



FRONTIER AIRLINES

Frontier News

Published for Frontier Airlines Employees

October/November 1979

How is Frontier doing? A Q and A with Al Feldman.

Has deregulation paid off? Are we going to buy larger jets? Is there a merger coming? How are we coping with rising fuel costs?

These are among many questions on the minds of Frontier's employees with the first year of deregulation just behind us and much of the recession still ahead. In recent meetings with our pilots and at field stations, President Al Feldman gave the following answers:

Is deregulation working the way we thought it would?

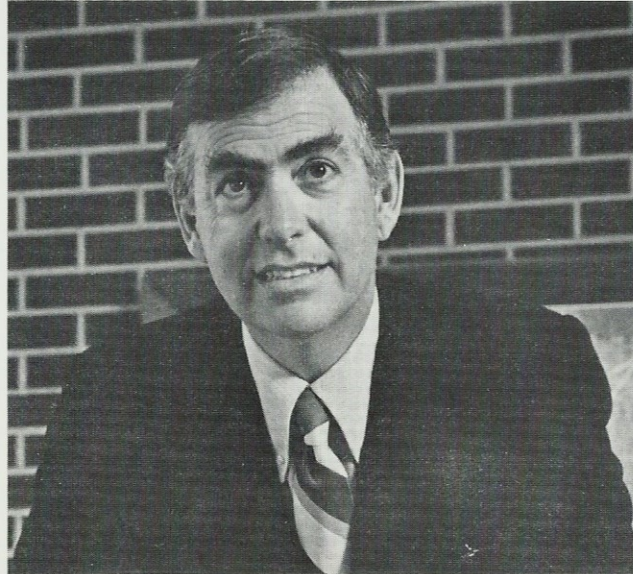
It looks O.K. We are finding it much easier to acquire new routes, although it is not as easy as we thought it would be to terminate unprofitable service. On balance, things are turning out pretty good.

There are a lot of new freedoms now available to us, but the trick is to use them the right way. Our planning is geared to orderly, profitable growth, and that's what is paying off for us—as opposed to jumping into every new market that glitters.

What is our track record in terms of terminations versus new routes since deregulation?

We terminated our service to 10 of our smaller cities and added 10: Detroit, Vancouver, Boise, Eugene, Shreveport, Toledo, Jackson (Miss.), Redding, Helena and Ixtapa/Zihuatanejo. The first eight of these have all proved to be very profitable, in fact, much better than we expected. The two latter cities, inaugurated Nov. 8, also look like they will be winners.

The bottom line of all this is a major shift of our resources to routes where we make most of our money.



the economic slump to have bottomed out, and when our traffic historically picks up.

By year-end 1980 these fleet additions will bring us to 43 jets, compared with 37 in service now and 36 in December. All of our new planes will have the higher thrust "Dash 17" engines, bringing our fleet of aircraft so equipped to 13 at the end of 1980.

What about the smaller planes?

As part of our long-term plan to phase out the Convair 580s we expect to trim two of these aircraft from our present fleet of 24 by early 1980. We also expect to sell our three Twin Otters next

Other airlines are announcing substantial flight cutbacks and furloughs to cope with the recession. What's our situation?

We did our homework over a year ago when we saw the recession coming. Plans made then led to the first two lease-outs to Air Florida earlier this year, a move aimed at tailoring today's capacity to today's demand. Traffic is softening more than expected, however, so we are going to trim our jet flying over the winter—with the third lease-out next month.

We will have 36 pilots off the payroll for awhile, but we don't anticipate significant reductions in other areas.

Will 1979 be a profitable year for Frontier?

You bet. For the first nine months we made a net profit of \$15,722,000, 13.2 percent better than our earnings in the same period a year ago. We expect 1979 to be our best year ever.

Gun bill passes.

Legislation making it a criminal offense to place loaded weapons in checked airline luggage was passed last month by the U.S. House of Representatives.

Contents of the Air Line Employees Protection Act, introduced by Rep. Pat Schroeder (D-Colo.), were included in the Airport and Airway Development Funds Bill, passed by the House Oct. 22.

Frontier and the Air Line Employees Association have pressed for passage of the legislation since

Will this pattern continue next year?

Yes, although the numbers will be different. We have already given notice of our intent to leave 13 cities, 11 of which are now served by Twin Otters on the Montana/North Dakota High Line and in the Nebraska Panhandle. The other two are McAlester and Chicago O'Hare.

