

# New Vice Presidents



Dick Orr



Ken Smith

Two veteran Frontier executives have been appointed vice presidents: Dick Orr, succeeding the late Ed O'Neil as vice president — flight operations; and Ken Smith, elevated to vice president — public affairs, the position formerly held by Vern Carlson, now vice president and assistant to the president.

Orr joined the airline in 1948 as a pilot and subsequently held a number of management positions, including division chief pilot and Denver regional director of flight operations. He most recently was assistant general manager of flight operations.

A 1946 graduate of the University of Minnesota, Orr earlier served as a flight instructor and an Air Transport Command pilot with the U.S. Army Air Corps from 1941 to 1945. He has approximately 25,000 hours of flying experience.

Smith came to Frontier in 1963 as director of sales and most recently was director of public affairs. He began his airline career on the sales staff of American Airlines in New York from 1939 to 1948, holding similar positions with Capital Airlines in Detroit from 1948 to 1954. Between 1954 and 1960, Smith was sales-service manager for Continental Aviation and Engineering Co. of Detroit, later serving as vice president — sales for Maritz Travel in St. Louis for three years.

**FRONTIER AIRLINES**

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## Third Quarter Earnings Exceed 1974 Period

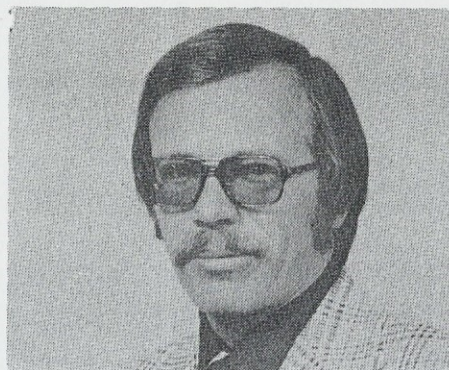
Frontier reported a 1975 third quarter earnings gain in October, marking the first time this year the airline exceeded the year-ago period.

Net income for the third quarter of 1975 was \$2,293,000, or 33 cents a share, on total revenues of \$44,312,000. During the same period last year, earnings were \$2,168,000, equal to 32 cents a share, and total revenues were \$39,913,000.

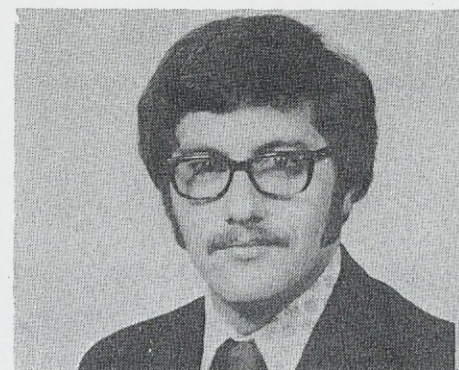
For the first nine months of the year, earnings declined to \$5,472,000, or 79

to be a profitability leader in our industry, despite 1975's sluggish economy and substantial cost escalation."

Revenue passenger miles for the third quarter were up 5 percent from 367.1 million in 1974 to 385.8 million this year. Load factor increased in the quarter to 57.2 percent from 54.8 percent in 1974. For the first nine months of 1975, revenue passenger miles showed an increase over 1974 while load factor decreased slightly from 57.8 percent to 54.8 percent.



Gerald Olson



Leland Danzeisen

## Olson, Danzeisen Staff Fargo, Grand Forks For Nov. Service



cents a share, from last year's record of \$8,710,000, or \$1.26 a share. Revenues for the year to date are up to \$125,216,000 from 1974 revenues of \$114,598,000.

Frontier President Al Feldman cited strong vacation travel during the summer months for the earnings gains in the third quarter, noting that the airline "continues

"While summer traffic trends throughout the industry seem to indicate that the nation's economy is beginning to come out of the doldrums, our future planning continues to be pretty conservative," Feldman said. "We intend to assure that any expansion moves by Frontier will be clearly profitable, even with a flat economy."

## Flight Attendant Wins Top AFA Honor

Laurie Mooberry, a Denver-based flight attendant with Frontier, has received the 1975 Air Safety Award of the Association of Flight Attendants (AFA).

