Station Training—Manager of Training and Publications.

Prior to his recent appointment, Dave has been Director of Facilities where he has served for the past seven years.

His new responsibilities include administrative, customer service procedures, training and system baggage services. He remains administrator of facilities planning and construction throughout Frontier's system.

Brunz Appointed

Oliver Brunz has been appointed as Manager of Transportation Services in Albuquerque. In his new position, Oliver is responsible for Frontier's passenger service operations at Albuquerque's Sunport air terminal.

He began his aviation career with Frontier in 1950 and has served in various managerial positions in the Frontier-served cities of Sidney, Nebraska; Pueblo, Colorado; and Billings, Montana.

### Personnel Changes

<table>
<thead>
<tr>
<th>NAME</th>
<th>FROM</th>
<th>TO</th>
<th>CITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Holford, Thomas</td>
<td>Production Planner</td>
<td>Staff Asst to VP Flt Ops</td>
<td>DEN</td>
</tr>
<tr>
<td>Mease, Roland</td>
<td>Fleet Planner</td>
<td>MGR of Schedules</td>
<td>DEN</td>
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<tr>
<td>Kimel, Gerald</td>
<td>Foreman Grd Equip Maint.</td>
<td>MGR Auto Equipment</td>
<td>DEN</td>
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<tr>
<td>Isaac, Pamela</td>
<td>Statistical Clerk</td>
<td>Statistician</td>
<td>DEN</td>
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<tr>
<td>Duerr, Robert</td>
<td>MGR Ground Maint</td>
<td>MGR A/C Cleaning</td>
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<td>Munroe, Monica</td>
<td>SR Clerk</td>
<td>Material Investigator</td>
<td>DEN</td>
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<td>MacCloud, Richard</td>
<td>Computer Operator</td>
<td>Communications Operator</td>
<td>DEN</td>
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<tr>
<td>Pacheco Benjamin</td>
<td>Communications Opr</td>
<td>SR Communications Opr</td>
<td>DEN</td>
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<tr>
<td>Demoney, Louise</td>
<td>Executive Secretary</td>
<td>Staff Assistant</td>
<td>DEN</td>
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<tr>
<td>McCullough, Roger</td>
<td>Maintenance Scheduler</td>
<td>Industrial Engineering Analyst</td>
<td>DEN</td>
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<td>Smith, Adelbert</td>
<td>Relief Agent</td>
<td>Sales Av Mgr D</td>
<td>CDR</td>
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<td>Marquez, Charles</td>
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<td>SR Station Agent</td>
<td>DEN</td>
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<tr>
<td>Brunz, Oliver</td>
<td>MGR Trans Svc A</td>
<td>MGR Trans Svcs A-1</td>
<td>ABQ</td>
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<tr>
<td>Pester, Marv</td>
<td>Customer Svc Supv</td>
<td>MGR Trans Svcs A</td>
<td>BIL</td>
</tr>
<tr>
<td>Reger, Sandra</td>
<td>Secretary</td>
<td>Special Asst to Sls MGR</td>
<td>ABQ</td>
</tr>
<tr>
<td>Brown, Kathleen</td>
<td>Secretary</td>
<td>Special Asst to Sls MGR</td>
<td>MKC</td>
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<tr>
<td>Bumstead, Mike</td>
<td>Ticket Cntr Agent</td>
<td>Custome Svcs Rep Inflight</td>
<td>DEN</td>
</tr>
<tr>
<td>Straley, Ricky</td>
<td>Customer Svc Supv</td>
<td>Ass MGR Trans Svcs A-3</td>
<td>DEN</td>
</tr>
<tr>
<td>Bass, Jimmie</td>
<td>MGR Dining Equip &amp; Supply</td>
<td>MGR Power Plant Engineering</td>
<td>DEN</td>
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<tr>
<td>Early, Frank</td>
<td>Power Plant Engr</td>
<td>Customer Svc Rep Inflight</td>
<td>DEN</td>
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<tr>
<td>Cannon, Glenn</td>
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<td>MGR Industrial Engineering</td>
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<td>Guffey, Don</td>
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<tr>
<td>Fenner, Marilyn</td>
<td>Reservations Agent</td>
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<td>DEN</td>
</tr>
</tbody>
</table>
New Twin Otter

being operated by Frontier in northern Montana. The airplane has 19 seats arranged in a two and one configuration, and the high-wing design of the airplane offers excellent visibility for passengers.