We've spent two years trying to make a success of our service linking Salina, Topeka and Manhattan with O'Hare via Lincoln. However, the revenue generated between Lincoln and O'Hare was never sufficient to overcome the light loads out of Salina, Manhattan and Topeka. So we plan to move on to greener pastures on February 1.

Where are we planning route expansions?

One key project on the drawing board is nonstop service from Denver to Atlanta next summer. Also, we have an O.K. from the Civil Aeronautics Board to extend our Denver-Minot service on to Regina and Saskatoon in Canada, and if we can get approval from the Canadian CAB early enough we'll inaugurate that route next summer as well.

Beyond that we're eyeing some exciting new cities in the U.S. and some that may be less exciting but equally profitable. But to reveal our thinking right now, as much as I'd like to share it with our employees, would be too much of a tip-off to our competition.

What is our future fleet planning?

Right now we are riding out the recession with two Boeing 737s on lease to Air Florida, and a third will be leased out for 6½ months starting in December.

Building up again, we'll put a new 737 into service next March, in May the first of the leased jets will be returned to us, and another will be back by June. The last one will be returned in October, to be followed by delivery of another new 737 in November and two more in December.

Our jet build-up is timed to support a major marketing offensive next summer when we expect

we also expect to sell our three Twin Otters next year as service is terminated to cities where those aircraft now operate.

We haven't yet pinned down an exact timetable for completion of the Convair phase-out—although we do plan to substantially reduce the fleet by the end of 1982 when the improved subsidy formula we have today will be slashed by the CAB.

There could be an advantage to keeping a few Convairs around after that. On the other hand, it is becoming increasingly more expensive to maintain the Convairs, and we need more maintenance space for our jet additions. We have some tough decisions to make.

Is Frontier looking at larger jets?

Yes. We are specifically studying the Boeing 757, the DC-9-80 and the Boeing 727, and we may take a look at the A-310. The 727 probably wouldn't make it with Frontier due to its high fuel consumption, and the other aircraft would have to show a significant advantage over our fuel-efficient 737s before we'd want to make a change.

Are we pursuing any merger plans?

No. Ever since the Continental-Western issue (I'm glad that's dead) was raised we've been doing studies of possible merger candidates. Nothing we've seen so far looks as good as continuing to grow within our own system and with our own employees.

How are we handling the fuel situation?

We started off 1979 paying our suppliers 42 cents a gallon, as of late October we were paying them 70 cents and we'll surely be paying over a dollar a gallon next year. At a fuel burn of 130 million gallons a year, each penny hike prompts an added \$1.3 million in annual operating costs. The CAB lets us pass along the added costs to our customers in the form of industrywide fare increases. So far we've been able to keep our head above water financially, although we are closely monitoring the impact of higher fares on our traffic growth.

Denver station agent Bill Kilian was killed in November, 1976, when a loaded gun went off in baggage he was handling.

Passage of the Senate version of the gun legislation is imminent, according to Bill Schore, legislative aid for Sen. Gary Hart (D-Colo.). The measure was introduced in the Senate by Hart and Sen. William Armstrong (R-Colo.).

CPR Training.

Cardiopulmonary resuscitation (CPR) training is currently available to Denver-based employees.

Frontier and other major airlines in Denver joined Stapleton Airport officials to offer this training in basic life support to all interested airline employees. More than 100 Frontier employees are enrolled.

"Frontier employees were instrumental in getting this project started," according to Barbara Carter, RN, Colorado General Hospital, and coordinator of the CPR training program. "Frontier led the effort to secure Airport approval and motivate airline personnel."

Airport officials and the major airlines purchased \$2,500 of training equipment, reserved a training room and secured the services of CPR instructors from Denver area hospitals.

Earl Alexander, training supervisor-customer service, and a certified CPR instructor, hopes many Frontier employees who complete the training decide to become instructors, which requires additional training. These instructors could offer the training to employees throughout the system, according to Alexander.

"CPR is a valuable technique to know in any situation," Alexander says. "When I was a senior ticket agent I saw five people suffer heart attacks in a six week period. A heart attack victim has only four minutes after the attack before brain damage occurs. The purpose of CPR training is to keep the victim alive until professional medical help arrives."

Munns, McKee win ZIH song contest.

"We're flying today, to take you away," using the melody of "Paloma Blanca," is the winner of the Frontier Employees Ixtapa/Zihuatanejo Song Contest.

Carmen Munns and Janet McKee, Denver-based flight attendants, received a weekend trip to Ixtapa/Zihuatanejo on Frontier's inaugural flight for writing the winning entry.

