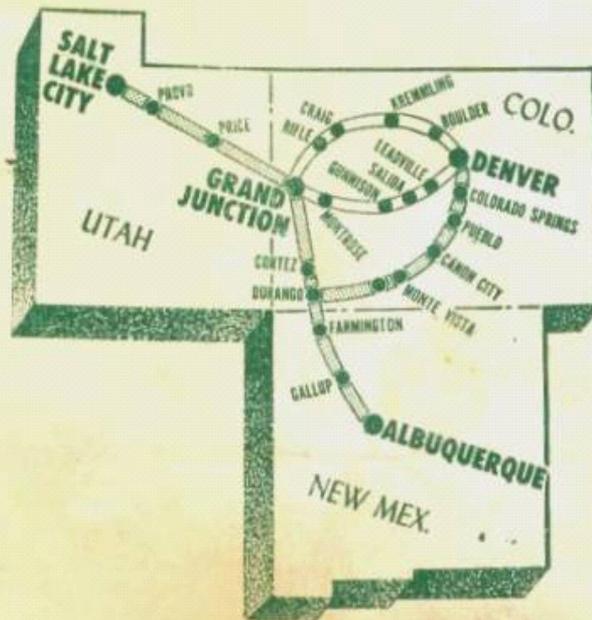


EFFECTIVE APRIL 1, 1947

MONARCH AIR LINES



PASSENGERS—MAIL
AIR EXPRESS—AIR FREIGHT

General Offices: Stapleton Airfield, Denver 7, Colo.

SOME HISTORY OF MONARCH AIRLINES

Monarch, based in Denver, started scheduled air service on November 27, 1946 with a flight from Denver to Durango, Colorado using a DC3. It was formed by F.W. Bonfils of the DENVER POST family and Ray M. Wilson, who operated a Denver flying school. Other services started to Albuquerque, Salt Lake City and Grand Junction.

Monarch pioneered all weather operations in their service area by installing its own navigational system. By 1948 the airline was sharing several functions with Challenger Airlines such as maintenance and sales at Denver. Then Monarch bought controlling interest in Challenger in December, 1949.

Monarch merged with Arizona Airways and Challenger Airlines on June 1, 1950 to form Frontier Airlines. Monarch's President, Hal S. Darr, became President of the new airline. Ray Wilson became V.P. Operations and Maintenance of the new company and Monarch's Treasurer, C.A. Myhre, became Executive Vice President and later President of Frontier.

Monarch had five DC3s at the merger: NC64421, NC64422, NC64423, NC64424, and NC66610. They became Frontier Sunliners Arizona, New Mexico, Royal Gorge, Mesa Verde and Utah.

-Monarch Airlines website

Ray M. Wilson

After graduating from flight school at Brooks Field, San Antonio, Ray received his commercial pilot's license in 1927. From 1924, he was associated with the 120th Observation Squadron, Colorado National Guard. While he managed the Park Hill Airport, he opened the highly successful Ray Wilson Flight School. In 1946, Wilson founded Monarch Air Lines, which later purchased Arizona Airways. The company joined with Challenger Airlines and ultimately became Frontier Airlines.

-Citation at Colorado Aviation Hall of Fame. Ray M. Wilson died on May 11, 1979 in Denver, CO at age 78. He was born Sep. 2, 1900 and started with Monarch on Jan.1, 1946.

The merger of Monarch, Challenger, and Arizona Airways created Frontier Airlines, which began serving the public on June 1, 1950. Ray Wilson had been the impetus behind the eventual creation of Frontier. Since his service in the Illinois National Guard, Wilson had been interested in flight. Wilson started a flight school in Denver, Colorado that he relocated to Chickasha, Oklahoma in the 1930s with his partner, Major F. W. Bonfils (business manager of the Denver Post).

Prior to World War II he applied to the Civil Aeronautics Board (CAB), under Ray Wilson, Inc. for permission to operate an airline. He planned for terminals in Denver, Colorado; Albuquerque, New Mexico; and Salt Lake City, Utah. After the war, the CAB granted Wilson his application. In June 1946, Wilson changed the name of the company to Monarch Airlines. Wilson experienced financial difficulties and sought an investor. H. S. Darr, a businessman from Chicago, assumed financial control over Monarch in February 1947 and became president in April of the same year. Wilson acted as executive vice president / general manager and continued to run day-to-day operations.

Charles Hirsig, II, an entrepreneur from Laramie, Wyoming, incorporated Summit Airways and received approval from the Civil Aeronautics Board for a route with terminals in Denver, Colorado; Salt Lake City, Utah; and Billings, Montana. But Hirsig died in 1945 and Summit never commenced operations. George Snyder of Salt Lake City, Utah bought the dormant Civil Aeronautics Board certificate for Herzog's route and changed the name to Challenger Airlines. The renamed airline began service on May 3, 1947 out of Salt Lake City.