The award — the highest professional honor bestowed by AFA — was presented at the University of Southern California in Los Angeles on Oct. 15 in recognition of an off-duty research project she conducted to improve airline cabin safety.

Her work included reviewing thousands of safety reports on file at the Federal Aviation Administration in Washington, D.C. From this material she documented various types of safety problems encountered by passengers and crewmembers.

In commending Ms. Mooberry, Al Feldman said her activities could lead to "significant advances in cabin safety."



AWARD WINNER Mooberry displays her plaque at L.A. ceremonies with (left to right) Bobbie Lenahan, manager of flight service for Frontier in Denver; Del Mott, AFA's national director of air safety, and Kathy Norris, master executive chairperson for the Frontier unit of AFA.

Daily jet service to Frontier's newest cities — Fargo and Grand Forks, N.D. — begins Nov. 14, and two North Dakota natives, Sales Service Managers Gerald Olson and Leland Danzeisen, are out to make it a winner.

New Fargo Manager Olson, born in Rugby, N.D., began his career at Frontier in 1964 as a station agent in Minot. He held a similar position in Phoenix, and most recently was a senior agent at the Denver station. A graduate of Arizona State University with a degree in business administration, he also attended Minot State College for two years prior to service in the U.S. Army.

Grand Forks Manager Danzeisen was born in Carson, N.D., and joined Frontier in 1968 as a station agent in Manhattan, Ks. Most recently he was a senior agent in Salt Lake City. A transportation management graduate of Humboldt

Institute, Minneapolis, Danzeisen also attended Kansas State University following service in the Army.

Working for Olson in Fargo will be station agents Bruce Osborne, Don Carlson and Mike Jack. Danzeisen's staff will consist of Gary Lee, Lyle Kreuger and Doug Napier.

Fargo and Grand Forks will be served by Flight 88, leaving Denver at 8:50 p.m. daily and arriving Fargo at 12:04 p.m., and Grand Forks at 12:49 a.m. The return flight (No. 89) will leave Grand Forks daily at 6:15 a.m., Fargo at 7 a.m., and arrive in Denver at 8:20 a.m., with an intermediate stop in Rapid City.

Both Olson and Danzeisen have relocated their families to North Dakota and can be reached in Fargo at (701) 237-3041 and in Grand Forks at (701) 746-5466.

## United Way Seeks Employee Pledges

More than \$6,000 in employee pledges have launched the 1975 United Way campaign in Denver with several weeks to go in the drive.

"We're pleased with the generosity of Frontier employees so far," states Vern Carlson, assistant to the president and Frontier's 1975 United Way campaign chairman, "but more money is needed. We hope all those who haven't responded will send in their pledge cards."

Employees are responding to a letter mailed to their homes from Al Feldman, who encouraged "personal generous participation." Feldman pointed out that costs of United Way operations have increased and that Frontier did not meet its Fair Share last year.

"I remain convinced that we should each continue to support this campaign," he wrote, "and I hope each of you will participate more this year than ever before."

Pledges to the campaign, which aids 70 member agencies in the five-county Denver metropolitan area may be made in a lump sum or through a once-a-month

payroll deduction plan. The once-a-year campaign avoids the duplication of continuous contribution requests and guarantees that United Way human care services will continue throughout the year.

Agencies aided by the United Way include the Arthritis Foundation, Big Brothers, Inc., Boys' Clubs of Denver, the Boy Scouts, Jewish Community Center, Girl Scouts, American Red Cross, Multiple Sclerosis Society of Colorado, United Cerebral Palsy Association, Salvation Army, YMCA, YWCA and many others.



