

NEW VICE PRESIDENTS



CHARLES L. DEMONEY



DAN A. LOVE



WILLIAM B. DURLIN

Three new vice presidents have been elected by Frontier's Board of Directors: Charles L. Demoney, vice president and assistant general manager — sales and service; William B. Durlin, vice president — engineering and quality control, and Dan A. Love, vice president — futures planning.

Frontier President A.L. Feldman said the promotions "are in recognition both of the outstanding contributions these men have made to the progress of Frontier, and their expanded responsibilities for our future growth."

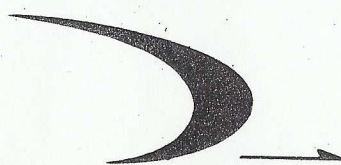
Demoney joined Frontier as a station agent in Denver in 1958, following graduation from National School of Aeronautics in Kansas City. Since that time, he has held numerous sales and marketing management positions with the airline, including terms as district sales manager in Rapid City and regional sales manager in Phoenix. Most recently, he was director of eastern division marketing.

Durlin began his airline career in 1948 as an aircraft technician at Frontier. He has held a number of engineering and quality control management positions since that time, including manager of engineering programs and publications, and technical assistant to the vice president of maintenance.

Love joined the airline in 1973 as director of futures planning, with responsibility for route development and expansion of Frontier's jet system. He had been a vice president for R. Dixon Speas Associates of New York, an aviation consulting organization. He is an economics graduate of Stanford University.

All three men are natives of Colorado.

FRONTIER AIRLINES



FRONTIER NEWS

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Frontier Reports Record Earnings, Revenues For '74

For the year ended Dec. 31, 1974, Frontier set a net earnings record of \$9,386,000, or \$1.36 a share, on total revenues of \$153,038,000. A year earlier, the company had earnings of \$7,606,000, or \$1.13 a share, on revenues of \$129,124,000.

Earnings for the fourth quarter of 1974 were \$676,000, or 10 cents a share, on revenues of \$38,440,000, compared with earnings of \$747,000, or 11 cents a

share, on revenues of \$32,975,000, in the same period of 1973.

A.L. Feldman, Frontier president and chief executive officer, noted that 1974 was the third consecutive year of record profits for the company.

He said that despite the uncertain national economy, both Frontier and the region it serves have basic economic strength, and the company will remain profitable in 1975.

ALTA To Fight

jet fuel of about 10 cents a gallon — on top of increases of 20 cents a gallon already being paid by most ALTA



FIRST CONVAIR 580 service to McAlester, Okla., was inaugurated Jan. 5 with a ribbon-cutting ceremony to commemorate the event.

We're Back To McAlester

Hazardous Cargo Banned

Most types of potentially dangerous cargo — with the exception of vital medical products — were embargoed by Frontier on Feb. 1. The ban resulted from "a growing concern over the continued safety of such shipments on the parts of both our company and our pilots," Frontier said.

Excluded from the embargo are very-low-emission radioactive materials used for medical purposes, along with dry ice used to transport perishables and certain magnetic materials.



ALTA To Fight Fuel Import Hike

Support of legislative action to bar immediate imposition of the Administration's new cost hike on imported oil has been given top priority by the Association of Local Transport Airlines (ALTA), representing Frontier and the seven other local service airlines along with carriers serving small cities in Alaska and Hawaii.

The new fees and excise taxes could involve a further increase in the cost of

jet fuel of about 10 cents a gallon — on top of increases of 20 cents a gallon already being paid by most ALTA members.

ALTA's congressional program will stress the fact that the eight local service airlines serve a total of 383 points in the U.S., of which 225 have no other certificated air service. Further, these carriers provide one-third of all domestic airline departures, yet they use less than 9 per cent of domestic airline fuel and a small fraction of 1 per cent of the total U.S. consumption of petroleum.

Imposition of the Administration's increased fuel charges "could drive the price of short-haul air transportation beyond the reach of hundreds of thousands of people who now depend on it," ALTA said.

Bicentennial Fare In The Air

Frontier's proposed Bicentennial Fare, which would have been offered in all markets served by the airline, was withdrawn following objections by the Civil Aeronautics Board questioning the

fare's profitability on short-haul routes. Frontier is now studying a number of options that may lead to an acceptable version of the fare at a later date.