Joani Frandsen, Denver-based flight attendant, is the runner-up for her Ixtapa/Zihuatanejo version of "Sentimental Journey."

A team of Frontier employee judges carefully reviewed the songs entered. Employee names were not revealed to the judges to guarantee objectivity. Judges scored the songs on individual ballots which were tallied by the editor of **Frontier News**.

Mrs. Munns, a Frontier flight attendant since May, 1979, is originally from Santa Domingo, Dominican Republic. She was trained in music and architecture, and prior to joining Frontier was a flight attendant for Southwest Airlines, Dallas, Tex.

Mrs. McKee, a flight attendant since May, taught elementary school in Guadalajara, Mexico, for two years. Originally from Denver, she was raised in Phoenix, and received her B.A. in bilingual education from Arizona State University.

Other entries recognized by the judges are:

Second runner-up

"Zihuatanejo," Allen L.S. Chamberlin, Flight attendant, DEN

Third runner-up

"Mexico's Waiting For You," Thomas Schmidt, Station agent, TUS

Fourth runner-up

"Let's Jet Frontier," Joe Abell, First officer, DEN

Jeffrey R. Hofer, Station agent, DEN
Dick Keefe, Station agent, DEN
Dane Vannice, Station agent, DEN

First entry received

Donna Peterson, Cust. Service Rep., DRO

Finalists

Bill Beydler, Station agent, TBN
Robert Beabout, Captain, DEN
John E. Cairl, Aircraft technician, TUS
Pat Campbell, Purchasing supervisor, DEN
Dora Chang, Ticket counter, SMF
Joseph B. Coopersmith, Lead technician, DEN
Mike Daciek, Captain, DEN
William A. Delaney, ticket counter, DEN
W.K. Dendy, Captain, DEN
Sue Elder, Senior accounting clerk, DEN
Don Enos, City manager, FYV
Ludwig Gross, Aircraft technician, DEN
Ruby Harvey, Flight attendant, DEN
Janice Johnson, Reservations agent, MCI
Pam King, Dining services, DEN
Ron Kinsey, Ticket counter, DEN
Richard D. Klumker, Captain, DEN
J. Gary Kuntz, Captain, DEN
Rodney R. Loucks, Senior station agent, SLC
Paul Miller, Engineering, DEN
Douglas Parker, Dispatch, DEN
Ken Perkins, Station agent, GEG
Coleman K. Peters, Station agent, SLC
Sue Sisk, Flight attendant, SLC
David Soine, Station agent, MOT
Melba J. Stevens, Reservations agent, DEN
Ella Stotts, Payable audits, DEN
Jeff Tingey, Station agent, SLC
Carlos A. Verplank, Flight attendant, DFW
Bernie V. Waldron, Station agent, TBN
Max M. Watkins, Station agent, DEN

Frontier begins Ixtapa service.



LUXURY HOTELS highlight Ixtapa/Zihuatanejo. Heading Frontier operations in ZIH is City Manager Guillermo Romero.

Ixtapa/Zihuatanejo is our kind of resort.

Frontier inaugurated the first scheduled air service to the resort by a U.S. carrier Nov. 8. This new international route links Ixtapa/Zihuatanejo to Denver, Albuquerque, El Paso, and other Frontier cities.

Located some 150 miles north of Acapulco, the resort is a multi-million dollar project of Fonatur, the Mexican tourism development agency. Flights to Ixtapa/Zihuatanejo are initially scheduled five days a week (except Wednesdays and Mondays).

Armando Federico Gonzales, mayor of Ixtapa/Zihuatanejo, discussed the resort with travel agents and the press in Denver, Albuquerque and El Paso. Highlighting Gonzales' appearance in Denver was the premier showing of "The Ixtapa/Zihuatanejo Suite," 12 minutes of music and

Honorable mention

Michael S. Barney, Station agent, GFK
Peter Berdy, Mgr., Economic analysis, DEN
Ann Bunn, Public Affairs, DEN
S.J. Cuellar, Simulator technician, DEN
Terry Edwards, Ticket counter, DEN
Ronnie Engert, Station agent, PHX
George Keffalos, City manager, OMA
Bill Lucas, Station agent, PUB
Rose Silverman, Sr. clerk, Cargo/baggage, DEN

Most inventive title

"Guys In CYS Made Me Do It," Jerry Cordova,
Station agent, CYS

Runner-up: "Interliner's Chorus," J.W. Born,
Supervisor, SMF

Most popular melody: "La Cucaracha"

Terry Armstrong, Flight attendant, SLC
Ramon Garduna, Reservations agent, DEN
Priscilla D. Ivey, Baggage and cargo, DEN
Alfredo Sandoval, Station agent, DEN
Robert D. Williams, Captain, DEN

Runner-up: "Guantanamera"
Ronald Caraway, First officer, DEN

"We're Flying Today, To Take You Away" Tune: "Paloma Blanca"

While the sun shines on the mountains
Frontier Airlines is on the go
It's a new flight, through the skylight
Frontier is flying to Mexico.