The owners of Arizona Airways originally intended to operate a flight school when they convened in 1942. But by 1945, they decided to raise money for an airline and in 1948 the company applied to the Civil Aeronautics Board for a scheduled route. The Civil Aeronautics Board approved the route with the provision that the company located stable financial backing. By 1950, the three airlines merged in hopes of financial stability due to the ability to offer extensive service. The newly formed Frontier served 40 cities in seven states of the Rocky Mountain and Southwest region of the United States and its service extended from Canada in the north to the Mexican border in the south. The passenger airplane industry proved to be a risky and expensive enterprise. Pioneering airlines such as Frontier created a new infrastructure with the purchase of land, airplanes, construction of buildings, terminals and runways.

In 1947, Monarch Airlines carried 28,000 passengers and by 1951, Frontier had flown 102, 000 passengers. The new airline succeeded because it serviced a part of the country that had been ignored by the rest of the airline industry. The 1950s started with Frontier making most of its money from mail and freight. But gradually passenger revenue started to dominate the company's earnings. To increase the number of passengers, Frontier focused on marketing and advertising. Frontier added vacation destinations that allowed competitive business throughout the year. In 1957, Frontier released Frontier Vacationland a twenty-seven minute color film that highlighted its destinations.

Internally, Frontier experienced problems due to tensions between Darr and Wilson, which had existed since the beginning of their business relationship. When asked in a 1978 interview about the merger of the three airlines that created Frontier, Wilson replied that he knew nothing of the transaction and Darr had never consulted him. Darr, in bad health, promoted C. A. Myhre, former vice-president to president of the Company and instructed Myhre to fire Wilson in December 1954.

However, Ray Wilson had his revenge. He went on to serve as Denver's Director of Aviation for many years. Hal Darr died June 21, 1955 in Chicago at the age of 61. Mac Myhre left Frontier in January, 1959 when Bud Maytag bought the airline. Mac died December 23, 1982 in Burlingame, California at the age of 71. Ray was always regarded as the founder of Frontier Airlines and was present at the company's anniversary celebrations up to and including the 30th Anniversary in 1976. Ray died at age 78 in Denver on May 11, 1979.

-Denver Library Collections

Frontier Airline's Chapter 11 bankruptcy filing Thursday closes the book on an airline that grew to become a modern-day stagecoach of the Rocky Mountain West.

The airline's birth dates back to the days when pilots used railroad tracks to navigate and flew into mountains as often as they flew over them.

Frontier's precursor — Monarch Airlines — was formed in 1946 by pilot Ray Wilson and Maj. F.W. Bonfils, nephew of the co-founder of The Denver Post and business manager of that newspaper. Bonfils and Wilson had run an Army pilot training school in Chickasha, Okla., during World War II

Known for escapades

Wilson, a superb pilot, had long been known for his escapades. He used to fly charter flights for The Post, and he piloted the popular "Christmas Cross," a battery-operated, 20-by30-foot neon cross attached under the plane he flew through Denver every Christmas Eve.

Wilson dreamed of establishing scheduled air service throughout the rugged Rocky Mountains. But it wasn't until Wilson and Bonfils, whom Wilson taught to fly, became partners after the war that Wilson's dream became a reality.

Wilson was granted permission by the Civil Aeronautics Board in 1946 to begin flights from Denver to Albuquerque and Salt Lake City with intermediate stops. The airline only had two pilots and used two C-47 Army surplus planes converted into DC-3s.

Wilson told The Denver Post in 1953 that he remembered the airline's first passenger. "We switched from hamburgers to steaks for that one particular occasion, he said.

Monarch Airlines was off to a rocky start. After one year of operation, the airline was losing \$15,000 a month despite the fact that it was carrying more freight than any feeder airline in the country.

Businessmen were skeptical of flying and sending freight by air. Banks didn't consider an airline a good risk and wouldn't lend money.

Near bankruptcy, Wilson went searching for a deep-pocket investor and found multimillionaire Harold Darr of Chicago, president of Scott Radio Laboratories. In return for 51 percent of the airline's stock and the title of president, Darr agreed to pay off Monarch's debt.

In 1950, Wilson realized that Monarch needed to grow. Enlarging the airline's route system would lower per-mile operating costs, he reasoned.

Darr agreed and Monarch purchased Arizona Airlines, a CAB-approved carrier that didn't have enough money to start flights between El Paso, Phoenix and Albuquerque. Monarch later bought Challenger Airlines, which served Montana and Wyoming but was going broke.

The three airlines were merged into a company and renamed Frontier Airlines. The merger gave Frontier 4,000 miles of route and established Denver as a key hub for the Rocky Mountain region — something Frontier would have trouble hanging on to 30 years later.

Five years later, Wilson, then Frontier's vice president of operations, sold his interest in the line and severed all ties with the airline. He became general manager of Loma Uranium Co., and later an adviser to the Colorado Public Utilities Commission on aviation matters. He died in 1979.