**United Way**





M.E. "Ed" O'Neil

*A Great Man With Character And Integrity.*

*An Outstanding Aviator In Both Military And Airline Flying.*

*A Brilliant Management Executive Who Inspired Loyalty And Dedication From His Fellow Workers.*

*A Friend Of All Who Asked His Help.*

*Mourned by all who knew him.*

## short hops

**CONGRATULATIONS** — Recently announced appointments include: Mark Coleman, district sales manager (Kansas City); Jim Cunningham, public affairs representative; Joe Macha, manager — internal audit; Ron Ness, staff manager — field marketing (Western Division); Bob Palmer and Barry Poole, sales representatives (Denver); Mike Salensky, manager — local service marketing; Steve Spaulding, manager — off-line sales; Ed Stone, sales service manager (Williston); Calvin Wolfe, director-personnel; Jack Zembeck, director — system cargo sales and service.

## We Get Letters

*From a man in Ogden, Utah* — Traveling from New York to Salt Lake on another carrier last week, I missed a connection in Chicago due to an equipment problem. As a result, I had to reschedule my remaining trip arriving in Salt Lake on Frontier after midnight. There I learned that my baggage had apparently got lost in the shuffle at Chicago. Nothing unusual in that and your agent in Salt Lake helped me fill out the forms to trace my luggage. I then realized that due to the late hour, I could get no public transportation to my home, thirty miles away, and as there was no one at my home to come for me, I was stranded. Your agent realized my plight and as he was about to go off duty kindly offered to drive me home, even though he lived in Salt Lake. Such generous consideration so spontaneously offered to a weary and depressed traveler surely deserves recognition, particularly as Greg Collier refused my offer of payment for his trouble.

*From a doctor in Dallas* — Although your flight was delayed for approximately two hours in its departure, your entire flight crew and especially Ms. Carol Howard, were truly outstanding in their handling of a planeload of irate passengers one of whom included myself. It was imperative that I reach Kansas City and a connecting flight to Dallas because of biologic samples that I had packed on dry ice. Despite the delay, Ms. Howard made the necessary arrangements for a back-up supply of dry ice so that the biological specimens would not be ruined. More important, however, was the manner in which she very deftly handled each of the passengers' individual needs and requests. She was supportive and yet firm and in essence, finally wound up winning this entire planeload of irate passengers not only to her side, but actually making your airline appear the hero rather than the heel.

*From a man in Fountain Valley, Calif.* — Recently I had an emergency shipment which left Los Angeles on Western and was to be forwarded via Frontier to Gallup, N.M. Western missed the connecting flight and I called Phoenix to trace the shipment. Western advised me they had the package but could not make the next flight as they had no one to take the package from Western to Frontier and the flight was leaving in 30 minutes. I called your John Koehler at the Phoenix air freight office and explained the situation. He volunteered to go to Western and make the scheduled flight. I sent him a check in appreciation. He returned the check with a note thanking me but stating service was part of his job.

*From a consultant in Dallas* — We returned to Dallas via your 66 from Salt Lake. By phone, your people advised the flight was on time and arrangements were made for our pickup based on that advice. However, the flight was approximately 20 minutes late. As a result, our charge for the extra four minutes on the Dallas airport was 300% of the normal fee. We made payment of the requisite minimum and forward herewith the billing for the balance of 50¢. We do not feel that we should be penalized 200% or nearly \$.13 per minute for the erroneous advice we received and the well-publicized vagaries of the Dallas airport.



**MAKE IT FOUR-IN-A-ROW** — Employees are being urged to help a Frontier mechanic win FAA's 1975 Aviation Mechanic Safety Award. Frontier mechanics have walked away with all of the awards given in the FAA Rocky Mountain Region since the local competition began in 1972. Winners from the 24 FAA regions are eligible for the national award. Supervisors or other knowledgeable personnel may submit entry forms nominating candidates, as can individual mechanics on their own behalf. Further information is available at the FAA liaison office, located in Room 224.

**SOUTH DAKOTA NOTABLES** — Spreading good will for Frontier in Rapid City is Director Hoadley Dean, (left in photo), presenting a coveted Frontier model 737 to South Dakota Governor Richard F. Kneip.



**DENVER SALES SCORES AT TENNIS** — Denver Sales promoted Sun Country excitement and treated travel agents to a cocktail party on Sept. 26 at Frontier Night at the Majestic '75 Tennis Tournament. District Sales Manager John Ahlquist (left) got on the court to award bottles of Frontier's finest to KHOW radio personalities Charley and Marty, stars of a special halftime tennis match.