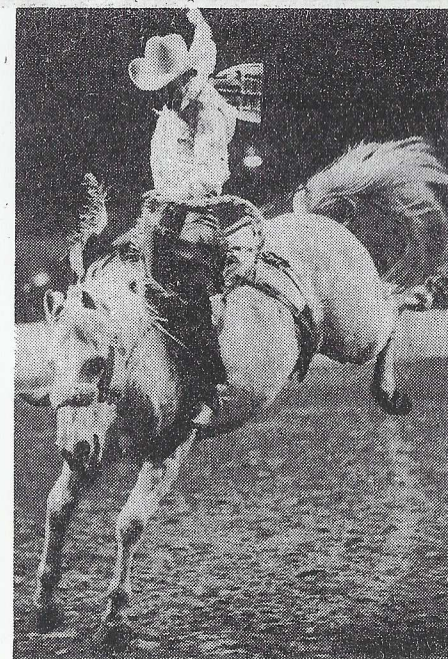
DISCOUNT FARES and other innovations to boost tourism in today's belt-tightened economy were among key topics reviewed at a Jan. 16 meeting of Frontier President A.L. Feldman (left) and Robert L. McMullen, president of the American Society of Travel Agents. Some 40 per cent of Frontier's business now comes from travel agents, compared with less than 25 per cent just two years ago.

We're Back To McAlester

Frontier's colors are again flying at McAlester, Okla., after an absence of more than six years following the phase-out of the airline's DC-3s.

Since McAlester's runway was unable to accommodate the larger and heavier Convair 580, which replaced the DC-3, Frontier had been contracting with SMB, a commuter airline, to serve that airport with small, twin-engine Beech aircraft. The necessary runway construction has since been completed. Last Nov. 4, the Civil Aeronautics Board — concluding a review of Frontier's application to delete McAlester from its operating certificate — ruled that the city should be given a one-year trial period to demonstrate its ability to generate traffic.

It was Frontier's decision to introduce Convair 580 service there, offering good connections at Dallas/Fort Worth and at St. Louis, rather than to continue using substitute service for the year-long measurement of traffic growth.



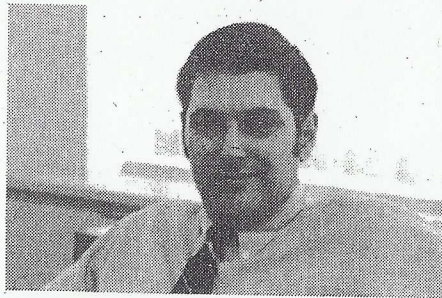
This champion bucking bronco and Frontier have something in common. See page 3.

1974 Traffic: A Record Year

Frontier carried a record 3.1-million passengers in 1974 while also setting new company highs in revenue passenger miles for both the year and the month of December.

Final results for the two periods were as follows:

	12 mos. 1974	12 mos. 1973	Change
Revenue Passenger miles (000) (One passenger carried one mile)	1,392,166	1,308,890	+ 6.4%
Available seat miles (000) (One seat available for one mile)	2,490,795	2,472,696	+ 0.7%
Passenger load factor (Percentage of seats filled)	55.89%	52.9%	
Passengers originated	3,192,819	3,007,174	+ 6.2%
	Dec. 1974	Dec. 1973	Change
Revenue passenger miles (000)	124,976	117,534	+ 6.3%
Available seat miles (000)	231,660	197,789	+17.1%
Passenger load factor	53.95%	59.4%	
Passengers originated	276,856	249,052	+11.2%



PR Director Named

Bob Schulman has joined Frontier as director of public relations, filling a vacancy left when the former director resigned last year. Reporting to Larry Bishop, director of corporate communications, Schulman primarily is responsible for management of Frontier's news bureau and for public relations programs to support the airline's marketing efforts.

He was formerly chief of news services for the Air Line Pilots Association in Washington, D.C., and earlier was director of public relations for Mohawk Airlines in Utica, N.Y. Before Mohawk, Schulman held public relations executive positions with a number of major aerospace firms.

A graduate of California State College at Long Beach, he served as a public information officer with the U.S. Army 7th Division in Korea during the conflict there.

Las Vegas Tops In Pronto Flights

Scoring Frontier's best 1974 on-time performance for station-controllable delays was our Las Vegas station, with 99.6 per cent of its flights readied on schedule.

Out of 1,788 flights turned around in Las Vegas last year, only eight were delayed (over three minutes) due to problems relating to station services. Frontier's systemwide on-time performance in this category was 97.5 per cent.



Hosted at Las Vegas' Circus Circus Hotel in recognition of Frontier's 1974 performance there were (from left) Larry Nensiel, local manager of transportation services; Sandra Nensiel; Kathy Fahrenholz; and Chuck Fahrenholz, district sales manager.