Chorus:
Zihuatanejo and Ixtapa
Here we come to you from the sky
Zihuatanejo and Ixtapa
Frontier is the reason why
We're flying today, to take you away

Zihuatanejo, is so pretty
Fishing villages line the shore
Artisans squares and seafood cafes
Welcome you with open doors

Chorus
Ixtapa's sunsets, are so beautiful
The sun lights up the Pacific coast
With crystal waters, sandy beaches
And margaritas for a toast.

Chorus

Employees in the news . . .

Appointments

Rosemary Berend — Lead accounting clk., revenue acct.
Connie Combers — Staff analyst, tariff department
Michael R. Engel — Manager, flight attendant training
Franciene Gill — Manager, employment
Heidi Hawn — Analyst, futures planning
Don Koughn — City manager, HLN
Harold O'Brien — Mgr., telecommunication tech. serv.
Guillermo Romero — City manager, ZIH
Charlie Schenck — Manager, quality control-fuel
Rich Severin — Manager, fuel administration
Debbie Swords — Manager, tour development
Richard Urich — Manager, general ledger

Sept./Oct. Service Awards

30 Years

Howard, W.R. — Inspector NDT, DEN
Liddle, J.R. — Captain, DEN
McMullen, V.D. — City manager, RAP
Schuster, L.A. — Foreman, DEN

25 Years

Beard, A.B. — Senior agent, FSM
Burke, M.F. — Captain, DEN
Conn, M.G. — City manager, LIT
Dodd III, D.O. — Captain, DEN
McLellan, W.E. — Captain, DEN
Scott Sr., S. — Captain, DEN
Vance, W.S. — Captain, DEN
Wicker, N.E. — Captain, DEN

20 Years

Doman, A.L. — Senior clerk, DEN
Hinkle, D.D. — Ticket counter agent, COS
McCaleb, F.J. — Station agent, TUS
McCullers, E.E. — Aircraft technician, DEN
Pierce, T. — SATO agent, FSI
Quinn, E.G. — Flight attendant, DEN

15 Years

Ancell, J. — Aircraft technician, MCI
Barlow, C. — Lead plant maintenance mechanic, DEN
Bonds, B. — Reservations agent, DEN
Braisted, F.M. — Manager financial analysis, DEN
Cornelius, B. — Aircraft technician, FSM
Edwards, K. — Lead mechanic, DEN
Fleming, W.R. — Station agent, DEN
Foote, E.C. — Lead aircraft technician, MCI
Guerra, N. — Aircraft technician, DEN

dance commissioned by Frontier, symbolizing the past, present and future of the area.

The magnificent Riviera del Sol Hotel in Ixtapa is offering a special introductory package to Frontier employees. The rate of \$32 per person, double occupancy, includes the following through Dec. 21 (excluding Dec. 7-11):

- Room accommodations for three nights
- Welcome drink upon arrival
- Free cover charge at the hotel disco on the first evening
- Two hours of free daytime tennis
- 20 percent discount on any Budget Rent A Car
- 20 percent discount on the purchase of any Riviera del Sol article in the hotel gift shop.

Extra nights, per person, double occupancy, are \$11. For a single room, the package price for a three-night stay is \$51.50, with extra nights at \$18.50.

Advance reservations are required and are subject to room availability at the time the request is made. Mail service is slow, so phone requests to the Riviera del Sol main office in Mexico City: 286-1422 or 286-1056.