**MIDWAY VETS WANTED** — Pilots, mechanics or other Frontier employees who may have participated in the Battle of Midway in 1942 are asked to contact Bob Schulman, director of public relations, at Ext. 4793 in DEN. A number of activities relating to the battle are planned by various groups next year.

## FRONTIER NEWS

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Larry A. Bishop, Director — Corporate Communications

Bob Schulman, Director — Public Relations

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



**IAM SIGNS CONTRACT.** *Negotiating teams gathered on Sept. 19 for the signing of a new 30-month contract covering approximately 640 members of the International Association of Machinists and Aerospace Workers (IAM). Seated are IAM Assistant General Chairman Dean Ames and Buz Larkin, vice president — administration. Witnessing the event are (left to right) Bud Naylor, vice president — maintenance, and negotiators Mike Aden, Clarence Fuller, Ken Bauer, Art Davis and Larry Warford.*



**FRONTIER/TRAVEL AGENT TEAMWORK** — *Frontier continues to accelerate its partnership with travel agents, having recently launched an experimental program to develop new revenues by educating agents to the "untapped" potential of commercial account sales. Featured in this month's "We've Got A Good Team Going" corner is the Accounting Department — shown working with a travel agent to ensure that a superior product is offered to our customers.*



At Issue:

# Handicapped Passengers

By Bob Schulman

Coming under increasing fire in Washington and elsewhere around the country are airline regulations — or the lack of them — on the carriage of handicapped passengers. Some groups are pressing for tighter controls, while others feel that there should be no restrictions at all.

Putting the problem into perspective, federal statistics show that there are approximately 13.4-million handicapped people in the U.S. — about 6.3 per cent of the population.

Today's guidelines on handicapped air passengers, stemming from early safety precautions developed by the railroads, are set in Section IIII of the Federal Aviation Act of 1958, which reads:

"Subject to reasonable rules and regulations prescribed by the Secretary of Transportation, any air carrier is authorized to refuse transportation to a passenger or to refuse to transport property when, in the opinion of the carrier, such transportation would or might be inimical to safety of flight."

This authority was further amplified in tariff rules published by the Civil Aeronautics Board in 1962. But as interpretations of the whos and hows of the regulations differ, so do many carrier policies.

Resulting from growing public concern over the lack of uniform carrier policies,

aircraft to the number of emergency exits normally available (for example, there are six such exits on a Boeing 737 jet and seven on a Convair 580).

- b) Limiting the number of immobile passengers not accompanied by an attendant to the number of the aircraft's floor-level exits (there are four on a Boeing 737 and one on a Convair 580).

Excluded from these boarding restrictions

would be blind or deaf persons along with handicapped passengers providing written statements from their doctors that they are capable of moving to an emergency exit without assistance.

Many responses to the proposal expressed outrage, charging that FAA has no right to take away the right of the handicapped to travel on public transportation. On the other hand, a number of safety organizations charged that FAA had not gone far enough.

And adding further fuel to the controversy was a well-publicized incident where a handicapped passenger traveling alone was forcibly deplaned (for that reason) from an airliner — enroute to Washington to testify at a hearing on the problems of the handicapped.

What comes next? Under the federal regulatory process, FAA can now either put the new rule into law, amend it and re-propose it, suspend it from further consideration or simply "sit on it."

## How Frontier Serves The Handicapped

By Ann Yanulavich  
Manager, Consumer Affairs

Very often the only way a handicapped person can travel comfortably on long trips is by air. Thus, we find many such passengers flying on Frontier, and — mainly — we hear compliments from them on the service we offer.

Our policy on the carriage of the handicapped, we feel, reflects a reasonable balance between the rights of handicapped passengers to travel and our obligation to ensure the safety of all passengers on the aircraft in the event of an emergency.

From past experience, a handicapped passenger will usually make his or her situation known when making a

security screening (wheelchair patients, for example, must be screened with hand "wands") and preboarding on the aircraft to ensure seating near the exit and restroom.

However, we do have some major restrictions in certain instances:

1) We cannot accommodate wheelchair or aisle chair passengers on our Twin Otters because the aisles are too narrow.

