



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 \$1,351,000 for the first nine months last year.

Frontier 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."



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.

New Twin Otter-300 To Replace Beech 99's

Frontier will introduce into service in Western Nebraska on November 30, a new Twin Otter-300 with a schedule to

provide both commuter and connecting services between the Nebraska Panhandle communities and Denver.

The new 19-passenger aircraft will serve Alliance, Chadron, Scottsbluff and

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

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The new 19-passenger aircraft will serve Alliance, Chadron, Scottsbluff and Sidney and will replace Frontier's present Beech-99 service to this area.

William D. Wayne, Vice President-Local Service Marketing, announced the change, and said, "Both Alliance and Chadron will receive a new early morning flight to Denver. When combined with an evening return service, we are now able to provide a much requested one-day commuter service with Denver."

"While Scottsbluff and Sidney receive basically the same flight times to and from Denver which have prevailed in the past," Wayne said, "all four of the Nebraska cities will benefit by improved connections with both Frontier and other airlines' flights at Denver for all sections of the United States. Scottsbluff will also have more direct service to and from Lincoln, Omaha and Kansas City on Convair-580 flights."

The DeHavilland Twin Otter-300 is an advanced version of the 100 series now Continued on Page 4

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 slumped 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 others 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 he has been relieved of all duty for seven days with full pay.

Fred Van Weerd 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 accomodate 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.

Quarter Ended September 30

	1972	1971
Operating Revenues	\$29,244,000	\$26,375,000
Operating Expenses	25,652,000	24,196,000
Operating Profit	3,592,000	2,179,000
Nonoperating Expense	453,000	594,000
Net Income (Loss)*	<u>3,139,000</u>	<u>1,585,000</u>
Per Share	.47 +	

Nine Months Ended September 30

	1972	1971
Operating Revenues	\$80,710,000	\$73,077,000
Operating Expenses	72,584,000	72,239,000
Operating Profit	8,126,000	838,000
Nonoperating Expense	1,912,000	2,189,000
Net Income (Loss)*	<u>6,124,000</u>	<u>(1,351,000)</u>
Per Share	.94 +	

*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 Christianson-MKC; Martha Jones-MKC; Kathy Wentz-DEN; Crist Ellis-DEN; Victoria Trent-DAL; Sandra Cantu-DAL; Gloria Maroney-DEN; Sue Mayer-DEN; Patricia White-MKC; Virginia Elrod-DEN; Lora Perry-DEN.

EXECUTIVE MESSAGE



Leslie J. Keely
Vice President—Operations

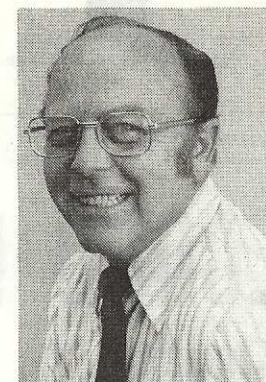
The airlines of the United States are very concerned with the environment in which we and future generations must live. By the very nature of our business, we are probably in the best position to daily observe the results of man's apparent efforts to pollute and destroy the world in which we must exist. 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

mitted 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.

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 rare 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

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 moon.

Frontier Hosts Testing Meeting

Frontier Airlines recently hosted a meeting of the Air Transport Association—Nondestructive Testing Subcommittee in Denver.

Leslie J. Keely, Vice President—Operations, delivered the welcoming speech to representatives from United States air carriers and foreign carriers in addition to aircraft manufacturers around the world.

The meeting is designed to discuss and exchange information on new technique developments in the non-destructive testing field.

Advanced technical abilities discussed at these meetings provide safe, reliable air transportation through nondestructive test inspections.



Leslie J. Keely is shown welcoming the 250 representatives from around the world, gathered to discuss nondestructive testing developments in the airline industry.



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Associate Editor Michael S. Shandrick

News items and photographs are welcome. Co-mail should be addressed to DEN-GP.