Harris, J.W. — Station agent, FYV
Hartland, E. — Aircraft technician, MCI
Kramer, J.H. — Station agent, RAP
McKee, W.F. — Ticket counter agent, DFW
Miller, P. — Aircraft technician, DEN
Oliver, H.L. — Station agent, GJT
Olsen, B.B. — Ticket counter agent, PHX
Roe, F.M. — Station agent, MCI
Shackelford, S. — Ticket counter agent, JAC
Warkentien, D.L. — Station agent, TOL

10 Years

Barcus, P. — Provisioning clerk, DEN
Barron, N.P. — SATO agent, FNT
Bauer, C.B. — Analyst, DEN
Burke, N.W. — Station agent, GEG
Collar, A.W. — Station agent, FSM
Frank, P. — Flight attendant, DEN
Gleason, S.W. — Executive secretary, DEN
Grimes, R.L. — Senior agent, GTF
Mason, E.J. — Ticket counter agent, DEN
Nordman, J.I. — Station agent, MCI
Pastrick Jr., S.J. — Ticket counter agent, MCI
Pennino, R.J. — Station agent, LIT
Roberts, W.E. — Station agent, LAS
Steward, J.H. — Aircraft technician, STL
Tongish, R.J. — Flight attendant, DEN

Retirements

Lewis Simpson — lead aircraft tech., DEN, 31 years

Capps receives AFA award.

Connie Capps believes passenger safety is a flight attendant's primary responsibility.

The Denver-based flight attendant, in her fifth year as Frontier's safety chairman, was recently awarded the National Air Safety Award by the Association of Flight Attendants. The award is given annually to the flight attendant who contributes the most to the airline industry in the area of inflight safety.

Hank Lund, vice president-sales and service, presented the award to Ms. Capps during ceremonies in Washington, D.C.

Ms. Capps' contributions to inflight safety are numerous. She recently worked with Frontier management to place a window in the partition dividing the jump seats and the passenger cabin on Boeing 737s.

"Flight attendants will now be able to watch the passengers while sitting in the jump seats," Ms. Capps says. "We will see someone standing during landing or takeoff, an ill passenger, or any other situation requiring our assistance."

After the 737s were converted to 106-passenger cabins, flight attendants reported problems reaching the emergency equipment located behind the last row of seats. Ms. Capps alerted Frontier management of the problem which was quickly corrected.

"Frontier management is extremely safety



Hank Lund, vice president-sales and service, presents a Boeing 737 model to Connie Capps.

conscious, which makes my work as safety chairman very pleasant. In fact, Frontier sets many safety standards before there are FAA requirements."

According to Ms. Capps, Frontier decided to relocate the attach points of flight attendant seat belts on the 737s based on a National Transportation Safety Board recommendation, before a formal requirement was released. "This indicates management's concerns for passengers and flight attendants," she says.

Originally from Cheyenne, Wyo., Ms. Capps started with Frontier in 1967. She has served on flight attendant committees on scheduling, professional standards, contract, safety and grievances. Her recent projects have included investigation of the beverage carts, changes in the galley, new serving procedures for the 106-passenger configuration and revisions in the flight attendant manual.

"Carry-on luggage is another of my concerns. It impedes the passenger's ability to exit the aircraft in case of emergency. If an accident should occur, the heavy items in the overhead racks could injury passengers."

Ms. Capps advises Frontier employees and their families to listen to flight attendant announcements and read instruction cards carefully when flying; be familiar with the emergency exits and operation of the aircraft; and watch the amount of carry-on luggage brought on board.

Pleased with her duties as safety chairman, Ms. Capps looks forward with enthusiasm to future projects. "My work is important to me. I love being a flight attendant. My work with AFA is very satisfying. AFA is the only group with an active safety department. Representatives on Capitol Hill in Washington know the AFA. I am very pleased with the positive response I receive from Frontier management.

"I always laugh and say I am a natural to be the safety chairman. After all, I spent three-fourths of my childhood in emergency rooms. Since I started flying I have suffered two sets of broken ribs, a torn ligament in the knee, sprained neck and back, a dislocated finger and a fractured vertebra.

"And I fell out the back door of a 737."



DC-3s flown by Arizona, Challenger and Monarch Airlines, predecessors of Frontier, park at Stapleton Airfield in 1950.

FL honors airport.

Frontier is honoring the 50th anniversary of Denver's Stapleton International Airport with a major pictorial exhibit reviewing the airport's half-century of service.

A.L. Feldman presented the exhibit to Denver Mayor Bill McNichols in ceremonies at the airport Oct. 23. The exhibit will be on display in the Stapleton lobby through late December. It will eventually become a permanent part of the airport's Aviation Historical Society Museum.

A visit to the exhibit provides a glimpse into the growth of Denver and Frontier. The Denver Municipal Airport, as then identified, was dedicated Oct. 17-20, 1929, in a lively four-day celebration. The airport was renamed Stapleton Airfield in 1944 after Denver Mayor Ben Stapleton.

Civilian travel became very popular after World War II and many passengers took their first flights on Douglas DC-3s. The Sunliners of Challenger Airlines, a Frontier predecessor, seated 24 passengers. Stewardesses gave airborne descriptions of the Rocky Mountain terrain.