2) We cannot accommodate stretcher cases on any of our three types of aircraft because of prohibitive seating configurations.

Also, we ask that handicapped passengers understand that while our

care of, but this was putting it mildly. I had very courteous, helpful and pleasant assistance from everyone... the nice feature was being helped on the plane a little earlier to avoid the rush of the rest of the passengers.

I just could not let time pass without telling (Frontier) what a great bunch of people you have working for you. Thank you for making the impossible possible.

KANSAS CITY, Kansas — When I have a choice of services, I opt for your airline. You are staffed with courteous personnel in all areas (but) your Miss Ann Freese is a standout. (During a recent flight) she showed the utmost concern for the well-being of all passengers aboard,



the CAB in 1971 launched an investigation to determine the need for improved guidelines. However, since one of the prime issues involves safety, the case was also referred to the Federal Aviation Administration, which in 1973 began seeking public and industry comments on proposals for future rulemaking.

As subsequently proposed by FAA in July of 1974, a handicapped passenger would be defined as: "A person who may need the assistance of another person to expeditiously move to an emergency exit in the event of an emergency evacuation."

Among key restrictions that would be imposed by the new rule are:

- a) Limiting the total number of handicapped passengers aboard an

reservation. At this point, we try to ascertain whether a wheelchair or any other special handling is required, and whether the passenger would be capable of deplaning the aircraft without assistance in an emergency situation. In the latter case, if assistance is needed, we require the passenger to travel with an attendant.

Not all Frontier stations are equipped with aisle chairs and wheelchairs, but these facilities can be provided if we have sufficient notice. Therefore, we suggest that handicapped passengers make their reservations at least 72 hours prior to departure — providing all pertinent information on their handling needs. Also, we ask that handicapped passengers check in at least 45 minutes before departure to allow adequate time for

passengers understand that while our flight attendants generally go out of their way to offer special services, it is not possible to spend a great deal of time with one passenger and still meet their obligations to the other passengers. This problem is particularly acute on short flight segments when meal and beverage services are offered.

Because we're human, we sometimes slip up in handling the handicapped. But I am pleased to report that this happens very rarely on Frontier. Here are some examples of most of the comments we receive from and about our handicapped passengers:

**HOLDREGE, Nebr.** — I am handicapped from polio and require wheelchairs at each stop. Everyone assured me that I would be well taken

well being of all passengers aboard, specifically for the handicapped. She had a partially blind lady and several elderly passengers aboard who required special assistance. She was one big friendly smile . . . who enjoyed her work and took pride in this work.

**PHOENIX, Ariz.** — I am legally blind and travel with a guide dog. When I purchased my ticket, the ticket agent, I do not recall her name, remembered me from previous flights — even though this had been two years ago. This remembrance and her nice remarks lifted my spirits and made me feel that the flight would be good.

The courtesies of the personnel, stewardesses and agents were very helpful and these efforts were not overemphasized — which can make a person feel foolish and helpless.

## Ski Shows Preview Super Season: Frontier Bookings Strong



HOW IT USED TO BE. *History of ski fashion show model Norman Lamb, sales manager at Tamarron in Durango, Colo., demonstrates what skiers used to wear on the slopes. Ski Fashion Editor Pat Doran (right) narrated the show.*

If strong advance ski bookings are an indication, Frontier's ski show circuit, held from Sept. 21 to Oct. 2, gained good exposure for skiing — and Frontier — in five major cities on the system.

More than 13,000 visitors attended the Frontier shows in St. Louis, Omaha, Kansas City, Dallas/Ft. Worth and Phoenix to catch up on the latest information from representatives of more than 30 Rocky Mountain ski areas, local shops and clubs.

"Our purpose this year was to interest first-time skiers and encourage family participation in the sport," said show organizer Gail Godbey, manager — sales promotion. "To express the excitement and ease of skiing, we centered our program and publicity around the country's most well known superskier Billy Kidd."

