



WORLD PROFESSIONAL SKIING CHAMPION for '74/'75, Hank Kashiwa, views the St. Louis scene from the top deck of the S.S. Admiral, site of the first of five Frontier/SKI Magazine ski shows to be held this fall. Riverboat Capt. William S. Streckfus and Ginny Myers are helping to launch the show, a major part of Frontier's marketing efforts to entice ski enthusiasts to fly to the Frontier Rockies.

Ski Shows Promote Frontier's Rockies

Frontier will launch the '75/'76 ski season Sept. 21 on the world's largest riverboat — the S.S. Admiral in St. Louis — site of the first of five ski shows designed to encourage skiers and would-be skiers to fly Frontier to the Rocky Mountain slopes this year.

Geared to families and all levels of skiers, the ski show is a one-night exhibition of more than 30 major ski areas in Colorado, Utah, Montana, Wyoming and New Mexico, local ski clubs and shops, continuous ski films and an exciting ski program.

From the St. Louis Admiral, this year's show, co-sponsored by SKI Magazine, moves on to Omaha (Sept. 24, Peony Park), Kansas City (Sept. 26, Glenwood Manor), Dallas (Sept. 28, North Park Inn) and Phoenix (Oct. 2, Del Webb's TowneHouse).

Main attraction in the ski program will be ski superstar Billy Kidd, former Olympic medal winner and pro racer. Kidd, director of skiing at Steamboat, will narrate a learn-to-ski slide presentation explaining techniques that all ski enthusiasts will enjoy. Complementing his look at the basics of skiing will be a unique multi media look at the history of the sport, culminating in a live ski fashion show by SKI magazine.

A \$1.50 admission charge will entitle visitors to see all the exhibits, Kidd's presentation, the fashion show and continuous ski films. In addition, visitors will be encouraged to pick up a copy of a special 24-page color insert on skiing in Frontier Magazine and a copy of our newest "Skiing Excitement '75/'76" brochure.

Frontier started producing ski shows as part of our ski marketing efforts eight years ago. The first show in Dallas consisted of 15 exhibitors and attracted 1,500 visitors. Last year's five shows drew a total of 20,000 interested ski enthusiasts. With attractions such as the S.S. Admiral, this year's shows are expected to go over the 25,000 mark.

FRONTIER AIRLINES



FRONTIER NEWS

CAB Awards N.D. Routes; Denies San Diego

The past several weeks have been punctuated by a lot of activity between Frontier and the Civil Aeronautics Board on route cases. If you haven't been keeping score, we won two, lost one, and filed for five more.

Late in July, the CAB gave us authority to begin service to Fargo and Grand Forks, N.D., which we will inaugurate in November. We'll have one roundtrip each day, with the flight beginning in Grand Forks, on through Fargo, Rapid City and Denver. This will be a one-year experiment, and is dependent on Frontier and the people of Fargo and Grand Forks to prove to the CAB that it's really a winner for all concerned. We're convinced it is.

A few weeks earlier, the Board approved an extensive route realignment for Frontier that offers good potential throughout our system. The benefits of this route realignment will occur mostly in the future, as population densities grow, because it opens up many new non-stop opportunities for us. So far, however, we haven't implemented any changes as a result of the new authority.

The Board ruled against us, however, in our bid to get into San Diego. Frontier had proposed swapping its Dallas-Albuquerque-Las Vegas authority for American Airlines' Tucson-San Diego and Phoenix-San Diego authority. Although we were confident the proposal would be

clearly in the public interest, the CAB seemed more concerned with potential passenger diversion from other carriers, and they said no. Nevertheless, we will continue to pursue San Diego authority urging the Board to consider Tucson/Phoenix — San Diego on its own merits.

CAB: What It Does

and How It Works

(See story on Page 3)

While all this decision-making was going on, we continued to feed the Board new requests.

We asked for authority to provide non-stop service between Denver and Sacramento, the capital of California. This would provide some much-needed competition for United Airlines, who currently has a monopoly in this route, and it would also furnish the first single-plane service between Sacramento and Dallas-Ft. Worth and between Sacramento and St. Louis.

We also asked permission to extend our flights to Louisville, Ky., from St. Louis, Kansas City and Denver; and to Des Moines and Milwaukee out of Omaha. If all of these came through, it

would add four new states to the sixteen we already serve.