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
Treptow, 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
Mueller, D.F., Mgr. Airframe and Sys. Eng., DEN
Price, M.W., Ticket Counter Agent, PHX
Stults, J.R., Station Agent, FYV

5-YEAR SERVICE PINS

Basye, M.L., Stewardess, DEN
Beaumont, R.R., Mgr. Agcy Leisure Mkt. Png, DEN

Brant, L., Station Agent, MKC
Brindley, W., Foreman, DEN
Colling, O.H., First Officer, DEN
Dakon, P., Station Agent, MKC
Ellis, L., Stewardess, DEN
Erickson, G.N., Stewardess, DEN
Flinn, R.E., Toolroom Attendant, DEN
Forsythe, A., Reservation Agent, DEN
France, R.P., Station Agent, CPR
Giffin, Jr., K.M., Supv. General Ledger, DEN
Graham, A.P., Stewardess, DEN
Harlan, Jr., J.W., Second Officer, DEN
Hasegawa, M., Clerk, DEN
Hayhurst, S., Reservations Agent, DEN
Henderson, C., Station Agent, FSM
Howenstine, R.J., Reservations Agent, DEN
Johnson, R.W., Second Officer, DEN
Johnston, R.W., Second Officer, DEN
Kentroti, T.A., Check Airman, DEN
Kimmel, J.P., Station Agent, LAS
Lutrick, B.W., Station Agent, ABQ
McDonald, M.L., Aircraft Tech., DEN
Mickalson, G.E., Aircraft Tech., DEN
Olmsted, J., Reservation Agent, DEN
Owens, C., Cleaner, SLC
Remmich, R.D., Station Agent, RAP
Robinson, W.B., Crew Scheduler, DEN
Scheffler, T.C., Second Officer, DEN
Settgast, W.R., Aircraft Tech., DEN
Walker, F.S., Mgr. Sheetmetal Shop, DEN

6-MONTH SERVICE PINS

Bickford, J.L., Supv. Crew Png. Schdlg., DEN
Chippindale, J., Clerk Typist, DEN
Greenfield, Sales Rep., DAL
Jackson, J.F., Clerk, DEN
Ross, P.K., Mail Clerk, DEN
Rozell, T., Clerk, DEN



25-Year Awards



Captain C.H. Weed
DEN



Captain J.G. Carney
DEN



Joe Pasqua
Aircraft Technician—DEN



A.R. Elliot
Station Agent—DEN

—HERE'S The Payoff

... FROM IDEAS UNLIMITED

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, \$90 for his idea regarding the modification of ball joint assemblies.

A. S. HAMMERMARK, 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.

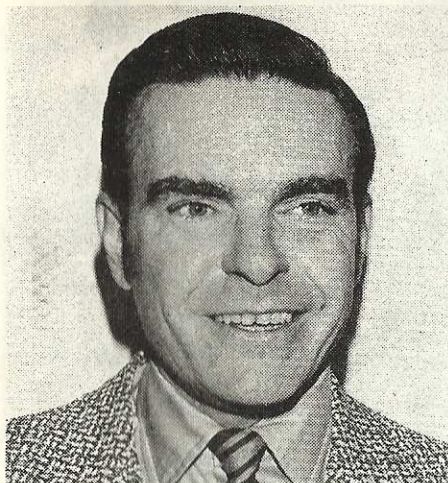
insulators, 2) the manufacture of a tool to indicate wear on the condition cam in the propeller regulator.

BOB TOMALINO, Lead Aircraft Technician — Denver, \$25 for his ideas regarding 1) the manufacture of a tool for installing insulators, 2) 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.

**Burr Named
Director-Facilities**

Burr Named Director-Facilities



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.

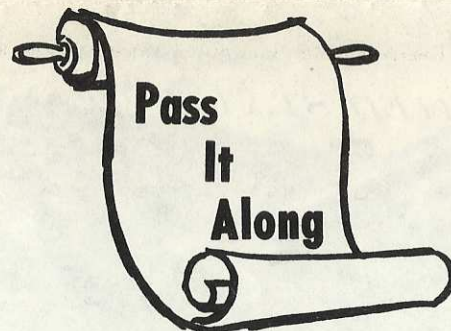
Prior to his recent appointment, Dave has been Director of Facilities where he has served for the past seven years.

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.



Station Agent Gary H. Lundberg and his wife Pamela (Columbus, Nebraska) are the proud parents of Shelley Marie, born September 25.

Phyllis J. Blecha — STLCRO, won eighth prize in the Continental Great Steaks Interline Contest. Upon winning a \$5 gift certificate to McDonald's she moaned, "I was supposed to be on a diet!" (Well, Phyllis, you can't say you never win anything — some steaks!)

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.

G. H. VILLHAUER, Aircraft Technician — Denver, \$20 for his suggestion concerning the installation of a protective guard for the altitude transducer static line and the quick disconnect on CV-580 aircraft.

D. E. ALLEN, Aircraft Technician — Denver, \$25 for his idea regarding a modification to the B-737 galley cart lock mechanism.