Kidd narrated a learn-to-ski presentation and then talked to skiers on an individual basis. Frontier's co-host this year, SKI Magazine, contributed to the program with a history of ski fashion show featuring live models, music and slides. Coordinator of the program, which ran two or three times during the ski show itself, was Frontier Ski Adviser Moose Barrows.

Frontier ski shows are part of the marketing effort to compel skiers and would-be skiers to fly Frontier to the Rocky Mountain ski areas. Added benefit of the shows is the chance for Frontier sales offices to meet with and entertain local travel agents. Sales personnel in each city sponsored special activities in conjunction with the show which allowed agents to talk directly with ski area representatives.

"Thanks to the efforts of many people, including our sales offices," commented Godbey, "the shows went well, our ski flights are heavily booked and we anticipate a good season."



MORE THAN 2,500 *ski enthusiasts boarded the S.S. Admiral in St. Louis Sept. 21 to take a look at exhibits of 30 Rocky Mountain ski areas, local clubs and shops.*



# Denver Technician Recognized For Winning Safety Suggestion

A Frontier aircraft technician has earned \$500 within the suggestion program and recognition by the airline industry for developing a major improvement in airline safety.

Dick Hebert devised a simple fix of installing an assist spring at the handle and cover assembly of the B-737 emergency exits which allows the exits to open regardless of the aircraft's attitude.

His modification to the emergency exits has been adopted by both Frontier and Boeing, and is the subject of an Airworthiness Directive to be issued by the FAA which would require its installation on all affected aircraft.

The idea is simple and relatively easy to expedite, yet its bearing on the safety of passengers in a possible crash situation is great. Its importance warranted a special merit award of \$500 from the suggestion program and recommendation for the FAA's 1975 Aviation Mechanic Safety Award.

Hebert's suggestion was part of \$1,080 awarded to 15 Frontier employees within the last two months. Winner of the next highest amount — \$145— was Technician

Pete Pusede. Pusede's idea to salvage component parts saves material and money for Frontier.

Several good suggestions this period came from the marketing department. Res Agent JoAnne Sato proposed a group confirmation letter for travel agencies (\$40); Central Res Control Supervisor Lois Taylor gave some thought to a program modification to the special function name lists (\$57.50); Senior Res Agent Shirley Shackelford submitted a good idea regarding PTA procedures for special accounts (\$55); Farmington Senior Agent Gary Faulk devised a way of keeping downline stations better informed of the progress of enroute flights (\$37.50); and Salina Sales Service Manager Ray Engstrom suggested the installation of a volume control nozzle on the older deicer units (\$30).

Engineering winners received \$107.50 for three suggestions. Inspector R.W. Sweeney won \$25 for designing a tool for fitting CV-580 air ducts, while Lead Inspector Chester Fitch picked up \$22.50 for his suggestion to eliminate photography chemicals in NDT. Engineers Thom Cray and Larry



**SPECIAL MERIT AWARD WINNER** *Dick Hebert checks the operation of a B-737 emergency exit, subject of his safety suggestion adopted by both Frontier and Boeing.*

Livingston were awarded \$30 each for their idea regarding B-737 wiring diagrams.

Winners in the maintenance department included:

William Caldwell, technician, \$42.50, for design of equipment to improve CV-580 inverter brush seating.

Arbie Dillow, lead technician, and Alvin Trautmann, technician, \$11.25 each, for modification of lavatory service trucks.

L.R. Bobo, technician, and K.W. Herrington, lead technician, \$21.25 each, for design of a holding fixture used on B-737 and CV-580.

## Happy Retirees

Two veteran Frontier employees — Chuck Carter and Ed Pellerin — retired in October after 28 and 29 years, respectively, with the company.