Another Frontier predecessor, Monarch Airlines, delivered the home edition of **The Denver Post** on its daily DC-3 flights to Colorado communities.

Stapleton opened a new control tower in 1963. The two-story terminal was replaced in mid-1966 with a four-story terminal complex and two concourses. Later, the terminal nearly doubled its size with the completion of concourse D. Frontier moved its operation to the new concourse in December, 1972.

Take a flight number quiz.

Why does Frontier change flight numbers?

- A. To confuse employees.
 - B. To make additional work for reservations agents.
 - C. To give every number a chance.
 - D. Because the routing of the flight changes.
- Correct answer: D.

The primary reason that flight numbers change is because the routing of the flight changes.

Why does the routing of the flight change? There are many reasons, primarily marketing. For example, flight 66 operated Billings-Denver-Dallas for several years. When Spokane was added to the system, Frontier decided Spokane-Denver-Dallas would be a more effective single-numbered flight than Billings-Denver-Dallas.

Basically, Frontier assigns new flight numbers for four reasons. When new cities are added to the system—or new planes are added to the fleet—flight routings are reassigned for maximum impact. So new flight numbers are assigned.

Secondly, new flight numbers are assigned in light of competition. For example, a single-numbered flight operating Salt Lake City-Denver—St. Louis may be more effective, depending on the traffic and competition, than a single-numbered flight operating Salt Lake City-Denver-Dallas/Fort Worth.

Operational demands contribute to flight number changes and, finally, single-numbered flights improve Frontier display in certain cities. A single-numbered flight operating Billings-Denver-Wichita-Atlanta increases Frontier visibility in each city and avoids double connections when going beyond Atlanta.

A new flight numbering system will be introduced Feb. 1, 1980, and most flight numbers will change at that time. Although additional changes will be made after introduction of the new system, geographic areas will be assigned blocks of numbers to accommodate future growth.

DFW: A day on the ramp.

The work is hard, the hours are long and the schedule is tight.

The ramp at the Dallas-Fort Worth Regional Airport is a bustling activity center, filled with professionals working hard to keep flights on time and the ground operation working smoothly. The regular schedule of arrivals and departures demands organization, fast thinking and physical exertion.

"We are the mainstay," says Supervisor Jack Prather. "We keep things running. Everyone who works for Frontier contributes, but I believe we are the motor that keeps the operation on track."

Station agents handle baggage, cargo, weight and balance, aircraft fueling, loading of commissary items, and ground vehicle operation. Supervisors coordinate ground operations and communications.

"Time is our number one concern," according to Senior agent Jack Anderson. "Every effort is made to meet that departure time. From the time a flight comes in we know we have so many minutes to turn it around."

35 station agents are based at DFW. "They are professionals," Prather says. "They direct their attentions to the job at hand - whatever that may be."

Conversations with agents reveal individual views of their work.

"We have to pitch in and help each other out," Lloyd Woodard, a 15-year Frontier veteran, says. "The teamwork is incredible. I help the others when I can. It can get hard, but I like it. We have a good atmosphere here. Without teamwork we couldn't get anywhere."

Austin Henry believes the hard work makes the day pass quickly. Joe De Smit describes the activity during peak periods as "a three ring circus."

Herb Red Cloud, in his second year on the ramp, credits the system developed by the agents themselves with keeping the operation running smoothly.

"Everytime a bank of flights comes in, we all know what others will do," Red Cloud says. "We work up a good sweat. During busy periods it seems like we don't have enough people to do it all. But everybody works. We have to know what each other is doing."

As in any demanding situation, there are complaints. DFW agents voice concerns over the lack of staff members, management expectations and increased work loads.

"There are good natured complaints, ups and downs," Prather says. "But it is like a big family. We know what is going on. We are fortunate to have the team we have. The agents work hard. They do the job."

After their shifts end, DFW agents often spend time together playing softball, bowling, playing golf, poker, even motorcycling. Many agents credit these activities for building the bond between workers.

While on the ramp, work is the bond.

"The work is hard," Prather says. "But it is always interesting. No two flights are ever alike—even though they leave at the same time each day."



Station agents prepare a flight for departure on the ramp at Dallas-Fort Worth.

News Briefs

Tucson weekend.

The Seventh Annual Frontier Employees Tucson Weekend will be held Jan. 12-14, 1980, at the Rio Rico Resort in Tucson.

Scheduled events include golf and tennis tournaments, shopping in Mexico, social gatherings, awards banquet and the Johnny Tyler Gong show.