We Get Letters

From a lady in Waxahachie, Texas . . . On December 23 my wife and I left DFW enroute to BZN. We had a lay-over in BIL and had a most wonderful experience. It was almost unreal the way your Mr. Al Krauter treated us. He went so out of the way and beyond expectation in making us comfortable and happy and the time flew by as we waited. He also arranged a convenient schedule back through SLC for us. In this busy and fast moving world today for a man to take time and seemingly enjoy doing a fellow man a favor is a most unusual gesture. We commend Mr. Krauter very highly and if and when we fly again, the first we will think of is Frontier.

An exceptional letter from a man in LAR . . . This is a brief note of apology for not getting in touch with you in time to let you know I would not be getting the 7:18 flight from LAR this morning. I only found out at 10 p.m. last night that I would have to drive to DEN — when I called there was no answer. I assume you had closed up for the night. And I left LAR at 1:30 a.m. this morning.

short hops

'Frenchy' To Take it Easy

A rousing Texas farewell with a Western cake, special gifts and entertainment highlighted retirement ceremonies for Harold C. French (Frenchy) on Jan. 17 in Denver. Recognized as one of the top inspectors in Frontier's history, Frenchy devoted 28 years to the company, contributing substantially to maintenance programs and training.

Gifts from fellow workers and friends in the Stockroom and IAM included two roundtrip tickets to Miami, an engine analyzer, a camera, a gold-plated rejection stamp and an AM/FM shortband radio. Our congratulations to Frenchy and his wife Eleanor on his many contributions and productive years at Frontier.



"ANTI-TEXAN" (but a good sport) Frenchy, wearing a red kerchief and carrying a map of Texas, receives a special plaque from Denver aircraft technician Stuart Hammersmark at a party marking his retirement after 28 years of service.



An exceptional letter from a man in LAR . . . This is a brief note of apology for not getting in touch with you in time to let you know I would not be getting the 7:18 flight from LAR this morning. I only found out at 10 p.m. last night that I would have to drive to DEN — when I called there was no answer. I assume you had closed up for the night. And I left LAR at 4:30 a.m. this morning — too early for you. I am sorry as I know overbooking is a problem and I tried not to be one of those careless customers — not early enough however. Thank you for arranging my tickets and again — sorry.

From a man in Dallas . . . I want to compliment your employees at DFW. While attempting to catch a FL flight from DFW to GJT on January 4, I parked in the north remote parking lot and then discovered that Air Trans was not functioning. When a bus finally arrived, the driver informed me that he would not arrive at your terminal in time for my flight. An Air Trans attendant called FL and told your employees of my predicament, and a counter representative left his post and drove me to my plane. Not only was I able to make my flight but I think this action typifies your approach to handling of passengers and I greatly appreciate the courtesy.

From a man in PDX . . . No doubt few Portlanders have ever ridden on FL but they are missing something! May I just comment that FL is really different. After using the airline three times last month, I'd like to mention how you are different — (1) an inflight magazine that doesn't reek of jet-sets and brash commercialism which makes most of the airline magazines heavy reading. It was delightfully different and when I found out that a lot of it was written by the employees, it was even more so. (2) Legroom — need I say more. (3) Steak for lunch and breakfast and lots of food which was hot and tasty. You must have your own kitchen, too. (4) Employee attitude was excellent. When they said they were glad to see me it sounded as if my ticket meant the difference between keeping the airline going or not. It was certainly a change from the syrupy sweetness of other airlines. Too bad FL doesn't fly to PDX.

From a man in PUB . . . My wife and I had to make an emergency flight to STL. Neither of us had ever flown before. I called the airline in PUB and got a RT reservation for us to STL on Dec. 16 with a return on Dec. 20. For some reason, the ticket had an open date on the return. When I called to confirm our reservations back, a lady told me we had an open ticket and I could not get the flight back. I kept calling for two days and finally did get a flight back to DEN on Dec. 21. Never having been on a plane before, I didn't know anything about open tickets and I thought if you bought a round trip ticket you had a way back with no trouble getting on the plane. I really think FL should reimburse me for the phone bills covering the extra calls I made.

From a lady in DEN . . . Several times a year we fly to OMA on FL. We usually take the 9:25 a.m. flight. This means that we have breakfast about 7:30 a.m. and leave home about 8:30 a.m. Well, by the time coffee is served on the flight, we thought it would be nice if your airline would serve a small piece of coffee cake or roll as it is kind of disappointing to just have nuts with our coffee (even though those nuts are delicious). We usually are ready for a little snack after the hustle of getting to the airport.

From the Secretary of Agriculture . . . Thanks a million for your great courtesy in getting us through the airport in OMA in such short time last Friday afternoon.