In addition, we asked for a new jet route from Denver to Wichita to Little Rock to Memphis. Although we're currently serving each of the cities with different service patterns, this would put Frontier 737s into Wichita, Little Rock and Memphis for the first time, and would provide direct routing between these communities.

All told, we now have eight separate route expansion cases in various segments of the CAB pipeline. The other three are:

Colorado Springs-Grand Junction-San Francisco. We asked for an "expedited hearing" on this more than two years ago. We're still waiting.

Albuquerque/El Paso to Mazatlan, Guadalajara and other Mexican resort cities. We're waiting for CAB action on our request for exemption authority. If that doesn't come through, we'll pursue the route in the U.S./Mexico bilateral

route negotiations, which should resume this fall.

Entry into Chicago (O'Hare) from Omaha. This is part of the so-called "Service to Omaha and Des Moines Case," which involves several carriers and cities. Although we have the right to fly to Chicago's Midway Airport, we can't fly profitably unless we can also get into O'Hare, where all the connections are made. The "final" hearings on this case were held late in May, and we are hoping for a favorable decision before the year is up.

It's difficult to predict the outcome of these route cases. Obviously, we think we're right, but others don't always agree.

Nor can we forecast how long it will take for the Board to make decisions. The Fargo/Grand Forks case was decided within four months; the Omaha/Des Moines case has been going on more than eight years. There doesn't seem to be a clear pattern.

SUMMER TRAFFIC TAKES AN UPSWING

After dipping slightly in June, Frontier's traffic rebounded in mid-summer to set records for the months of July and August. Frontier flew 129,992,000 revenue passenger miles in July and 142,991,000 in August, up 4.8 and 5.1 per cent, respectively, from the like periods a year ago.

Increased traffic, combined with a modest rise in capacity, produced higher load factors of 56.3 and 62.2 per cent for July and August versus the same months in 1974.

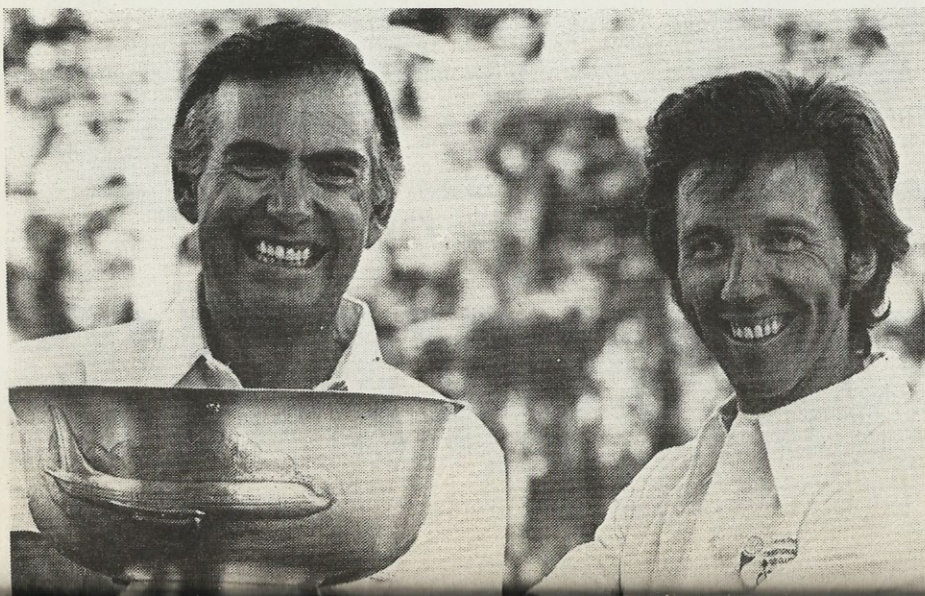
	August 1975	August 1974	Change
Revenue passenger miles (000)	142,991	135,987	+5.1%
Available seat miles (000)	229,986	226,899	+1.4%
Load factor (%)	62.17	59.93	
Passengers originated	321,716	312,765	+2.9%
	Year to Date 1975	Year to Date 1974	Change
Revenue passenger miles (000)	957,292	941,039	+1.7%
Available seat miles (000)	1,740,886	1,600,460	+8.8%
Load factor (%)	54.99	58.79	
Passengers originated	2,159,713	2,152,991	+0.3%



ON THE DOTTED LINE — Concluding negotiations on a new, three-year contract between Frontier and the Air Line Employees Association are (seated, l. to r.): Dr. M. B. Widgerson, ALEA staff vice president; Harry Bickford of the National Mediation Board, and Buz Larkin, vice president of administration for Frontier. Standing at left is Jack Casey, ALEA master chairman, while Don Hatfield, Frontier's director of industrial relations, looks on at right.