Further information is available from Gary Mackie or Eddie Bryant (TUS-00) or Austin Henry (DFW-00). Entry deadline is Jan. 2, 1980.

Chris Mease

Chris Mease, son of Roland Mease, planner in line maintenance, recently captured the No. 1 singles title at the Colorado State Boys Tennis Championships.

Mease, a junior at George Washington High School in Denver, also competed in four national tournaments this summer, advancing to the quarterfinals of the St. Louis Invitational.

Europe

TWA is offering positive space travel to Europe and the Middle East through March 31, 1980, excluding Dec. 15-Jan. 6. The fare of \$139 to \$199, depending on the destination, is available to employees, spouses, children, parents, and retirees and their spouses. Full information is available from Interline Representatives, 25 West 39th St., New York, N.Y., 10018.

Keystone ski area

Keystone Mountain, 70 miles west of Denver, is offering discount rates to employees and their families this ski season. Daily lift tickets, regularly priced \$13, are available at \$10. Full day lessons, regularly \$13, are priced \$10. Equipment rental, regularly \$8.50, is \$7. Airline employee identification must be presented at the ski area.

Space available

Visit Vancouver, British Columbia.

Place Vancouver at the top of your "places to see" list. Frontier's new Canadian destination has it all—beautiful scenery, delicious food, excellent shopping and many recreational possibilities—well worth a weekend visit.

Several hotels offer airline employee discounts, including the Sheraton Plaza, Sheraton Landmark, Rembrandt, Palisades, International Plaza and the Bayshore Inn. Vancouver City Manager Debbie La Freniere recommends the Richmond Inn, near downtown. Discounts are also offered by the Avis, Dollar and Thrifty rental car agencies.

After arriving at the airport, drive north on Granville. Notice the many international restaurants and beautiful homes. Turn right on 33rd, pass the Van Buren Botanical Gardens, and stop at Queen Elizabeth Park. Offering a fine view of the city, the park also features tropical plants and rose gardens.

Continue north on Granville to downtown. After parking the car, begin your walking tour at Robson Square, at Robson and Butte. This \$160 million award-winning complex covers three blocks with contemporary buildings, terraces, restaurants, greenery and pools.

Directly across the street is Eatons Department Store, offering a wide selection and friendly personnel. More shopping is available as you walk through the Pacific Centre Mall connecting Eatons with the Hudson Bay Co., another excellent department store. An extra benefit: the current U.S./Canadian currency exchange rate benefits U.S. currency 15 percent.

Gastown—where Vancouver began—is a short walk from Pacific Centre. This fully restored historical area features specialty shops, boutiques, antique shops, restaurants and a famous steam clock. Shops are open on Sunday in Gastown—a rarity in Canada.

Robsonstrasse, on Robson between Hornby and Butte, offers European atmosphere in its small cafes, clothing stores, restaurants and delis.

Chinatown stretches three blocks between Gore and Carrall Streets. Vancouver, in fact, has the second largest Chinese community in North America.

From downtown drive west on Georgia to Stanley Park, considered to be one of the loveliest in Canada. The seawall encircling the 400 wooded acres of the park offers rich views of water, city and mountains. The park has an excellent zoo and facilities for tennis, miniature golf and lawn bowling. Stanley Park Aquarium, Canada's largest, features more than 9,000 specimens of sea life.

There are many places to visit outside the city. The 230 ft. high Capilano Suspension Bridge is 30 minutes north of downtown. The 'superskyride' to the top of Grouse Mountain offers a spectacular view, day or night.

The food in Vancouver is excellent. There are many small, ethnic restaurants as well as large establishments offering delicious seafood. The Cannery, by the water, and the Seven Seas, a boat on the water, both offer beautiful views and excellent seafood.

Fasten your seatbelt for a fun weekend. Be sure to allow plenty of time to clear customs on your return. And be sure to pick up some "After Eight" mints. They will be a pleasant souvenir of your visit.

Ski Frontier.

Frontier's service to the premier ski resorts of the West was announced to travel agents and the press throughout the system this fall.

Jill Whitesides, marketing manager-ski/summer, announced the 1979-80 ski service in Vancouver, Detroit, Shreveport, Tulsa, Oklahoma City, Little Rock and Jackson, Miss.

Highlighting the ski service are guaranteed air fares—40 percent off the standard roundtrip

Suggestion winners.

More than \$1,700 has been awarded to employees in recent weeks for suggesting ways for Frontier to save money, time or increase efficiency.