From the University of Wyoming director of athletics . . . On our football team's recent trip to TUS, we were driving by chartered bus from LAR to DEN. In Fort Collins one of our buses broke down and there was considerable delay getting another bus. I certainly want to express our sincere thanks and appreciation to your people for the fine help they gave us in seeing that our party was able to make the scheduled flight. The services of your sales director, John Ahlquist, were invaluable. The inflight service and food were excellent and the entire flight was one of the best we have had during our football season. We are looking forward to making future moves with Frontier.

From a man in Dallas . . . I have frequent, almost weekly, occasion to go to DEN from DFW, so when it comes to traveling, I'm not an amateur. Nor are your inflight crews that I've had occasion to observe anything but professionals. They do a fine job, and your representatives at DFW are more than hospitable. However, I've had unhappy experiences with your ground people in DEN. On occasion I have switched to (another airline) because of discourtesies shown me by some of your people. So I'm writing to you thinking that you may want to have somebody inspire your people at Stapleton.



SURPRISE ATTRACTION at Revenue Accounting's Christmas Eve party was Frontier's answer to Burt Reynolds — Gordon Nelson — dressed in elf attire as Santa's helper. Enjoying the fun are (left to right) Director — Revenue Accounting Harlan Muehring, Elmer Yantorno, Dottie Bingham, Dorothy Rust, Martha Widener, Gloria Elquest and Ethel Field.



FRONTIER PILOT Emily Howell received triple honors in the nation's capital Jan. 10-11 when she (1) was saluted by leaders of America's aviation community at a special luncheon of the Aviation Club of Washington, (2) appeared as guest speaker at a kick-off dinner for the United Nations International Women's Year and (3) was officially recognized as the first woman to join the 32,000-member Air Line Pilots Association. Shown presenting the latter award is ALPA First Vice President Rod Gilstrap.



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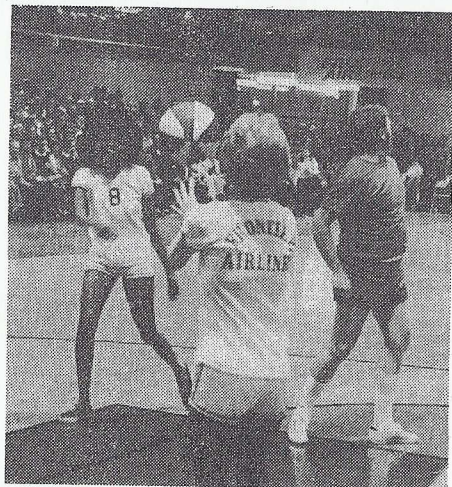
Director-Public Relations Bob Schulman

Public Relations Assistant Mary Budke

Larry A. Bishop, Director—Corporate Communications

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





That's Basketball?

Recipe for action: Start off with the Denver Nuggets, mixing it up with the St. Louis Spirits; then add five sparklers from Denver Radio Station KHOW and top it off with an all-star squad of Frontier flight attendants.

That was the half-time treat at Denver's Auditorium Arena recently when the Frontier five out-hooped KHOW's Gary Sankey, Danny Davis, Ray Durkee, Art Scott and Harry Smith. And even having KHOW announcer Charlie Martin on hand to keep score didn't help the station's dabbling dribblers. The final tally: 11-3.

Jo sneaks one across to a teammate as KHOW's star hooper (looking the wrong way) tries to find the action.



FRONTIER'S ACES: Jo Williams (8), Sherrie Burdette (22), Carolyn Archer (10), Karen Cue (12) and Sue Boggess (32).



Specially designed "Frontier America" fashions for women are modeled by Denver sales representatives Kathy Walker (left) and Kathi Goff. The outfits were designed exclusively for Neusteters' Department Store in Denver to help promote "Destination: Sun."

Neusteters, Frontier Team Up Again for 'Destination: Sun'

If you've noticed a lot of Frontier people wearing colorful buttons emblazoned with "Destination: Sun," don't get the idea we're going into the science fiction business.

It's just the time of year when we like to stimulate mid-winter vacations in Phoenix and Tucson. And for the second year in a row, Frontier and Neusteters Department Store in Denver have joined forces in a special month-long promotion to stimulate Sun Country travel and sales of resort fashions.

"Destination: Sun" is the theme of this partnership effort, and will run throughout the entire month of February.

John Ahlquist, Frontier's district sales manager at Denver, and Gail Godbey, DSM in Colorado Springs, noted that last year's partnership with Neusteters was instrumental in increasing business for both companies, and expressed confidence that this year's program will be equally successful.

Kathy Walker, sales representative in the Denver office who has been coordinating the promotion with the people at Neusteters, said the special buttons worn by salespeople of both companies are just one of a multitude of special communications to be used in the promotion.