ANOTHER GOOD TEAM — Phase II of Frontier's "We've Got A Good Team Going" program — promoting our "partnership" with travel agents — will be launched Oct. 1. Travel agents throughout the U.S. will be urged to write letters commending individual Frontier employees for their help in providing superior service to our customers. Ten employees among those cited will receive prizes, to be awarded at quarterly drawings. This month's "team" poster spotlights Reservations, expected to be one of the key employee groups participating with other customer-contact personnel in the drawing program.



short hops

DOES YOUR LUGGAGE HAVE A NAME? That's what Frontier employees are asking passengers nowadays in order to comply with the Air Transport Association's agreement (approved by the CAB) not to accept baggage for checking unless the passenger's name is affixed on the outside. Effective Sept. 21, mandatory name tags will benefit both the airlines and the passengers by expediting tracing of misdirected baggage and clearing up confusion over "look alike" bags. To promote this new policy, Frontier is providing baggage identification stickers and a "Name the Luggage Contest" stuffer in all ticket envelopes. Winning passenger entry in the contest (the stuff-ee) and the originating station (the stuff-er) will receive a set of Samsonite luggage. NOTE: Non-rev bags need names, too. (So if you don't get there, at least they'll know whose bags those are!)

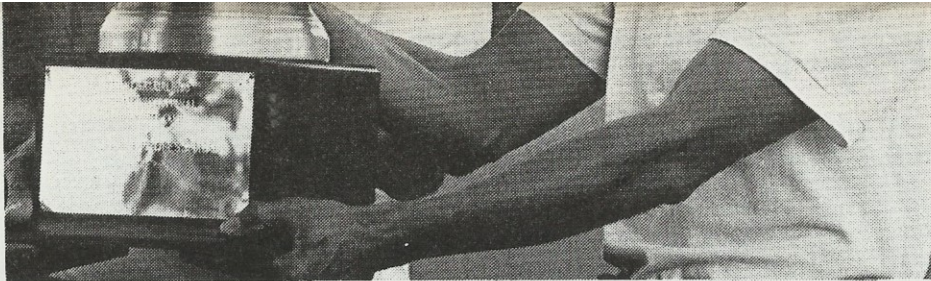
CONGRATULATIONS — Recently announced appointments and promotions include Paul Bonitz, manager of stores; Frank R. Clark, manager, major maintenance support shops; Jack Howell, assistant regional director, flight operations (DEN); Vicki Madsen, supervisor of employment; Howard L. Schatz, manager, flight service (SLC); Del Seybold, district sales manager (ABQ); Larry Vann, director of material services.

OPERATION "STORKLIFT": EPILOG — We now know how it got started. Triggering offers by numerous Frontier reservations agents to carry Vietnamese war orphans to their new homes was a call from Rae Tafoya, a Frontier crew scheduler. Ms. Tafoya had been contacted by a United Airlines flight attendant who was working with various refugee relief agencies in Denver.

CALLING WORLD WAR II VETS — "Hump" pilots and crew members who served in the China-Burma-India theater are asked to contact Capt. Chick Stevens (DEN-DP) to assist in the preparation of a feature story for a future edition of Frontier Magazine. Also, the 8th Air Force News is looking for veterans of that unit to develop some activities. If you're interested, contact the editor: Lt. Col. (Ret.) John H. Woolnough, 7752 Harbour Blvd., Miramar, Fla. 33023.

RUBBER RAFTERS RACE REGATTA RAPIDS. It was worse than being up the creek without a paddle. But flight attendants Ginger Hatch (left) and Karen Cue, shown at Gart Brothers in Denver, made a super effort as a two-person crew representing Frontier in the Great Missouri River Raft Regatta over Labor Day in Omaha. The river was high, fast and rougher than expected, so most of the 200 entrants — including the Frontier duo — didn't finish the grueling 33-mile race. Frontier didn't win but definitely had the best looking team going!





