

THINK SNOW. Betsy Barrymore, model and fashion coordinator for Liberty Bell Skiwear of Denver, and Jim "Moose" Barrows, professional downhill ski racer, will be on hand at all six Frontier-Liberty Bell Ski Shows, which begin Sept. 29 in St. Louis.

# Ski Shows Set to Go

With ski season just around the corner, Frontier will begin getting skiers and would-be skiers excited about winter this weekend when its Ski Show opens in St. Louis.

This is the fifth year Frontier — the only airline to sponsor ski shows — has turned snow business into show business. Starting with 15 exhibitors in one city — Dallas — the first show attracted some 1,500 persons. The show grew, with St. Louis, Kansas City and Fort Worth joining the circuit. Omaha and Phoenix joined for the 1972-73 tour, bringing the total of Frontier Ski Show cities to six.

Last year the shows attracted more than 18,000 ski enthusiasts, and this year the shows are expected to attract more than 20,000. The list of exhibitors has grown to more than 40 in some cities.

The first show will be Sept. 29 in St. Louis. From there, a 40-foot trailer and tractor will take the show to Kansas City on Oct. 1, to Omaha on Oct. 3, to Dallas on Oct. 5, Ft. Worth on Oct. 7, and to Phoenix on Oct. 10.

This year the shows are being co-sponsored by Liberty Bell Skiwear of Denver, division of Bonne Bell.

Major ski resorts in Colorado, Wyoming, Utah, New Mexico, Montana and Idaho will exhibit, in addition to equipment manufacturers and local ski shops and ski organizations in the Ski Show cities.

In addition to the exhibits, there will be continuous showings of ski films, a skiwear and apres ski fashion show by Liberty Bell, commentated by top Liberty Bell model and fashion coordinator Betsy Barrymore of

*Continued on Page 4*

**FRONTIER AIRLINES**



# FRONTIER NEWS

VOL. 6, NO. 7

*Published for Frontier Airlines Employees and Their Families*

SEPTEMBER, 1973

## '73 Profit Picture Bright,





# '73 Profit Picture Bright, A.L. Feldman Tells Analysts

Frontier anticipates a profit in 1973 substantially similar to 1972 when the carrier earned a record \$7.1 million (or \$1.08 per share), A.L. Feldman told a group of airline analysts in New York this month.

He attributed this continuation of Frontier's record earnings to a strong showing in the highly competitive subsidy ineligible portion of the airline's system and said he anticipated that earnings would be sustained notwithstanding subsidy reductions in the second half of 1973 proposed by the Civil Aeronautics Board in the new Class Rate VII.

He added that, although Frontier had filed objections to several elements of the proposed Class Rate VII in August of this

## Nonstop COS-TUC Service To Begin

Frontier will begin nonstop jet service between Colorado Springs and Tucson, with one-stop service to Phoenix, on Oct. 28.

Frontier Flight 95 southbound will depart Colorado Springs for Tucson daily at 2:23 p.m., arriving in Tucson at 3:59 p.m., continuing on to Phoenix at 4:20 p.m., arriving at 4:50 p.m. Flight 96 originates in Phoenix at 3:47 p.m., arrives in Tucson at 4:15 p.m., and departs for Colorado Springs at 4:35 p.m., arriving in Colorado Springs at 6:05 p.m.

Service from Colorado Springs to Tucson and Phoenix has been available only through a connection in Denver. The Tucson and Phoenix destinations are among the highest traveled by Colorado Springs residents. Service between Tucson and Colorado Springs has been available only through a connection in Albuquerque.

Frontier is able to offer the new service because the CAB recently granted Frontier's request to modify its route certificate permitting the flights.

year, new profit sharing provisions related to the subsidy ineligible system should result in a subsidy rate increase starting in January 1974 and should increase future earnings potential.

He said Frontier's traffic continues to show good growth and that revenue passenger miles in 1973 should end the year about 17 per cent ahead of 1972.

Mr. Feldman said the Frontier-American (Airlines) route exchange would, if approved by the CAB, mean further route strengthening and added profit potential for Frontier by gaining access to San Diego.

He said Frontier was also continuing to pursue access to Winnipeg, Canada, where the airline already has CAB approval and is now seeking Canadian approval for service.

Frontier's president said he is confident "we have laid the groundwork for profitability now and for the future. Our organization is strong and I find prospects for the future interesting."