H. B. HECKART, Lead Aircraft Technician — Denver, \$25 for his suggestion concerning an ignitor lead repair kit for the Allison 501D13 engine.

ROD SLACK, Aircraft Technician — Denver, \$25 for his suggestion concerning 1) the manufacture of a tool for installing

SAM SILVER, Lead Cleaner — Denver, \$25 for his suggestion regarding the drilling of holes in galley floors for water drainage.

L. P. LARSEN, Aircraft Technician — Denver, \$150 for his idea regarding a procedure to start CV-580 engines in the field when the GTC is inoperative.



Larry Larsen, Aircraft Technician — DEN, won \$150 for his suggestion from Ideas Unlimited.

Personnel Changes

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

Continued from Page 1

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 lock, 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 Hicks, 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."

Continued next column

Frontier 10th In

Reservation's Fiesta



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, Gean 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?

Elmore Named to Facilities Post

Hugo Elmore has been appointed as Manager of Facilities Planning for Frontier.

Hugo's new responsibilities will include the coordination of planning, development and construction of Frontier Airlines system terminal facilities.

Prior to joining Frontier, Hugo was Manager of Facilities at Texas International Airlines in Houston, Texas. His previous work experience also includes working as Facilities Engineer for Braniff International Airways in Dallas for eight years.

He holds an Associate of Science degree from the University of Texas at Arlington. Hugo will assist Dave Burr who was recently appointed to Director-Service Planning and Facilities.

Roberts Named To Transportation Post

Larry Roberts has been appointed as Manager of Transportation Services in Colorado Springs.

Larry began his career with Frontier in 1961 as a Station Agent in Minot and served in that position until 1963 when he transferred to Sidney, Nebraska. A year later he moved to Colorado Springs as a Station Agent and worked there until 1968 when he was appointed Customer Service Supervisor in St. Louis. In 1969 he was transferred to Denver in the same capacity.

Prior to his present appointment he was Assistant Manager of Transportation Services in St. Louis.

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.



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.

Reilly Named As Purchasing Director



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.

Reger Announced Sales Assistant

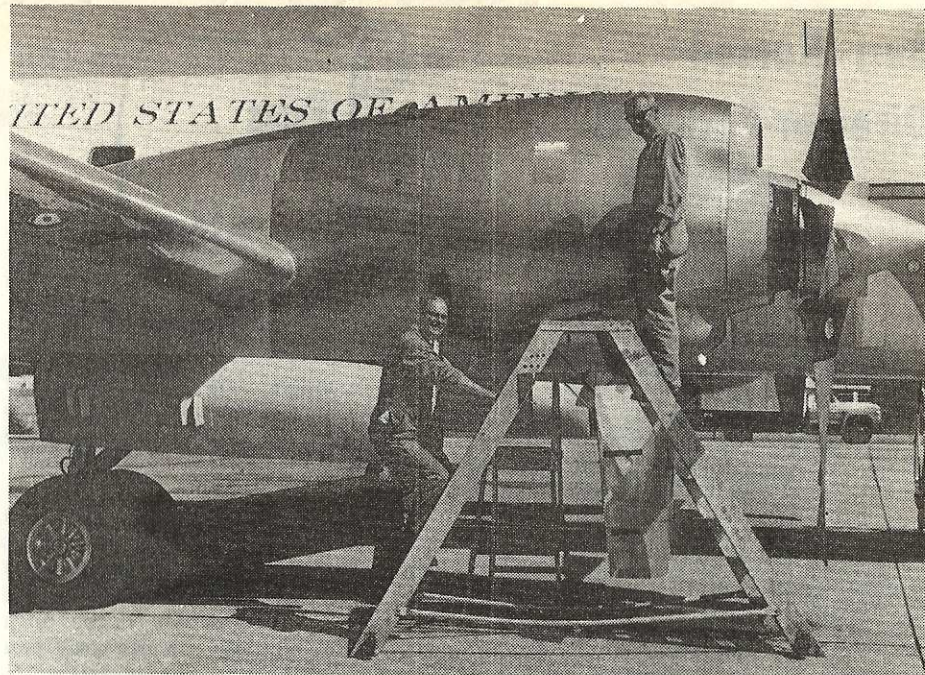
Sandi Reger has been appointed as Special Assistant to Frontier's District Sales Manager in Albuquerque.

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.

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.

Stewardess of the Month May June



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



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