The maximum take-off weight of the new airplane is 12,500 pounds with a payload capacity of 4,900 pounds and provides additional room for baggage and cargo. It is powered by two Pratt and Whitney turbine engines developing 620 horsepower each and has a maximum cruising speed of 200 miles per hour.

With the inauguration of the new Twin Otter service, Frontier will eliminate the Beech 99's from the fleet.

Computer Moving

A Major Project

At Frontier

The boxes are removed, the wires are picked up and the second floor of the General Offices is clear of all the debris that once resembled a maze.

Frontier's Computer Services has finally pulled the plug on the Denver end of the operation and moved look, stock and barrel to McLean, Virginia.

The two 360-65 IBM computers are now being operated by Greenwich Data Systems where they run Frontier's reservations computer system.

Since selling the computers last April, Frontier's Computer Services Department had been busy programming and sorting through reams of material in order to make the 1,500-mile journey to Virginia.

As with any major moving project, there were problems. According to Carol Hirsch, Director—Computer Services, “It was no easy task to move these computers. A move of this nature has never been attempted before on such a large scale.”

Participants eagerly await the decision of the judges in the Denver CRO ‘Mexican Garb Day’ Costume Contest.

“Mexican Garb Day” is one of several special events scheduled during the year in the Denver Reservations Office.

The first prize winner of the contest, Sean Hein, won a three-day vacation to Mexico on Mexicana Airlines. Frontier’s Interline Department also chipped in to complete the festivities with tacos and pinatas.

Many extra man-hours were spent planning difficult procedures to correct the problems caused by the move. One problem eventually led to another, causing down-time as well as frustration.

In fact, Dick White, Manager—Computer Programming, worked many nights in order to solve the previous day’s errors. He said, “The biggest problem caused by the move is trying to get used to the new environment. There’s a whole new computer language to learn and more areas where an error could occur.”

As of now, Computer Services has met every kind of problem a computer malfunction can devise. This is not to paint a bleak picture,—however, as Computer Services has managed to solve the problems and turn a hazardous computer move into a unique operation.

“Things are getting better all the time,” according to Carol. “It really has been a major project and, of course, there are going to be problems, but they will eventually be solved.”

Reilly Named As Purchasing Director

Whose Plane?
Reilly Named As Purchasing Director

Frontier 10th In World Airlines Golf Tournament

Frontier Pilot Rusty Lambert and MKC Sales Representative Roger Gunderson teamed up to place Frontier 10th among forty-five airline entries in the 1972 World Airline Golf Championship.

The championship was won by United Airlines with Delta Airlines placing second. The Frontier team finished with a score of 150 over the 36 hole Golf tournament.

Frontier Airlines has announced the appointment of Tim Reilly as Director—Purchasing.

Prior to joining Frontier, Tim served as Supervisor of Subcontracts for Sperry Rand Corporation in Lake Success, New York. He also served as Purchasing Agent for Sperry Rand, bringing 21 years of purchasing experience with him to Frontier.

He holds a Bachelor of Science degree and Masters degree in Business Administration from Hofstra University, Long Island, New York.

Tim will be responsible for the purchasing of all materials and services at Frontier.

Harnish Appointed to Dining Services Post

Fred Harnish has been appointed as Manager—Food and Beverage Service.

Prior to joining Frontier, Fred served as Flight Kitchen Manager at Sky Chef for the past eight years. His food and dining experience includes serving with Canadian Pacific Airlines for five years.

Whose Plane?

These two men were given a very special assignment recently when they were asked to repair the generator on a CV-580.

It was no ordinary 580 to be sure, but to Larry Warford, Aircraft Technician (left) and Warren Hill, Lead Aircraft Technician (right) it was business as usual in repairing Pat Nixon's personal aircraft.

Reger Announced Sales Assistant

Sandi Reger has been appointed as Special Assistant to Frontier's District Sales Manager in Albuquerque.

Sandi will be responsible for Convention Sales, news media and travel agency contacts for Frontier.

Sandi was Miss New Mexico in the Miss Universe pageant in 1963. Her honors also include New Mexico Maid of Cotton in 1964 and Miss Sunshine for the Albuquerque Chamber of Commerce in 1965.

As Special Assistant, she will report directly to Frontier's District Sales Manager in Albuquerque, Dave Smith.

Stewardess of the Month

May

Carolyn Turner (DEN) is cited for her zeal in service to Frontier as both stewardess and Supervisor—Stewardess Training.

June

Eileen Neumann (DAL) receives the award for her calm and able assistance to a woman giving childbirth on board a 580.