CONRAD "DUTCH" GREENEMEIER

## Greenemeier Named To Aviation Hall Of Fame

A Frontier veteran since the days of Monarch Air Lines is being honored this month by the industry which he's been a part of professionally for 45 years. Conrad "Dutch" Greenemeier, pioneer aircraft mechanic and builder, was selected by the Colorado Aviation Historical Society for induction into the Colorado Aviation Hall of Fame on Sept. 29.

Dutch's outstanding contributions to the state's aviation history are marked by innovations in aircraft design which go back to a time when passengers wearing sheepskin-lined flying suits were strapped in open cockpits and surrounded by mail bags.

As early as 1936, Dutch and fellow builder Ray Melberg designed and flew the MG-1 Hornet. A 15-foot biplane, the 90-horsepower Hornet had a 16-foot wingspread and carried one person.

While at Mountain States Aviation, Dutch worked with Harry Combs, another inductee into the Hall of Fame, on an experimental aircraft called the Combscraft. In 1928 he helped build the first 4-engine airplane, Fokker-32.

Although known as a mechanic and builder, Dutch maintains his pilot's license. Since his first solo in October 1931 at the old Denver Municipal Airport, he has flown everything from the Curtiss Robin and Vultee BT13 to the 150 Cessna. "I'd love to fly a jet," says Dutch, who has flown as the fourth crew member on a 727.

Dutch's interest in aviation began at the age of 12 when he built and flew models of the Curtis Jenny. During his aviation career, Dutch taught at the Emily Griffith Opportunity School. He has received recognition for his writings

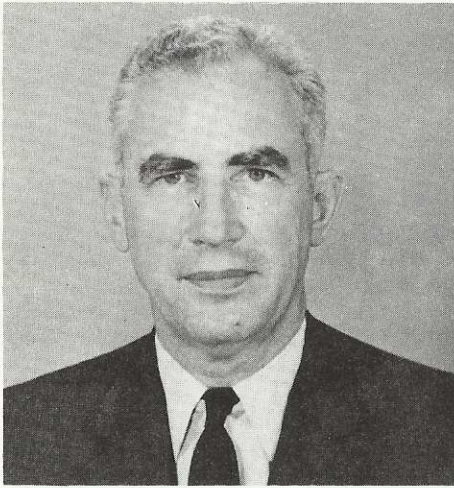
and his design of special tools.

Dutch and seven other inductees join 36 Hall of Fame members, including Monarch Air Lines' founder Ray Wilson. Dutch started working with Ray in 1946 as a mechanic. Now employed as an instrument overhaul inspector, Dutch has seen Frontier grow from a mail carrier to the largest, in terms of geographical area served, local service carrier in the nation.

Dutch is scheduled to retire from Frontier in December, and, he says, then will pursue his hobby of growing pine trees on his two farms in the Denver area.

The fifth annual Colorado Aviation Hall of Fame dinner on Sept. 29, at which Dutch will be honored, is open to the public. Tickets are \$12.50 each for the event, which will be held in the Brown Palace Hotel grand ballroom in Denver beginning at 7:30 p.m.





## executive message

William W. Hogan  
*Treasurer*

In this issue we thought we would give you a quick look at some of the behind the scenes activities for a change. Recent executive messages, for the most part, have discussed the more visible functions of the business, and how they contribute to giving "a better deal on Frontier." However, there are some less visible and indirect functions which, although not directly involved in getting a passenger from point A to B, nonetheless are in themselves vital to Frontier's overall success.

There are numerous activities in this category, such as, accounting, auditing, C.A.B. relations, communications, computer services, financial management, legal services, public relations, and many others. It is not possible to discuss even briefly more than one or two of these in a message of this kind, so we will limit our discussion to a quick look at computer services and data communications, and what we are doing and planning to do to improve these services to you — the user.

Both computer services and data communications are visible to most of you as CRT screen display sets (IBM 2915's) or hard copy agent sets (IBM 2740's, 1977's and DMC 201's). However, this visibility represents only the tip of the iceberg as it were. The system also includes high speed telephone lines, shared line adapters and multiplexers, terminal interchanges and concentrators, data preparation equipment, remote job entry and output equipment, the computers and peripheral equipment in Virginia, and many other intermediate devices. It is expected to transmit and digest literally thousands of pieces of data and messages every hour to process the material at fantastic speeds, and to issue the material in a usable format on a timely basis. It can be said to be the mechanical heart of the airline body pumping data for reservations, handling communications for operations and marketing, and reporting data on which business decisions can be made.