More than 80,000 colorful 34-page catalogs will be mailed to the combined customer list of Frontier and Neusteters. Catalogs will feature the famed resorts of Phoenix-Scottsdale and Tucson, Neusteters' smart resort fashions and Frontier's quality jet service to the Sun Country.

Frontier's 'Superstar' Cowboys Boost Rodeo Attendance

Concluding its first year of promotion throughout 1974...

Frontier's Superstar Cowboys Boost Rodeo Attendance

Concluding its first year of promotion throughout 10 western states, the "Professional Rodeo Superstars" program of the Rodeo Cowboys Assoc. (R.C.A.) and Frontier Airlines is drawing a marked upswing in public enthusiasm for the sport.

"Last year's turnout of nearly 1.5 million spectators at 28 selected rodeos far exceeded our expectations," reports Ken Stemler, Frontier's director of market planning and development.

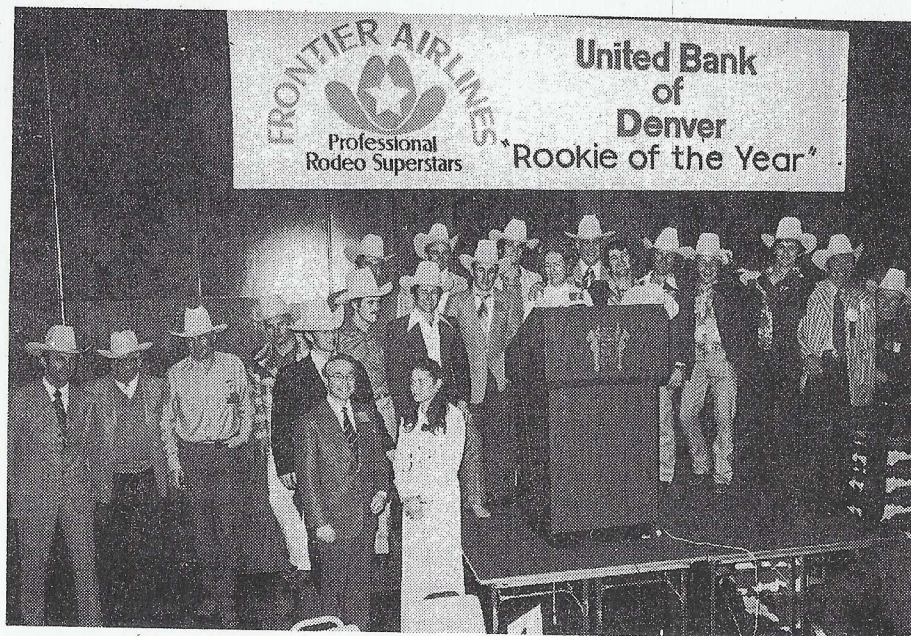
The superstar project was launched in early 1974 when Frontier agreed to provide financial incentives to rodeo champions willing to help promote the events through their appearances. "We have a natural affinity with the sport," Stemler points out, "in that our routes serve airports near 200 of America's 600 major rodeo sites."

Since rodeo cowboys pay their own expenses and entry fees, many are unable to commit themselves to an event until the last minute. By underwriting these costs for top stars, Frontier is able to obtain commitments far in advance — enabling local rodeo committees to do an effective job of promotion.

Frontier, earlier named R.C.A.'s "official airline," has developed various other rodeo promotions including educational literature, special vacation packages and programs to support the Girls Rodeo Assoc. and Miss Rodeo America.

"We have a total commitment to our partnership with the rodeo industry in helping people discover — or rediscover — the excitement of this traditional American sport," Stemler stresses.

RIDE 'EM — Champion bucking horse "Frontier Airlines" sends another cowboy to the dirt at last month's National Western Stock Show and Rodeo in Denver. To date, only two of the nine-year-old palomino's 20 riders have managed to stay on for the full eight-second scoring period. (Horse owner Mike Cervi says he picked the name because Frontier "keeps the cowboys flying.")



HONORED at the Rodeo Cowboys Association's annual convention in Denver Jan. 7 were 20 Frontier-sponsored "superstars" who headlined last year's rodeo circuit. In front are Nancy Stockstill, Frontier's special rodeo representative, and Glen Ryland, executive vice president.



What The Judges Look For

Bareback Riding: Keeping one hand in the air, the cowboy must keep his feet above the horse's shoulders, spurring the animal (using dulled spurs) throughout the ride.

Saddle Bronc Riding: The rider tries to maintain a smooth spurring stroke, arcing from the horse's neck to the rear of the saddle; the longer the arc, the more points the cowboy earns.

Bull Riding: Using one hand, the rider hangs on to a flat braided rope that encircles the bull behind its shoulders. Spurring is not required.