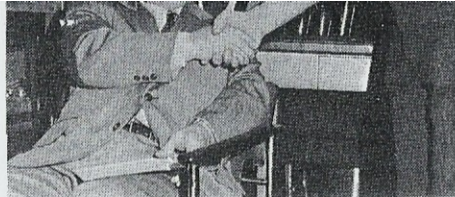
Radio Technician Carter and his wife Uleta were honored with cake and gifts by fellow employees on Oct. 3. Pellerin, hydraulic shop technician, and his wife Nita received best wishes and a trip to



## interlining

**FIRST SKI SEASON DISCOUNTS.** Lookout! The first few flakes have fallen and snow crazed ski enthusiasts are ready to get out their gear and get it on the slopes. Ski areas are bracing themselves for the action and already planning fun-filled weeks for hoards of excited airline personnel looking for good discounts. So far we've received the following:





Hawaii from co-workers on Sept. 29. At left, Pellerin receives congratulations from good friend Al Olinger, manager — base overhaul shops. Both men received company plaques and congratulations from Al Feldman.

## service awards

### 25 YEAR SERVICE AWARDS

Ceshker, G.J., captain — DFW  
Conner, R.R., dispatcher — DEN  
Franklin, V., aircraft technician — DFW  
Isaacs, S.W., captain — DEN  
Kopp Jr., B., captain — DEN  
Lankton, W.J., captain — DFW  
Spinks, E.C., captain — DFW

### 20 YEAR SERVICE AWARDS

Barron Jr., H.C., captain — DFW  
Bricker, R.G., station agent — MSO  
Craze, J.J., inspector — DEN  
Davis, W.E., captain — DFW  
Dean, H., porter — OKC  
Gilliam, W.G., captain — DEN  
Griffith, K.S., captain — DFW  
Howe, H.M., captain — DFW  
Owen, J., aircraft technician — DFW  
Phiffer, R.O., station agent — LBF  
Taylor, L.K., sato agent — FSI

### 15 YEAR SERVICE AWARDS

Davis, H.L., mgr trans svcs — OMA  
Duran, J.M., station agent — PHX  
Enright, E.L., buyer — DEN  
Garcia, A.N., sr ticket counter agent — ABQ  
Lockett III, S.R., station agent — DFW  
Long, R.E., aircraft technician — DEN  
Russell, V.J., station agent — BIL  
Simpson, C.O., first officer — DFW

### 10 YEAR SERVICE AWARDS

Bazadier, F.E., porter — MCI  
Blevins, R.D., supv. stores — DEN  
Bruce, J., specialist tech training — DEN  
Brundage, W.H., lead stock clerk — DEN  
Coffman, R., aircraft technician — DEN  
Dessauer, L.J., reservations agent — DEN  
Devries, D.W., aircraft technician — DEN  
Doty, D.L., mechanic — DEN  
Enger, T.D., station agent — JAC  
Fahrenheit, K., flight attendant — DEN  
Furdon, G., maintenance scheduler — DEN  
Gross, J.M., base shop planner — DEN  
Hyatt, J.L., ticket counter agent — DEN  
James, J., aircraft technician — DEN  
Kerrick, T.D., station agent — BIS  
Laurence A., aircraft technician — DEN  
McMullen, F.J., reservations agent — DEN

Miller, M., flight attendant — DFW  
Newby, G.T., reservations agent — DEN  
Oppenud, P., flight attendant — DEN  
Pelkey, M., mechanic — DEN  
Peterson, A.L., fleet planner — DEN  
Poremba, J., aircraft technician — DEN  
Robbins, H., aircraft technician — DEN  
Sandaker, W.A., station agent — GTF  
Smith, L.J., station agent — LIT  
Sturgeon, K.C., station agent — FSM  
Sullivan, R., station agent — MCI  
Throop, J.M., aircraft technician — DEN  
Trice, A., mechanic — MCI  
Whistler, S., flight attendant — DEN  
White, G.C., station agent — MSO  
Wickstrum, N.E., station agent — MHK  
Wilton, J., lead aircraft technician — DEN