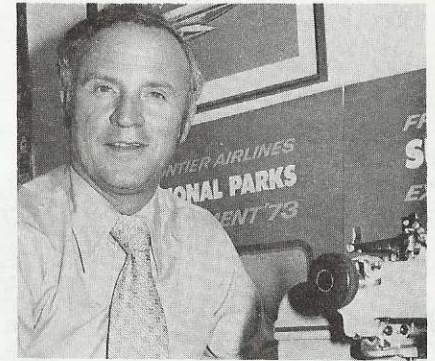
What are some of the things we have done and will be doing to improve these services, and thus to minimize your irritations with the system?

First, we have:

- Revised computer programs to reduce run time and increase control.
- Acquired backup data set attachments for the IBM 2740 hard copy agent sets.
- Established a network control center with responsibility for system-wide data communications control.
- Acquired test equipment for data communications
- Arranged frequent meetings with equipment suppliers to coordinate and improve maintenance and reliability of data communications equipment.
- Replaced the batch processing printer with a faster printer.
- Assisted Greenwich Data Services in converting batch processing from non

## short hops

By Jim Ramsey



A GREAT EXAMPLE of turning a bad situation into a winning one for Frontier occurred on Aug. 19 when Flight 553 took a four-hour mechanical delay in McCook. As reported by Capt. L. G. Mince, "the trip and good will of the passengers was recovered outstandingly by our stewardess Pat Williams. Through her efforts, I doubt if we lost one customer, and perhaps gained a few." Customer comments, all favorable to Frontier and Pat Williams, were written, oddly enough, on air sickness bags. One said: "Had lots of fun on the delay. Your stewardess was great." A. L. Feldman, in a letter to Pat, said "anybody who can accomplish such a fete under these adverse conditions just has to be outstanding and I wanted you to know that I highly commend your ability to ably handle a difficult situation."

\*\*\*

SOME OF the 230 writers, attending the Society of American Travel Writers Convention, are still talking about the two jet and one Convair flights Frontier operated to shuttle them from RAP to JAC this month. Captain on the jet trips was Chick Stevens, publisher of WHY Magazine, and Second Officer was Emily Howell, first woman pilot on a U.S. scheduled carrier. Chick described the route in detail, and Emily answered questions about her job from the writers. Also got some nice comments on our stewardesses on that trip and their new uniforms.

\*\*\*

THE CREDIT UNION has moved to its new building located at 3333 Syracuse St., in back of United's training center and next door to the Guaranty Bank of Stapleton. They opened for business in the new location on Monday, Sept. 24. Meanwhile, back at the General Offices, the Pass Bureau is preparing to move into Room 104 on or about Oct. 8.

\*\*\*

A SPECIAL COMMITTEE consisting of safety representatives of the pilots' and stewardesses' group, the company's safety engineer, and the stewardess training department has been set up to explore the problem of in-flight injuries to stewardesses. The entire top management is concerned and is taking steps to investigate and assure corrective actions to deal with any future incidents as they occur.



Emily and Chick



- maintenance and reliability of data communications equipment.
- Replaced the batch processing printer with a faster printer.
- Assisted Greenwich Data Services in converting batch processing from non Frontier computers operated by an associated company of GDS to Frontier computers operated by GDS personnel to improve batch processing turn around time.
- Increased our trouble shooting diagnostic techniques in computer services which should improve reliability, accuracy and timeliness of our data base.
- Realigned computer services and communications to bring them under one director.

Some of the things we will be doing in the next several months are:

- Increasing the speed of the line connecting our batch processing in Denver with the computers in Virginia. This will enable us to get even faster input and faster printouts.
- Adding one more high speed line to Virginia for data communication message transmission.
- Improving edits and controls of all computer services systems.
- Adding an additional terminal interchange to the data communications system, and realigning the terminal connections to high speed circuits and agent sets to allow a more even distribution of agent sets, and to minimize the effect of a mechanical malfunction.
- Working with computer service users to spread work load more evenly throughout the month and thus reduce delays.
- Revising patrol statistical system to simplify station input and improve edits and checks performed in input.
- Evaluating other kinds of data communication and message switching to improve or upgrade the existing system.

It should be clear from the above that there is a continuing and substantial effort always underway to improve these services. We do not pretend that these improvements will make the system absolutely perfect. It is too complex and too many things can go wrong for that to happen. But we do intend to make it as useful and reliable as is possible at an acceptable cost level.

In closing, let me say that a system as complex and demanding as we need to operate this airline requires the greatest possible discipline not only in the personnel who are operating the system, and believe me they are dedicated and competent people, but also in the users of the system. The people in the field operating the agent sets and all users inputting data into the system can contribute substantially to its success by a strict adherence to prescribed procedures and techniques. Any laxity in this area on the part of the users only adds another potential source of trouble with which we must contend.