(In all three riding events, two judges each score one to 25 points for the performance of the cowboy, plus one to 25 points on how well the animal bucks. A combined score in the sixties is considered a good ride.)

Calf Roping: Competing for the fastest time, the cowboy first allows the calf a predetermined head start from the chute, then chases it on his horse, throws a loop around its head, dismounts and ties three of the calf's legs with a small piece of rope.

The clock is stopped when the cowboy throws his hands in the air on completion of the tie; the calf must remain tied for six seconds. If the cowboy "starts his run" too early, he breaks a rope barrier and a 10-second penalty is added to his time. Prize winners usually complete the tie in 10-11 seconds.

Steer Wrestling: Riding a swift quarter-horse, the cowboy chases a steer that is being kept on a straight running line by a "hazer" (an assistant who runs his horse on the other side of the animal). The contestant jumps from his horse to the steer's horns, grabbing the horns with both arms as he uses his feet to bring the animal to a stop. He then must twist the steer over on its side, with all four feet extending in the same direction. Again, 10 seconds are added to the cowboy's time if he starts the chase too early. Winning times can be four seconds or even less.

interlining

By Mary Budke

For Frontier ski fanatics and non-skiers who specialize in apres ski, the Rocky Mountain American Society of Travel Agents (ASTA) is sponsoring its 1st Annual Ski Fling, a super weekend in Vail, on April 18-19-20, 1975. All travel industry personnel are invited to enjoy various cocktail and wine and cheese parties and a special discount on equipment rentals and ski school lessons.

Two nights lodging at Vail's best inns and lift tickets for one day (with reduced rates for both available for additional days) are included in the package for \$41 per person, double occupancy, and \$61 per person, single. Non-skier prices are available and groups of four, six and eight can room together in a condominium. Payment must be received in advance (add \$5 per person after March 1) along with a registration form. For more information, contact Rocky Mountain ASTA at 5570 Wadsworth, Arvada, Colo. 80002.

Caesar Hotels and Pan Am are offering two positive space tours to Europe for employees, spouses and children this spring which may be just what you're looking for. First is an opportunity to visit Rome and Florence from March 5-12 at a price of \$179 per person, double occupancy. Designed to be a preview tour of Italy's exciting Holy Year celebration, this trip features four nights in Rome and two nights in Florence.

A full sightseeing program is included in Rome (including semi-public Papal audience) and Florence as well as to Perugia and Assisi. Optional tours include trips to Tivoli, Naples, Sorrento and Pisa. The price includes round trip transportation from New York to Rome, first class accommodations at the Hotel Caesar Augustus, daily continental breakfasts and various meals, and four parties. The group is limited to 40 participants and dependent parents are eligible.

The second tour is a trip to London and Stratford-on-Avon on April 3-10 for \$199 per person, double occupancy. It features five nights in London and a two-day, one-night visit to Shakespeare country. Price includes air transportation, accommodations and various meals and parties.

Brochures and reservations for these tours may be requested through Caesar Hotels' Interline Vacations Department, 7733 Forsyth Blvd., St. Louis, Mo. 63105. Telephone number is (314) 727-1503.

For sun and beach activities, Interline Tours International offers the year-round three-day, two-night package at the Scott Hotel in St. Thomas for \$59.00 per person, double occupancy. The rate includes two full breakfasts, two gourmet dinners and a welcome cocktail. As a special inducement, this package includes five fifths of liquor per person. (They don't specify whether you have to drink it all before leaving the islands.)

For more excitement, you may want to go to St. Thomas during the Virgin Islands Carnival, April 20-27. Rate at the Scott Hotel for the full eight days is \$120 per person, double occupancy, but a four-day rate is available for \$70 per person. Space is limited, so write for a reservation form at Interline Tours International, 550 Round Table Dr., Nazareth, Pa. 18064, or call the Scott Hotel directly at (809) 774-6830.

Interline Tours also offers the Taft New York City Tour, three days and two nights at the Taft Hotel, located at 777 7th Ave. at 50th St., for \$55 per person, double occupancy. This tour includes lots of sightseeing, two breakfasts and an Italian dinner.

Suggestions Pay Off

Innovations and just plain common sense — those are the keys to being a winner in Frontier's Suggestion Program, which gives employees a chance to make money while helping their company improve its operations and services.

"Suggestions don't have to be complicated solutions to major problems," says Roy Hilderman, director — personnel administration and coordinator of the program. As an example of a valuable but simple suggestion, Hilderman cites last month's \$33 award to Fayetteville station agent Ken Baker. Baker's suggestion to change the color of either the Omaha or Fayetteville bag tag (both are identical) might save a Frontier passenger the anguish of mishandled baggage.