PROFESSIONAL GOLFER *Tom Storey of Las Vegas led a field of 50 professionals and 150 amateurs from cities throughout the Frontier system to win the third annual Frontier Airlines Invitational golf tournament at Hiwan Golf Club, near Evergreen, Colo. In addition to the permanent trophy he received from President Al Feldman, Storey's five-under-par performance over 54 holes earned him top prize money of \$3,000, out of a total purse of \$20,000.*

We Get Letters

From the Director of American Legion Baseball in Billings — I would personally like to commend your excellent staff that handled our group of 97 people on our annual trip to Las Vegas. Right from the start Mr. Ed Greenfield gave us his utmost consideration in putting this group into reality.

Captain Less Harper and Jim Bennett along with the help of stewardesses Marcia Davis, Lynn Radovich, and Cathy Colombi made our flight to Denver a smooth and enjoyable trip. Captain C. K. Logue, Jim Hass, Bruce Chapan, Lauren Neoberry, Fran Brown, and Myrde Smith picked up where the other crew left off on our next leg, Denver to Las Vegas. On our return flight to Billings, we were met with the same courteous treatment from Captain Scott Keller, Chuck Blair, Bob Ashby, Pam Duane, Polly Weikum, and Pat Williams. Ms. Williams, along with her fellow stewardesses, served us drinks and dinner with the most friendly and courteous service that I have seen on any airline on any flight. The last leg back to Billings with the crew of Captain John O'Flaherty, Willie Brown, Roger Guither, Billie Washington, Versie Johnson, and Karen Herl, was a comfortable and restful flight.

Because of Frontier's personnel, I'm sure Frontier will have our groups along with all our personal business for a long time.

From a lady in Salida — I am writing regarding one of your pilots. I don't know his name but do know he is a very special person to me and one that I will never forget. I am a student pilot and working hard for my private pilot license. I was on my first solo cross country flight and about to land at Alamosa but I overshot it and ended far into the valley on the other side. I finally got turned around and made radio contact with Alamosa. They figured out where I was and told me how to get to them. About the same time your pilot also spotted me and offered his help which I gladly accepted. I hadn't panicked but no need to say I was scared and upset but your pilot's help in talking me down and giving me encouragement all the time helped me in gaining the self assurance and self confidence that I could handle a smooth landing even though I was over anxious to get back on the ground.

From a man in Phoenix — we boarded the plane carrying a typical hang-up bag which I have carried on almost every airline in the U.S. I went to my seat and when the stewardess passed, I asked if she would please hang it for me. She said — I don't have any place to hang it, so just stuff it under the seat. Knowing there was a place to hang it but not wanting to bother anyone, I stuffed it under the seat.

STAPLETON IS BOON TO DENVER ECONOMY. According to an employee study conducted earlier this year, the aviation industry in Denver employs 9,595 people with an annual payroll of more than \$142 million (spent primarily in the local area). The average income of airport employees is \$14,409.

- * State and local governments derived \$13.2 million in taxes from airport employees last year.
- * Denver air-transportation employees have a valuation of homes owned totaling \$302,926,000 for an average home worth of \$39,464. Also, housing rentals for 1974 were \$4.4 million.

The airlines contributed nearly \$8 million to the operations of Stapleton in 1974 through the payment of landing fees, rentals and other charges. Collectively, air carriers have almost \$100 million of capital investment tied up in facilities on and off the airport.



RIDE 'EM, THAN DUK — *For most of the 22,000 Vietnamese refugees at Fort Chaffee, Ark., it was the first time they'd seen a rodeo. Their reaction? "They went wild for the whole three-hour exhibition," reports Nancy Stockstill, Frontier's rodeo representative who carried the airline's colors in the event's grand entry. Sponsored by Frontier, the rodeo was held Aug. 18 with the help of a U.S. Interagency Task Force, leading rodeo stars and military personnel. Making a special appearance was Helene Linck, a Frontier flight attendant who was born in Vietnam and who now flies on the carrier's "jet bridge" from Fort Smith to Dallas/Ft. Worth.*

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CAB: What it Does and How it Works

By Bob Schulman

Each year more than 200 million people step aboard jetliners at the 500 domestic airports served by the U.S. airlines. Connecting these terminals is an intricate network of air routes that link some 58,000 pairs of cities. Collectively, these routes would stretch 400,000 miles — about the distance to the moon and back — if placed end to end.

Charged with the dual responsibilities of fostering the growth of this system while also regulating the industry that serves it is the Civil Aeronautics Board, an independent government agency created in 1938.