Your cooperation and assistance in making these vital services more reliable will help us to help you give the customer "a better deal on Frontier."



## FRONTIER NEWS

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Editor . . . . . James W. Ramsey

Director of Public Relations

Managing Editor . . . . . Karen D. Thomas

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



The entire top management is concerned and is taking steps to investigate and assure corrective actions to deal with any future incidents as they occur.

\* \* \*

A CAB ADMINISTRATIVE law judge has issued his initial decision in the Reopened Service to Omaha and Des Moines case denying Frontier's request to serve Chicago's O'Hare Field. The decision does not change our authority to serve Midway Airport, and we will continue our fight to gain access to O'Hare by asking the CAB to review this initial decision and reject the findings of the law judge.

\* \* \*

FOR THOSE of you who may be wondering when the "To Tell the Truth" episode featuring Emily Howell will run on local TV, we offer the following: in Denver not until fall of (that's right) 1974. It will run next spring in St. Louis. It's already been on in Seattle, Albany and Harrison, Pa.

## Canada, U.S. Tentative Agreements Include Winnipeg Route, Others

Frontier has been informed that the delegations from Canada and the United States have reached a tentative agreement for new route possibilities for the airlines of both countries. Included in the routes for U.S. carriers is the Bismarck-Minot-Winnipeg route which already has been granted to Frontier by the Civil Aeronautics Board.

subject to final approval of both governments.

Assuming the tentative agreements reached are finalized by the respective governments, the Canadian government should grant Frontier the specific authority Winnipeg-Minot-Bismarck to match the authority Frontier has already received from the CAB.

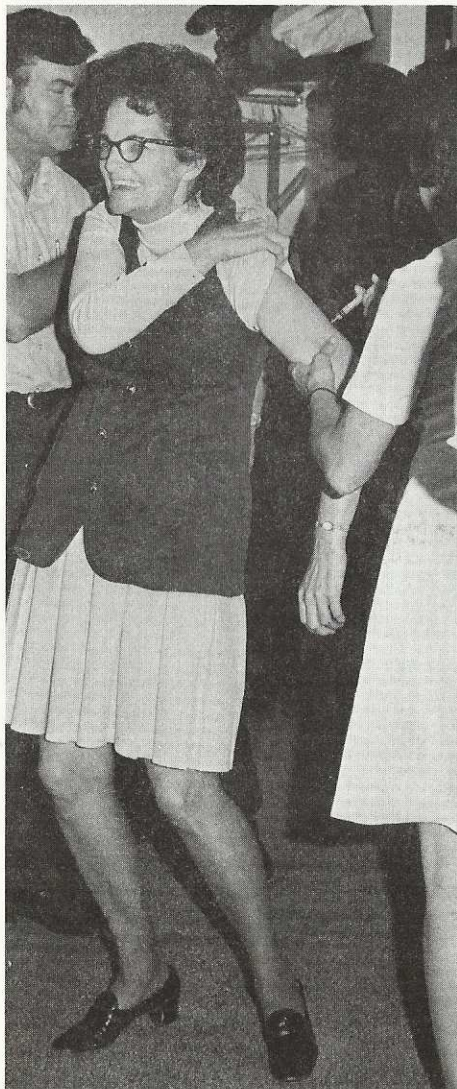
This tentative agreement is subject to the delegations reaching final agreement with respect to charter operations by the airlines of both countries and, further, is

According to A.L. Feldman, "It is our present intention to provide jet service to Winnipeg as soon as possible after all of the legal requirements are satisfied." This should be sometime in 1974, he said.



NEW STEWS. The newest stewardess class includes, from left, Pattie Stetson, Donna Talley, Jeannie McNeill, Rose Giron, Sally Burrows, Mary Hass, Pam Stanley, Ann Freese, Nancy Edwards, Adele Tyre, Jan Friederich, Ranelle Stephens, Teresa Putnam and Molly Coyle.





**FLU SHOTS.** Sue Elder, accounting clerk, was one of the more than 100 Frontier employees who were immunized against the flu during a clinic held at the General Offices this month.

## Pilots' Wives Club Seeks New Members

The Frontier Airlines Pilots' Wives Club is extending an invitation to wives of Frontier pilots to join the group, whose purpose is to promote fellowship

## Frontier Story Told To Group In San Diego

A Frontier contingent led by M.C. "Hank" Lund, Vice President — Regional Marketing, met with civic, business and travel leaders, plus the news media, in San Diego this month to discuss the proposed Frontier-American route exchange.