\$6,800 PAID IN 1974

In 1974 approximately 95 suggestors received over \$6,800 for ideas ranging from Denver aircraft technician Jim Clinkinbeard's high award of \$1,000 to numerous minimum awards of \$10. Approximately 330 suggestions went through the program last year, with a number of those still pending.

Starting off 1975 with extra cash were 14 employees receiving a total of \$860.50. Highest award of \$290 went to Ed Pellerin, Denver aircraft technician and 29-year-veteran of Frontier. Pellerin designed a procedure for reworking the CV-580 Speed Sense Filter Elements, items costing approximately \$60 each that in the past were frequently discarded.

TAKEN BY SURPRISE is January's top suggestion winner, Ed Pellerin, who was examining CV-580 Speed Sense Filter Elements when he learned that his proposal to save money by reworking these units had netted him \$290.

Stanley Kyed, another aircraft technician in Denver, received the second highest award last month: \$182. The design of a procedure and tool to check the temperature settings of B-737 ovens during overhaul without having to open the doors was Kyed's contribution to time-saving.

Saving time on B-737 maintenance was also the result of three suggestions from Denver. Warren Brindley, technical specialist, suggested installing the filter and all the fittings on the auxiliary power unit fuel controls before putting them in stores and received \$20. Aircraft technician Don Slack, a frequent suggestor, picked up another \$37.50 for his idea to replace the upper mounting screw on the B-737 wing tip light assembly with a combination Hex/Phillips head screw. This permits use of a small socket or box-end wrench when replacing the light assembly.

To save time during crew seat installation, aircraft technician Elza Duckett suggested installing a yellow dot on top of the seat mounting doubler and picked up \$25.



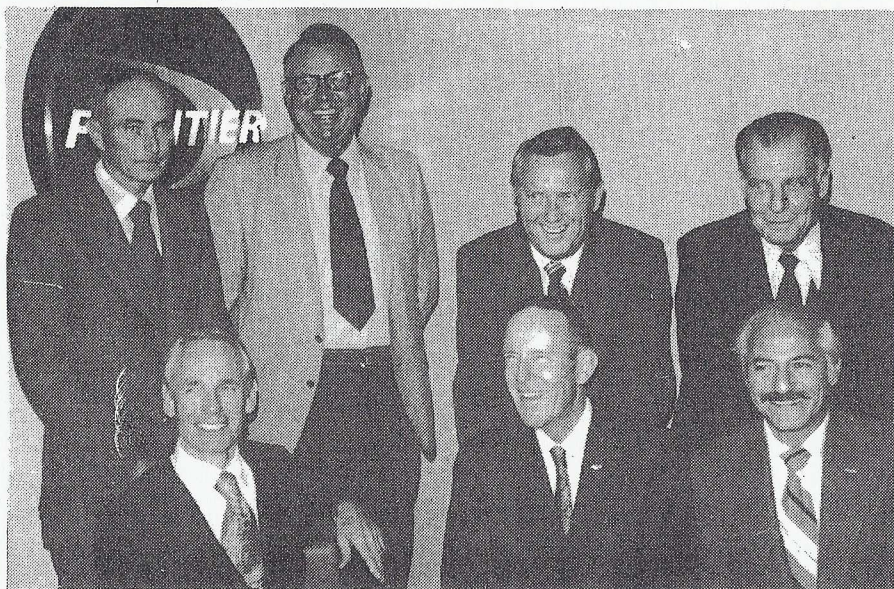
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Looking for a place to stay in Phoenix? With a discount? Suitable for children? The Country Village Motor Hotel, a Best Western located at 2425 S. 24th St., has a "Valley of the Sun Weekend" that includes two nights lodging, a Ford Pinto with 50 free miles, and a cocktail and a steak dinner — all for \$44 plus tax double occupancy. Children under 12 are free but no meals are included. The offer's good all year and they take advance reservations.

You, too, can be a winner in Las Vegas — if you take advantage of the three-day, two-night Frontier Special at the Circus Circus Hotel. The package, which costs \$51.75 single occupancy and \$31.75 per person, double, includes deluxe accommodations, a breakfast, baggage handling on arrival and departure from hotel, and taxes and gratuities. You also get a Circus Circus ticket book with discounts and other goodies. The rates are effective all through 1975. For reservations call (800) 634-6962 and identify yourself as a Frontier interliner.

For world travelers (or those who'd like to be), Interline International presents "Pan Am's World of Weekenders" for 1975. London (\$98), Paris (\$108), Amsterdam (\$108), Copenhagen (\$116) and Rome (\$110) are featured in three and four night interline tours for employees, spouses and dependent children. Tours include positive space round trip transportation, hotel accommodations, transfers and sightseeing, and departures are weekly. For info, contact Interline International, 730 Third Ave., Suite 2500, New York, N.Y. 10017.