The scope of the Board's activities is illustrated in this partial listing of CAB cases, taken from its report to Congress for Fiscal Year 1974:

Category	Cases Received or Initiated
Route matters	331
Cargo/charter licenses	4,707
Antitrust activities	4,284
Subsidy rates	67
Commercial air rates	125,726
Passenger/shipper complaints	16,047

U.S. carriers certificated by the Board include the 10 trunk airlines and Pan Am, Frontier and the eight other local service carriers, six intra-Hawaii and -Alaska airlines, four helicopter airlines, three all-cargo carriers and 11 supplemental "charter" airlines. Additionally, 3,650 air taxis are registered with CAB, including 226 commuter airlines that offer scheduled passenger, cargo or mail service.

2) By ordering an "expedited hearing," that is, when the Board determines that there is a pressing need for new service it may put the case on the top of the list of cases waiting to be heard.

3) In cases of extreme urgency, by granting an "exemption authority" — allowing a quick start-up of service pending a full hearing at a later date. (CAB rarely grants such authorities.)

Most frequently, however, the Board tends to order formal route investigations. Its general procedures are as follows:

Pre-Hearing Conference

The first step in the hearing process is a pre-hearing conference. At this point, the law judge organizes the case by defining the issues and the data needed from each of the parties. He then sets a timetable to be used in "trying" the case.

Exhibits, Rebuttals, Surrebuttals

Each airline next submits traffic estimates, timetables and other statistical exhibits showing the need for new service (and why it is best suited to provide that service). After reviewing this material, the carriers then submit rebuttals to the other parties' exhibits, followed by surrebuttals defending challenges to their own exhibits plus written narrative testimony to be reviewed at the hearings.

held; each party is given a chance to cross-examine the other parties on issues raised in the earlier exhibits and written testimony.

Briefs

At the conclusion of the hearing the law judge announces a date for the filing of briefs by the various parties (including the Board's Bureau of Operating Rights). This gives each carrier, city, etc., an opportunity to summarize its case and to rebut arguments presented by other parties during the hearing.

Initial Decision

After reviewing the briefs and other materials, the law judge announces his findings in what is called an "initial decision."

Review

Usually, one or more of the parties will contest the judge's decision and seek a review of the case by the five-member Board. Or the Board may elect to review the case on its own initiative.

In the review process, each party is given the opportunity to file a new brief to rebut not only the arguments of the other parties but also the decision of the law judge.

Oral Arguments

After the exchange of briefs, the Board members hear oral arguments presented by the various parties. Each member is free to question the participants.

Final Decision

Next comes the issuance of a CAB

But this may not be the end of the case. For example, one or more of the parties may request a reconsideration of the decision.

Judicial Review

If the Board rejects these petitions, parties to the case have recourse to the U.S. Court of Appeals if they feel a legal error has been made by CAB at any point during the proceedings.

The court may uphold the CAB decision or it may order the Board to reopen the case for further consideration.

Is Regulatory Reform Needed?

Are CAB's legal procedures too complicated and lengthy? Should there be less regulation and more competition? Should there be any regulation at all?

These and other questions have been raised in recent years by increasingly vocal consumer groups, leading members of Congress and by top officials of the Administration. (The CAB itself has even appointed a blue-ribbon panel to study the need for procedural reform.)

The outcome of all this could be anything from a total overhaul of the system to a modernization of the Board's lengthy decision-making processes. At this point, however, any predictions of how the controversy will conclude would be sheer speculation.

But one thing seems for sure: Changes are coming. And it is highly unlikely that we will be doing business with the Board, say, two years from now the way we've done it for the past 37 years. Hopefully,

service.

The Board itself consists of five members appointed by the President to six-year terms of office. The chairman of the CAB is named from among the five members; he serves a one-year term in that capacity.

Reference to "the Board" may mean either the five-member panel or the entire agency, which employs some 700 persons and operates on an annual budget of approximately \$17 million. Included in the broader designation are six bureaus, two of which play particularly major roles in route cases.

The Bureau of Operating Rights recommends which (if any) airline applicants for new service it feels would make the greatest contribution to the public interest. The BOR essentially acts as the public's "lawyer" in CAB cases.

During the hearing process, the presiding officer is named from the Board's Bureau of Administrative Law Judges. In effect, he functions as would a trial judge in a court of law, hearing evidence from the parties, deliberating the issues and rendering a decision.