Purpose of the meetings was to better familiarize the San Diego community with Frontier, its system, its spirit and ability, and at the same time explain how the precedent-setting route swap will benefit San Diego.

Three separate groups were shown a new 20-minute slide and film presentation, prepared by Market Planning and Development, depicting Frontier, its service and equipment and its way of doing business. Reaction was excellent and consensus was Frontier is much better known in San Diego today.

Where does the route exchange stand? Direct exhibits were presented on Sept. 12, rebuttals and testimony are due October 10, and formal hearings in Washington, D.C., begin October 30.

Frontier would be prepared to start service to San Diego within 60 days of formal approval of the pact by the CAB.



**GREETINGS.** Frontier Stewardesses Pam Duane, left, and Jeanne Davis, who spent three weeks in New Zealand in a stewardess exchange program between Frontier and New Zealand National Airways Corporation, were greeted by D. A. Patterson, Chief Executive and General Manager of NAC, in NAC's home office in Wellington.

## Pam, Jeanne Impressed With New Zealand

Pam Duane and Jeanne Davis, Frontier stewardesses who went to New Zealand this summer on a stewardess exchange program between Frontier and the National Airways Corporation of New Zealand, agree that the exchange program was very worthwhile.

Talking about their trip recently in Denver, the stewardesses said they hope they are not the only ones who get to participate in such an exchange. "I hope we can extend it to other airlines," Pam commented.

Pam and Jeanne spent three weeks in New Zealand, traveling on the NAC

different from that of stewardesses here. No meals or liquor are served on NAC. Coffee, hot tea, beef tea and fruit drink are served, and on flights longer than an hour, cheese, crackers and cookies are served.

"NAC stewardesses spend a lot of their time talking to passengers," Jeanne said. They also do both ground and plane duty, and their duty is assigned to them, rather than their using the bidding system as here, the girls noted.

Pam and Jeanne also spent much time talking to passengers. The two topics brought up most often by the New

Pam and Jeanne found NAC pilots to be "super gentlemen," who think nothing of carrying stewardesses' bags.

It was winter in New Zealand while Pam and Jeanne were there, with cold, windy and wet weather, snow in some places. Pam came down with a cold and had to forego some sightseeing while she was recuperating, but she came home with a thick sheepskin coat she bought to keep her warm in the below zero weather.

During sightseeing trips, the girls toured Rotarura, where they saw geysers, evergreens, a redwood forest and much sheep grazing land. In Queenstown, they



The Frontier Airlines Pilots' Wives Club is extending an invitation to wives of Frontier pilots to join the group, whose purpose is to promote fellowship among pilots' wives in Denver and vicinity.

The club meets for a luncheon and talk or demonstration on the second Thursday of each month at different restaurants in Denver. Dues are \$2 a year, which pays for sending postcards notifying members of meetings.

New pilots' wives are invited to contact one of the club officers for information: Jan Pennyweight, president, 771-5492; Virginia Craven, vice president, 841-3524; Kathy Logan, secretary, 343-7211, and Sally White, treasurer, 841-3563.

participate in an exchange. "I hope we can extend it to other airlines," Pam commented.

Pam and Jeanne spent three weeks in New Zealand, traveling on the NAC system, greeting passengers, telling them about Frontier and the United States and sightseeing, as well as talking with members of the New Zealand news media.

While their counterparts here, Ros Harding and Chris Steele of NAC, traveled Frontier's system together, Pam and Jeanne went on separate routes and saw each other only once in three weeks. Pam was based in Christchurch, while Jeanne was based in Wellington, location of NAC's home offices.

They both noted that stewardesses for NAC, although a regional carrier much like Frontier, have a job somewhat

rather than their using the bidding system as here, the girls noted.

Pam and Jeanne also spent much time talking to passengers. The two topics brought up most often by the New Zealanders, according to the stewardesses, were the assassination of President Kennedy and Watergate.

"They also wanted to know what our airline was like and what kind of service we had," Jeanne said. Both stews noted that New Zealand air passengers tend to dress up more on flights, compared with U.S. passengers, and are rather reserved, although extremely courteous and friendly.

"I don't think they were sure what Americans would be like," Jeanne said. "But they responded to us in a friendly sincere — genuine — way."

keep her warm in the below zero weather. During sightseeing trips, the girls toured Rotarura, where they saw geysers, evergreens, a redwood forest and much sheep grazing land. In Queenstown, they took a boat trip and visited a working sheep farm, where they had tea, scones, and pankits (small pancake-like snacks) with the family who ran the farm.