ALL SMILES after being honored last November for 25 years of service to Frontier are Dallas-based captains (back row, left to right) Lloyd Leach, Glen Cox (deceased Dec. 2, 1974), Jim Liddle and Owen Cook, and (front row, left to right) Paul Liscomb, Gordon Bourland and Ace Avakian. Vice President — Flight Operations Ed O'Neil, Dallas Regional Director Mark Burke and wives of the captains enjoyed a gala luncheon in Dallas commemorating 175 years of combined service.

assembly with a combination hex/Phillips head screw. This permits use of a small socket or box-end wrench when replacing the light assembly.

To save time during crew seat installation, aircraft technician Elza Duckett suggested installing a yellow dot on top of the seat mounting doubler and picked up \$35.

Another suggestion on the B-737 came from Billings aircraft technician Marvin Schwein. He won \$20 for an idea to install streamers across each door with escape slides to indicate when the slide bar is connected. The streamers will prevent escape slides from being accidentally inflated by someone opening the door from the outside.

PRESSMAN, SCHEDULER SCORE

Proving that good ideas come from all departments were Clay Marshall, lead pressman in Denver's print shop, and Bruce Silverman, senior scheduler. Marshall picked up \$18 for suggesting placement of Frontier desk pads in the print shop as a stock item. Silverman's idea to rent or lease Frontier stock items to non-airline carriers instead of loaning these items means additional revenue for the company.

Here's a technical but sensible suggestion worth \$20 for Charles Clay, traveling ground mechanic. Clay came up with an idea to install "kill switches" on the electric and gas powered hi-lifts used under all Frontier aircraft to load and unload cargo. These switches cut electrical power to the up-switch only to prevent the hi-lift bed from striking the aircraft in case the switch sticks.

Three more winners last month with suggestions regarding the CV-580 aircraft: technicians Wally Settgast (\$62.50), J. C. Payne (\$30) and NDT inspector Ed Huss (\$25). Settgast designed a method and device to check calibration of the battery temperature sensors without removing them from the battery: Payne suggested making it a standard shop practice to pressure-check new and repaired heat-exchanger headers before going to supply. Eddy-current inspection of the fuselage skin at the passenger window corners during heavy-check inspection and overhaul was Huss' winning idea.

Finally, a safety suggestion worth \$17.50 from Denver cleaner Todd Kenney specifies that horns should be installed on fork lifts.

service awards

25-YEAR SERVICE AWARDS

Booth, D.E., captain — DFW
Hanson, J.A., captain — DEN
Walsh, F.N., general foreman — DEN

20-YEAR SERVICE AWARDS

Cecil, D., aircraft technician — DEN
Hosman, H.S., senior agent — MCI
Munden, T.F., captain — MCI

15-YEAR SERVICE AWARDS

Hines, K., flight attendant — DEN
Patton, E., aircraft technician — DEN

10-YEAR SERVICE AWARDS

Allen, D.E., aircraft technician — DEN
Borchers, J.D., manager of payroll — DEN
Cook, S., senior reservations agent — KCK
Ellis, A.J., reservations agent — DEN
Kunde, R.K., station agent — DEN
Little, D.E., station agent — OKC
Metz, R.E., station agent — MCI
Milberger, C.R., station agent — FMN
Pecora Jr., L., station agent — BIL
Preter, V.I., station agent — MCI
Rohrmann, R.D., director system reservations — DEN
Rowe, R.I., station agent — GJT

5-YEAR SERVICE AWARDS

Crabtree, J.P., station agent — SLC
Danner, R.A., station agent — MCI
Henneberg, L., station agent — MCI
Jones, H.E., ticket counter agent — DEN
Lane, E., flight attendant — MCI
Lewis, G.L., director operations administration — DEN
Lyons, J.C., station agent — DFW
McGee, E., flight attendant — DFW
McNosky, A.T., station agent — SLC
Nichols, J.L., station agent — MEM
O'Neal, S., flight attendant — DFW
Sommers, D., senior accounting clerk — DEN
Tramp, R.R., station agent — MCI
Vineyard, R., station agent — CPR
Wangler, E.N., senior ticket counter agent — DEN
Weseman, M.C., reservations agent — KCK
Wienk, L., station agent — PHX
Wilton, K., flight attendant — DFW
Wright, E., flight attendant — SLC
Wright, J.A., perm part time clerk — DEN
Wurtele, J.B., senior ticket counter agent — MCI