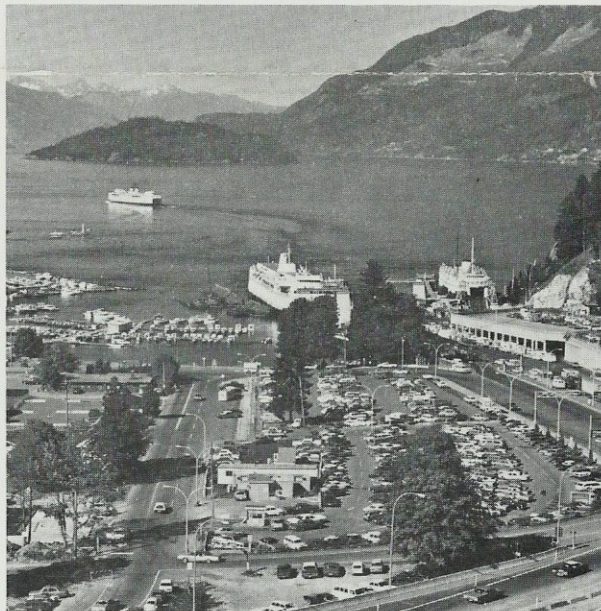
Nile R. Keesey, Denver station agent, was awarded \$500 for suggesting improvements in the handling of on-line transfer baggage. Midge E. Bundy, Denver reservations agent, was awarded \$452 for suggesting tariff revisions in the CRO reservations function.

Suggestion winners include Jon L. Bartram, general foreman, \$187; Leone R. Springer, data conversion operator, \$89; Mike J. Fay, aircraft technician, \$70; William Howard, inspector NDT, \$45; Betty Watson, senior clerk, \$45; George C. Anderson, aircraft technician, \$40; Earl W. McGuire, aircraft technician, \$37.50; and Kenneth E. Thomas, aircraft technician, \$37.50.

Other winners include William M. Varley, aircraft technician, \$35; Alvin E. Duffy, aircraft technician, \$34; Julie F. Dickman, reservations agent, \$32.50; Salvatore Galga, aircraft technician, \$26.25; W.E. Smith, aircraft technician, \$26.25; Ron E. Tokarchik, aircraft technician, \$25; Erma de Wispelaere, expendable inventory controller, \$25; Shirley A. Coomer, reservations agent, \$22.50; T.W. Carlson, foreman-support shops, \$22.50.



FRONTIER'S COLORS ARE FLYING TO HELENA, MONT., the state capital. Service started Nov. 8. Heading Frontier operations in Helena is City Manager Don Koughn.



FRESH SEAFOOD AND BEAUTIFUL SCENERY highlight visits to Frontier's popular destination, Vancouver, British Columbia.

fares—available throughout the system to 13 ski gateways: Denver, Albuquerque, Spokane, Boise, Sacramento, Durango, Hayden, Montrose, Gunnison, Grand Junction, Bozeman, Salt Lake City and Jackson, Wyo.

The dollar figure of the guaranteed air fare—based on the Oct. 1 tariff—will not increase through April 30, 1980, regardless of other fare increases. Travelers who book a registered "IT" package at a ski area with a five night minimum stay are eligible for the fare. No advance purchase is required, although there are other restrictions and seats are limited.

A special "white sale" package, including reduced ground costs and 50 percent air fare, is available to travelers in Little Rock, Oklahoma City, St. Louis, Shreveport, Tulsa and Jackson, Miss., during specific time periods this ski season.

"Frontier is offering travelers the chance to know the exact cost of a ski trip months before they actually travel, with no hidden costs or unexpected increases," Ms. Whitesides says.

In addition to announcing the ski service to travel agents, Ms. Whitesides appeared in newspaper, radio and television interviews, offering skiers specific suggestions of ways to cut costs when planning and enjoying a ski vacation.



FRONTIER AIRLINES

8250 SMITH ROAD DENVER, COLORADO 80207

Published for employees
by Corporate Communications
(DENG P) 303/398-4793

Editor—Mark Schumann
Public Relations Representative

Larry Bishop, Vice President
Corporate Communications

Bob Schulman, Director
Public Relations

Mary Budke, Manager
Media Relations

Employee change of address: Whenever you move, fill out a change of address form available from your supervisor. The information will be updated on the master computer list.

FIRST CLASS
U.S. POSTAGE
PAID
PERMIT NO. 1163
DENVER, COLO.

H E SCHIERMEYER
5311 E GELDING DR
SCOTTSDALE AZ

85254