Anatomy Of A Route Case

Typically, route cases are initiated by the CAB in response to carrier requests to expand their lines of service. Also, individual cities may petition the Board for additional air service. If the Board feels there is sufficient justification for the proposed service, it may act in three ways:

- 1) By ordering a formal route investigation to be "heard" by one of its 13 administrative law judges. This procedure often takes two to three years — or even longer in hotly contested cases.

Hearings

After all the paperwork is exchanged, a public hearing (equivalent to a trial) is

order announcing the Board's final decision. (If international routes are involved, the final order must first be approved by the White House.)

these changes will be of major benefit to the users of the nation's air system — without undermining the economic viability of the air industry.

Employees Enjoy Golf and Picnicking

Perfect Colorado weather blessed Frontier summer fun in July and August as employees gathered together to enjoy golf and picnicking.

New '75 Frontier champ on the links is Roger Gunderson, Kansas City sales rep, who shot a combined score of 151 for 36-holes at the employees golf tourney held at Denver's Ranch Country Club on Aug. 22, 23. Denver-based second officer Dave Sanctuary followed with an enviable 152, while tourney chairman Bob Drake placed third just a few strokes behind the leader.

More than 40 participants enjoyed the event which included a banquet, golf equipment prizes and donated gifts from the Employees Club. Top winners were:

1st flight: a tie between Denver senior agent Orville White and Capt. Joe Romano. Low gross — dispatcher Lawton Mitchell.

2nd flight: Capt. Joe Roorda; Low gross — Capt. Red Chambers.

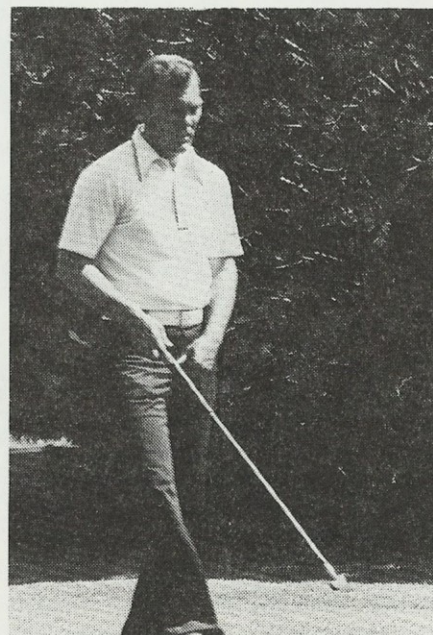


FRONTIER PICNIC water balloon toss competitor learns the agony of defeat — the hard way.

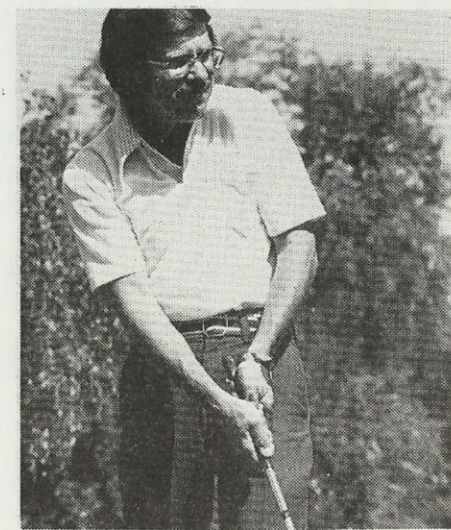
Ladies' flight: Low net — Marlis Wilson, wife of first officer Bob Wilson. Runnerup — Flight attendant Jane Gagan. Low gross — Peg Kelly, wife of maintenance dispatcher Mike Kelly.

Picnic Capers

No one kept score at the Employees Club picnic on July 26, but more than 500 Frontier folks consumed great amounts of beer, pop and western chow at the Lazy B Ranch in Estes Park, Colo. The kids enjoyed it most, as activities such as horseback riding, games, volleyball and horse shoes competed for their attention. Chairman Ernie Desoto handed out lots of passes and deemed the event a terrific success.



ORVILLE WHITE looks like Arnie Palmer as he walks off with first place in the first flight.



FIRST OFFICER Bob Wilson shows a steady hand and a good eye on the putting green prior to the start of the tourney.



A FRONTIER MOM enjoys a workout as her son delights in horseback riding at the Lazy B Ranch.



DIAMOND WINGS for 25 years of service earned by seven Denver-based captains were recently presented by Vice President — Operations Bill Wayne and Denver Regional Manager — Flight Operations Dick Orr. Pictured (l. to r.) are Wayne, Capt. Fred Blakeley, Orr, and Captains Leo Larson and S. W. Isaacs. (Fech was there, too — he took the photos.)