"The NAC stewardesses, supervisors and management really were kind to us," Jeanne commented. The girls had meals both in restaurants and in NAC employees' homes. Their saddest moment of the whole trip, they agreed, was at the end of a going-away party given for them. "We hated to leave," Pam said.

Both girls say they definitely plan return trips to New Zealand.



OFF ON HUNT. Colorado Gov. John Vanderhoof talks with Frontier Customer Service Representative Terrie Armstrong prior to leaving on special Frontier flight from Denver to Riverton-Lander for the annual One-Shot Antelope Hunt. Frontier flew 27 of the governor's guests to the popular event this year.

## pass it along

W. R. Monday, who has been Director — System Reservations, has been appointed Director of Data and Communications, with responsibility for directing the company's computer services and telecommunications systems. He reports to William Hogan, Treasurer.

Reporting to Monday is Carol Hicks, director — Computer Services; Kenneth Dedrick, Manager — Telecommunications; J.F. O'Drain, Manager — Telephone Systems, and Bea Aragon, Communications Coordinator.

M. S. Lund, Vice President Regional Marketing, will supervise Reservations until a replacement for Monday is appointed. Frank Davidson will continue to direct the Fuel Program, reporting to T.J. McCartin, Director — Materiel.

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Dave Burr, Director — Facilities, has been transferred from Regional Marketing, and reports to G.A. Smith, Vice President Asset Management. Hugo Elmore, Manager — Facilities Planning, will continue to report to Burr.

\*\*\*

Daniel Kraber who has been Staff Manager — Field Marketing, Eastern Division, has been appointed District Sales Manager in St. Louis, replacing Pete Black, who has resigned.

\*\*\*

Jim Judd, who has been District Sales Manager in Las Vegas since 1972, has been appointed District Sales Manager in Salt Lake City. He replaces Kaye Burgon, who was in Salt Lake the last six years. Burgon has been promoted to Director Field Marketing — Western Division.

\*\*\*

Jim Borchers has been transferred from Manager — Payables to Manager — Payroll. Dennis Wagner, who has been a retail store controller with Sears Roebuck and Company for six years, is the new Manager — Payables.

\*\*\*

G. Dan McGauley has been appointed Sales Representative in the Denver area. He joined Frontier in 1972 as an Inflight Customer Service Representative, serving Frontier system-wide. He will be handling commercial sales and promoting ski travel in his new position.



# interlining

By Karen Thomas

Art Davis, Administrative Assistant, Maintenance Engineering, Denver, has written us recommending a trip he took to Rhodesia and South Africa. Art writes:

"The magnificent Victoria Falls bordering Zambia with Rhodesia supply the Zambezi River from mile-wide gorges at a rate of 75 million gallons per minute in all their natural beauty, free from billboards or anything suggesting commercialism. A launch cruise down the Zambezi to Kandahar Island for tea and biscuits (quite British) is a delight.

"South Africa offers the outstanding Kruger National Park, a game reserve 40 miles wide and 200 miles long. For \$9 per night for two persons, fascinating accommodations are provided in native-style rondavels. As the African sun rises, the camp gates are opened, and in a rented car one heads down the left side of the road and without any difficulty is treated to the sight of elephant, giraffe, kudu, impala, crocodile, vultures, hippo, zebra, blue wilde beeste and with luck, lion, leopard and cheetah.



Art Davis stands by "fascinating" South African accommodations - native-style rondavels.

"Restaurants are located in camp, or for a nominal fee, native boys will handle the cooking and wash-up, with the Interliner referred to as 'Master Boss-man,' which isn't really necessary but great for the ego. Native face-masks, spears, copper trinkets provide unusual Christmas gifts for around \$1.20, or \$2 on the big splurge."

If you want more information about Art's fabulous interline trip, he's at DENMB.

\*\*\*

The Scott Hotel in St. Thomas is again offering a fantastic Familiarization Holiday for \$49 a person - and it includes a bonus of five fifths of liquor. This Winter Holiday in the Caribbean for all airline employees, their families and parents, is for three days and two nights and includes two breakfasts, two gourmet dinners, a Cold Duck party on the beach, and transportation to and from the airport in St. Thomas. For reservations and information, call or write Betty at Caribbean Island Airlines, Pan Am Building, 200 Park Ave., Suite 303E, Room 13, New York, N.Y. 10017.