### 5 YEAR SERVICE AWARDS

Blair, N., flight attendant — DEN  
Bunjes, M.G., mail clerk — DEN  
Callahan, B., ticket counter agent — DFW  
Carlson, C.J., station agent — CPR  
Carvalho, F.M., ticket counter agent — DFW  
Davis, J., cleaner — STL  
Doyle, J.W., provisioning agent — DEN  
Duff, P.A., ticket counter agent — MCI  
Gould, D.J., accounting clerk — DEN  
Gramlick, T.N., station agent — LIT  
Gray L., flight attendant — DEN  
Hannigan, L.D., flight attendant — SLC  
Horvath, E., flight attendant — DEN  
Jones, I.J., sr accounting clerk — DEN  
Leonard, M.S., dist sales mgr — PHX  
Lesselyong, D.S., secretary — DFW  
Livingston, L.D., engineer — DEN  
Mallon, J.A., structures engineer — DEN  
Nelson, G.R., sr. accounting clerk — DEN  
Nussrallah, W.J., provisioning agent — DEN  
Prince, M.P., station agent — DEN  
Ricceri, F.P., station agent — GRI  
Roden, J.V., provisioning agent — DFW  
Rutherford, P., flight attendant — MCI  
Sanchez, A.J., station agent — PUB  
Silverman, B.J., sr. scheduler — DEN  
Stehl, S.S., exec. secretary — DEN  
Sutton, S.J., accounting clerk — DEN  
Weil, M.K., flight attendant — SLC  
Widener, M.E., accounting clerk — DEN  
Young, R.D., station agent — FSM

JACKSON HOLE — Interline ski week Jan. 10 to 17. Lodge rates vary from the Alpenhof at \$20 a night to the Sojourner Inn at \$12. Two, three or four per room rates are cheaper so invite your friends (or go by yourself and get lucky). Registration fee of \$6 includes all kinds of activities and a tram and lift rate of \$8 per day. Contact Teton Village Resort Assoc., (307) 733-4005 for reservations.

In addition, Ramada Snow King Inn, a brand new hotel just outside of Jackson, offers a special 10% discount on ski packages and a 50% discount on rooms only. Call (307) 733-5200 for rates.

TAOS — The Thunderbird Lodge offers a 20% discount on all rates from Sunday, Nov. 30 to Sunday, Dec. 14. Regular rate for two is \$30, including three meals per person. Regular lift ticket is \$10. Comp activities include parties and lounge entertainment. Call (505) 776-2280.  
SNOWMASS — Airline weeks are Dec. 6 — 13 and April 3 — 11. Rates are \$11 per person for two and a four-area Aspen lift ticket is \$8. Activities go on all week but you can go for just one night. Call central reservations at (303) 923-2000.

KEYSTONE — Airline Rates for the Keystone Lodge, condominiums, ski equipment and lift tickets are offered on a space available basis. Lift tickets go from \$9 to \$6 and a single at the Lodge runs \$23.20. For more info, call (800) 525-5897.

RAPID CITY SPECIAL. The Hotel Alex Johnson in Rapid City offers a special for Frontier employees who want to visit the Black Hills. First night in the hotel is complimentary, with succeeding nights on a 50% basis. A continental breakfast and cocktail are also comp. Al McDonald, sales and promotion manager, will be happy to take care of a written request for reservations. Phone is (605) 342-1210.

## CARIH Fly-in Funds Needed

For the ninth consecutive year, Frontier employees have been asked to make this Christmas a special one for financially depressed families of young patients at the National Asthma Center — Childrens Asthma Research Institute and Hospital (CARIH) in Denver by donating to the Christmas Fly-In.

A letter from Art Davis, program administrator, invited employees to donate money for this project, which last year raised more than \$5500 and brought 18 family members from all over the country to Denver to visit five patients at the Center.

Each year the money is used to provide air transportation, a gift for each child-patient to give to his or her family members and Christmas dinner.

For the fifth consecutive year, the Cosmopolitan Hotel in downtown Denver

is providing accommodations for the families, who will be in town from Dec. 23 to Dec. 27. Ramadacar has joined the project by donating rental cars.

The number of families able to participate in the event depends on the amount of money donated by employees. Due to fare increases, Davis anticipates that it will take \$5900 this year to provide the Christmas reunion for eight families.

As an added dimension, Davis has asked some 1,500 on-line travel agents to join Frontier employees in making this project a success.

This is the fifth year the Christmas Fly-In has benefited the National Asthma Center. Contributions can be made through payroll deduction or by personal check, payable to "Frontier Christmas Fly-In," c/o Art Davis, DENMB.