25-year Captains Max Schow and D. K. Miller



25-year Captains George Graham and Red Chambers

A COMMON SIGHT at Frontier for the past 25 years has been and still is Dave Burr, director of properties and facilities, at his desk working. Dave's friends and family crowded a large partyroom at the Plaza Inn in July to honor the man who has been instrumental in developing the facilities (such as Concourse D) that make our passengers' use everyday



Suggestions Pay Off

Aircraft technician Jerry Hix detests the smell of cooked lobster — especially when juices seep down through B-737 oven floors, are repeatedly heated and not cleaned. He recently won \$513 in the Frontier Suggestion Program for doing something about it.

"For some reason B-737 ovens are particularly susceptible to lobster juices," stresses Hix. (pictured right) "These juices build up until unit replacement is the only answer." To prevent seepage he devised a different type of oven insulation and seal which, when installed, saves Frontier over \$5,000 a year in man-hours and electricity. The insulated ovens, currently in use on most aircraft, need less cleaning, radiate less heat on the plane and heat meals faster, thereby saving precious flight attendant time.

In addition, Hix picked up another \$62, in collaboration with Dwight Allen and Merle Russell, for designing a tool used to reassemble these ovens.

While Hix was busy combatting lobster smells, 25 other Frontier employees won \$866.50 with good time and money saving ideas.



Non-technical suggestions accounted for \$302.50, divided among employees in marketing, accounting and stores. Res agents again did well with Tom Wade getting top honors (\$50) for suggesting the use of business cards. Jeanette Mroteck won \$35 for changing res shift bid cards. Sandra Force picked up \$25 for a way to give better service to travel agencies, and Julie Cluff earned \$15 for her sick leave incentive idea.

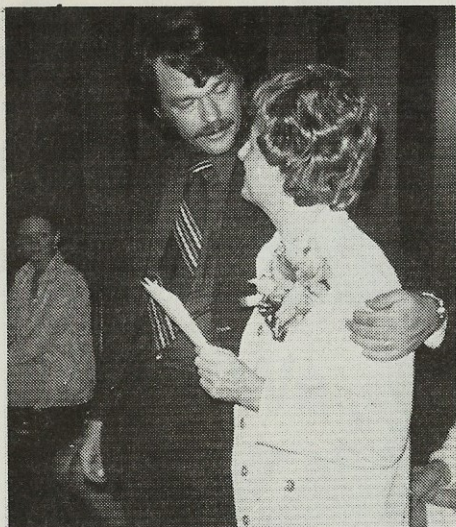
In the area of customer service, Phoenix station agent Jim Duran won \$45 for his idea regarding clothing cleaning vouchers. Grand Island sales service manager Ray Spiars received \$15 for suggesting drilling drainage holes in the cart of the mini-tow deicer. And flight attendant Carlene Peters picked up \$20 for her idea to level the B-737 rear closet "to prevent hundreds of people who want to use the lavatory from taking that embarrassing step into the closet."

Accounting and stores winners were accounting clerk Connie Mason's idea regarding the posting of flight attendant expenses (\$50), secretary Ellen Jaynes' suggestion to eliminate absence from office memos (\$25), and stock clerk Eleanor Grant's improvement in tray cleaning idea (\$22.50).

Aircraft techs, as usual, have been actively submitting suggestions. Jack Vaughn devised a tool and method for changing seals in the nose strut orifice tube (\$42.50), while Mike McDonald and Gerald Villhauer combined to design a test fixture for monitoring battery cells when discharging batteries in the shop (\$40 ea.).

B-737: R.B. Dillow/John E. Randall, lead techs, \$18.75 ea. — securing wiring on

employees and passengers use everyday. It was said that Burr just never stops — we hope he keeps going another 25.



HISTORY MAKING Francine Morris gets a congratulatory hug from Director — System Reservations Dick Rohrmann as she becomes Frontier's first official reservations agent to retire.



SILVER DOLLARS were parting gifts for Sid Walker, who retired as mgr, major maintenance support shops in Aug. Sid and his wife Rose moved closer to LAS, Kingman, Az.