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The Pass Bureau notifies Frontier employees of the following changes in interline charges:

Eastern Airlines is now charging \$15 one way and \$30 round trip. This service



TOURNAMENT WINNER. Displaying form which produced a blistering final round 65 on the tough Hiwan Country Club course to win the Inaugural Frontier Airlines Invitational, golf pro Dave Hill putts for a birdie. Tournament was considered a great success.

## Ski Shows Set to Go

Continued from Page 1

Sun Valley, Idaho, prize drawings and live ski demonstrations by professional downhill ski racer Jim "Moose" Barrows from Steamboat Springs.

Barrows, seven-time member of the United States National Ski Team, who also toured with the ski shows last year, will give out tips on getting into shape for the ski season, too.

Net proceeds from the shows, admission for which is \$1 per adult, will be donated to the United States Ski Team.

The shows are one part of Frontier's ski promotion. A new brochure in the Vacation Excitement series, "Skiing and Winter Sports Excitement '73-'74," lists some 30 ski vacations in six states. It will be distributed at the ski shows and by travel agents.

# service awards



charges.  
Eastern Airlines is now charging \$15 one way and \$30 round trip. This service charge applies to either tourist or first class, whichever is available at boarding time.

Effective Oct. 30, the 80 per cent confirmed will be discontinued by Pan American. The 50 per cent confirmed positive space travel and 75 per cent space available economy, coach, tourist or thrift class travel will be available after Oct. 30. Fifty per cent and 75 per cent discounts to parents is being discontinued.

Continental's service charge is now \$10 one way, \$20 round trip. First class surcharge is also \$10 one way, \$20 round trip.

TWA's Perimeter Fare will expire Oct. 29. The validity date on all perimeter tickets written now will be Oct. 29.

\* \* \*

British Airways (BOAC) announces its discounted Positive Space Fare Plan will continue in effect for all employees, spouses, parents and dependent children. Sample round-trip fares to the United Kingdom are \$75 from Boston, New York, Philadelphia, or Washington; \$85 from Chicago or Detroit, and \$90 from Los Angeles or Miami. The plan guarantees a firm reservation in economy class at 80 per cent discount. Tickets are valid for three months. Employees may call any BOAC reservations office within 14 days of departure to request space. For tickets, see the Pass Bureau.

\* \* \*

How about Jamaica? Interline Tours International announces a seven-day, six-night trip for \$70. This includes three nights in Montego Bay, three nights in Ocho Rios, two Rum punch parties, six continental breakfasts, and two tours. Better hurry, though. It's available in September and October only.

Interline Tours International also has sent Frontier a list of its 1973-74 Interline Tours. There's an 8-day deluxe trip to Tahiti, Raiatea and Bora Bora for \$199 a person; an 8-day economy trip to Tahiti for \$89; a 9-day trip to Australia for \$329 a person; a two-week European Camping Adventure from \$149 a person; 10 days in the Orient for \$269; nine days in Tunisia for \$299; a three-day, two-night St. Thomas Weekender for \$49; and several cruises. Write Interline Tours International, P.O. Box 2564, Allentown, Pa. 18100, for more information.

\* \* \*

Simba Safaris Ltd. is offering a 15-day East African safari for \$489. There are seven departure dates between now and next March, and the trip includes everything except air fare. Write Simba Safaris, 1113 Union Blvd., Allentown, Pa. 18103.

\* \* \*

Airfair announces that Swissair and American have joined forces to offer what is one of the widest assortments of fall-winter interline tours ever put out. Included in the total tour cost is round-trip space available travel from any one of American's gateways in the U.S., except Hawaii, to the Swissair gateway for the Swissair tour to Europe. Travel on Swissair is positive space. The fall-winter tours range from ski packages to horse safaris, from wine and cheese samplings to cruising the Mediterranean. Tours run from four to seven days, except the Mediterranean cruises which are 16 days long. There are a total of 120 departure dates, with space for 25-40 per departure, except ski tours. For more information, contact Swissair Interline Department, 608 Fifth Ave., New York, New York 10020.

\* \* \*

Looks as though interline travel is going to be booming this fall and winter. Don't forget the Interline Christmas Festival in Honolulu, Hawaii, Nov. 23 through Dec. 16. See the Pass Bureau.