JUNE GRADUATES. Frontier's newest flight attendants are (front row, l. to r.) Diane Fuller, Pat Thompson, Jean Ann Knox, Anne Kennedy, Cheryl Lepine, Carol Howard, Paulette DeLynn Wilkinson, Terry Smith, Cheryl Rhoads, Debbie Ito and (back row, l. to r.) Dianne Johnson, Virginia Wood, Michael Hogan, Michael Richardson, Dana Hoch and Marcia Agnew.

wing slat actuators; Gene B. Smith, lead tech, \$20 — identifying picture on work cards during heavy check; Lee Gregory, lead tech/Robert Laskoski, tech, \$35 ea. — devising adapter to be used for testing crew seat locks.

CV-580: William Caldwell, \$20 — devising test box for generator cooling air shutoff valves; Dale F. Taemert, \$25 — retorquing vertical stabilizer taper bolts; Donald L. Slack, \$22.50 — identifying proper bulb in spare bulb kit; Earl Fischer, \$50 — designing fixture used to position fuel line correctly on engine build-ups in shop; Fred Walsh, general foreman, \$72.50 — repairing procedure for stabilizer butt ribs without removing stabilizer.

Different Strokes for Different Folks

Here's your chance to plan for upcoming employee tennis and golf competition.

Tennis — first Frontier tourney at the Margaret Court Tennis Ranch in Tucson, Oct. 30 — Nov. 2. Three-day four-night package and deluxe accommodations. Contact Duane Faltys or Al Toll, TUSOO.

Golf — Tucson tourney at the Skyline Country Club, Jan. 11, 12. Contact Gary Mackie, TUSOO.

service awards

25 YEAR SERVICE AWARDS

Blakeley, F.T., captain — DEN
Brunz, O.L., sr agent — BIL
Burr, D.H., dir properties, facilities — DEN
Chambers Jr., W.E., captain — DEN
Griffiths, J.G., dir properties — DEN
Harper, L., captain — DFW
Houchens, K.E., sr agent — LNK
Larson, L.W., captain — DEN
Lawson, P.R., sales service mgr — AIA
Miller, D.K., captain — DEN
Pier, R.W., sr agent — DEN
Schow, R.M., captain — DEN

20 YEAR SERVICE AWARDS

Bliesner, R.R., aircraft technician — DEN
Cornstubble, S.V., lead inspector — DEN
Engelking, B.P., sr agent — FSM
Illich, T., station agent — FCA
Phillips, C., inspector NDT — DEN
White, B.O., lead aircraft technician — DFW

15 YEAR SERVICE AWARDS

Agena, M.H., station agent — LNK
Brickey, A.D., station agent — FSM
Covington, S.G., station agent — SLC
Hunt, M.E., station agent — GJT
Newberry, R.L., sales service mgr — TUL
Tidwell, C., lead aircraft technician — DEN

10 YEAR SERVICE AWARDS

Dewoody, T., aircraft technician — DEN
Estill, R.L., station agent — DEN
Hackathorn, B.K., reservations agent — DEN

Hamilton, W.J., porter — MCI

Howard, S., flight attendant — DEN
Kelley, R.G., asst dispatcher — DEN
Leonard, G.L., station agent — AMA
McPhee, B.L., reservations supv — DEN
Perez, O., aircraft technician — DFW
Salsbury, J.L., aircraft technician — DEN
Schimetz, J.E., station agent — BIL
Schultz, K., sr technical specialist — DEN
Selph, J.C., station agent — FYV
Smith, W.E., lead aircraft technician — MCI
Teaff, M., aircraft technician — DEN

5 YEAR SERVICE AWARDS

Allison, J.R., analyst — DEN
Berrett, T.A., flight attendant — SLC
Bradshaw, B., reservations agent — KCK
Bradshaw, W.E., reservations agent — KCK
Breen, M.D., provisioning agent — DEN
Brenner, C., reservations agent — KCK
Burns Jr., R.W., reservations agent — KCK
Cobb, J.G., flight attendant — SLC
Davis, S.A., reservations agent — KCK
Dickman, E.E., reservations agent — KCK
Gareis, B.J., fuel administrator — DEN
Hales, J., flight attendant — SLC
Hamm, R., data conversion oper — DEN
Miller, J.C., plant maint mechanic — DEN
Murray, C.J., flight attendant — DFW
Osterberg, J.N., dir treasury — DEN
Rich, L., mgr flight services — SLC
Schwandt, J.R., ticket counter agent — STL
Snell, N., reservations agent — KCK
Watkins, A., flight attendant — DEN
Wicks, C., ticket counter agent — STL