## service awards

### 25 YEAR SERVICE AWARDS

Aspinall, Jr., W., Captain - DEN  
Davidson, F., Mgr. Fuel & Communications - DEN  
Matsumoto, T., Inspector - DEN  
Olinger, Jr., A., Mgr. Tech. Svcs. Training - DEN

### 15 YEAR SERVICE AWARDS

Anderson, G., Aircraft Tech. - DEN  
Bartholoma, K., Station Agent - PHX  
Bass, J., Sr. Agent - DEN  
Baumgartner, L., Sales Service Mgr. - LAW  
Blanchard, T., Sr. Agent - GRI  
Davies, K., Captain - SLC  
Dessauer, C., Sr. Agent - DEN  
Divelbiss, J., Sr. Agent - DEN  
Fiorelli, L., Sr. Agent - DAL  
Franklin, J., First Officer - DEN  
Greer, J., Station Agent - COS  
Hammersmark, A., Aircraft Tech. - DEN  
Hilderman, R., Dir. Personnel Administration - DEN  
Horton, D., Lead Aircraft Tech. - DEN  
Marquez, C., Sr. Agent - DEN  
Moelhaney, W., Station Agent - ABQ  
Miller, L., Station Agent - EAR  
Miller, J., Lead Inspector - DEN  
Moretz, W., Sales Service Mgr. - MCK  
Morris, W., Captain - DEN  
Nenstiel, L., Mgr. Transportation Svcs. - LAS  
Norris, W., Captain - DEN  
Oberg, D., Aircraft Tech. - DEN  
Parsons, P., Inspector - DEN  
Postlewate, E., First Officer - DAL  
Rector, E., Aircraft Tech. - DEN  
Redd, S., Aircraft Tech. - DEN  
Schneider, M., Mechanic - DEN

Trautmann, A., Aircraft Tech. - DEN  
Travis, Jr., O., Station Agent - GJT  
Vail, L., Station Agent - OMA  
Whalen, W., Station Agent - LAR  
Zusman, D., Relief Dispatcher - DEN

### 10 YEAR SERVICE AWARDS

Aden, M., Inspector - DEN  
Bakker, R., Stock Clerk - DEN  
Edwards, R., Aircraft Tech. - SLC  
Hoeglund, J., Stock Clerk - DEN  
Littlefield, A., Aircraft Tech. - DEN  
Moore, D., Aircraft Tech. - DEN  
Peterson, J., Station Agent - TOP  
Sramek, J., Aircraft Tech. - DEN  
Thomas, E., Station Agent - ALS

### 5 YEAR SERVICE AWARDS

Berend, R., Sr. Accounting Clerk - DEN  
Blake, W., Station Agent - MCK  
Campbell, R., Stewardess - DEN  
Clark, N., Station Agent - DEN  
Deerr, B., Ticket Counter Agent - MCI  
Denner, S., Stewardess - DEN  
Gonzales, E., Station Agent - GJT  
Henry, A., Station Agent - DAL  
Jones, C., Sr. Provisioning Agent - DEN  
Lundberg, G., Station Agent - OLU  
Marcum, B., Stewardess - DEN  
Meyer, K., Station Agent - OMA  
Pinson, G., Station Agent - SLC  
Ross, D., Sr. Agent - DEN  
Sanderson, K., Stewardess - SLC  
Snyder, J., Analyst Programmer - DEN  
Sprangers, B., Stewardess - DEN  
Stivers, L., Station Agent - LNK  
Turner, C., Stewardess - DEN  
White, J., Stewardess - DAL  
Ziemba, R., Station Agent - MCI

## ideas unlimited

CLAYTON HOUSH, supervisor, emergency procedures training, DEN, \$25 - for his suggestion for removal of the KS oxygen masks from the CV-580 and Stores.

ROBERT REICHERT, aircraft technician, DEN, \$85 - for his suggestion to eliminate the welded section on the Burns seats completely by spot facing each arm.

SCOTT MUNRO, aircraft technician, DEN, \$40 - for his suggestion to accelerate lag time in the test procedure of the air temperature valve control.

ROBERT L. TOMALINO and RODNEY SLACK, aircraft technicians, DEN, \$25 - for their suggestion to round and smooth the ends of the retainer on the adaptor in the 580 prop regulator.

DALE DEVRIES and D.L. KLOKE, aircraft technicians, DEN, \$22.50 - for their suggestion to build a motor protection bracket on three or four reservoirs.

C.R. BARLOW, lead aircraft technician, DEN, \$30 - for his suggestion to use "spreader bars" to recontour radomes.

JOSEPH B. COOPERSMITH, MERLE I. RUSSELL and MAX D. CHAMBERS, aircraft technicians, DEN, \$210 - for their suggestion to employ the use of an adjustable A-C current high voltage power supply (High-pot) to locate sub-surface CV-580 metal base propeller spinner electrical flaws which cannot feasibly and economically be located otherwise.