-By Mark Tatge, Denver Post, August 29, 1986

Raymond "Ray" Milton Wilson was born in Newton, Illinois, on September 2, 1900, and lived a quiet but busy farm life. He worked hard for his education, eventually working his way through the University of Illinois, where he joined the Reserve Officers Training Program (ROTC) to help with the costs of schooling. Ray graduated from this program with an Army Aviation Observer's rating and was chosen to be in the first flight school class to be held at Brooks Field in San Antonio, Texas.

In Denver, Ray worked with the Denver Gas & Electric Co. He continued flying, and became involved in the organization of the 120th Observation Squadron of the Colorado National Guard in 1924. Ray became the permanent duty officer of the 120th Squadron and he flew charter flights in his spare time.

He obtained his commercial license in 1927, and in 1929 became a full-time commercial flyer, working with the ill-fated Curtiss-Wright Flying Service as operations manager, chief pilot and head instructor. The Great Depression closed this operation in 1931. From 1929 to 1941, Ray piloted the "Christmas Cross" a 20x30 foot cross attached to the underside of a plane, through the skies over Denver each Christmas Eve. He later barnstormed from Denver throughout the area to attract customers. He flew "penny-a-pound" flights, which introduced many folks to the fun of flying.

While he managed the Park Hill Airport, he opened the highly successful Ray Wilson Flight School in Denver, Colorado with his partner, Major F. W. Bonfils, nephew of the co-founder of The Denver Post and business manager of that newspaper. He later relocated the school to Chickasha, Oklahoma at the start of WWII. It was a military pilot training school called Wilson & Bonfils or W&B. Many of the former staff at W & B went back to Denver after the war and worked with Ray. Ron Baker still coordinates reunions of the W & B group at Chickasha, OK. There are over 750 on his mailing list. Johnny Myers for several years was one of the flight leaders at W & B and flew at Monarch and Frontier for many years.

Wilson dreamed of establishing scheduled air service throughout the rugged Rocky Mountains. But it wasn't until after the war that Wilson's dream became a reality. Prior to World War II he applied to the Civil Aeronautics Board (CAB), under Ray Wilson, Inc. for permission to operate an airline. He planned for terminals in Denver, Colorado; Albuquerque, New Mexico; and Salt Lake City, Utah. After the war, the CAB granted Wilson his application. In June 1946, Wilson changed the name of the company to Monarch Airlines - named after Monarch Pass.

Monarch Pass, elevation 11,312 feet, is a high mountain pass in the Rocky Mountains of south-central Colorado. The pass is located on the continental divide at the southern end of the Sawatch Range along the border between Gunnison and Chaffee counties, approximately 25 miles (40 km) west of the town of Salida and east of Gunnison.

Monarch Airlines' birth dates back to the days when pilots used railroad tracks to navigate and flew into mountains as often as they flew over them. Wilson was granted permission by the Civil Aeronautics Board in 1946 to begin flights from Denver to Albuquerque and Salt Lake City with intermediate stops. The airline only had two pilots and used two C-47 Army surplus planes converted into DC-3s. Monarch started scheduled air service on November 27, 1946 with a flight from Denver to Durango.

Monarch Airlines was off to a rocky start. After one year of operation, the airline was losing \$15,000 a month despite the fact that it was carrying more freight than any feeder airline in the country. Businessmen were skeptical of flying and sending freight by air. Banks didn't consider an airline a good risk and wouldn't lend money.

Near bankruptcy, Wilson went searching for a deep-pocket investor and found multimillionaire Harold "Hal" S. Darr, a businessman from Chicago, president of Scott Radio Laboratories. In return for 51 percent of the airline's stock and the title of president, Darr agreed to pay off Monarch's debt. Hal assumed financial control over Monarch in February 1947 and became president in April of the same year. Wilson acted as executive vice president / general manager and continued to run day-to-day operations. But he had lost control of the company he had founded.

Charles Hirsig, II, an entrepreneur from Laramie, Wyoming, incorporated Summit Airways and received approval from the Civil Aeronautics Board for a route with terminals in Denver, Colorado; Salt Lake City, Utah; and Billings, Montana. But Hirsig died in an aircraft crash in 1945 and Summit never commenced operations. George Snyder of Salt Lake City, Utah bought the dormant Civil Aeronautics Board certificate for Hirsig's route and changed the name to Challenger Airlines. The renamed airline began service on May 3, 1947 out of Salt Lake City.

Rocky Nelson and the other owners of Arizona Airways originally intended to operate a flight school when they started in 1942. But by 1945, they decided to raise money for an airline and on March 17, 1946 began intra-state service on three routes out of Phoenix. The company applied to the Civil Aeronautics Board for a scheduled route. The CAB approved the route with the provision that the company locate stable financial backing but they never were able to find it.

The merger of Monarch, Challenger, and Arizona Airways created Frontier Airlines, which began serving the public on June 1, 1950. The merger gave Frontier 4,000 miles of route and established Denver as a key hub for the Rocky Mountain area. The three airlines merged in hopes of financial stability due to the ability to offer extensive service. The newly formed Frontier served 40 cities in seven states of the Rocky Mountain and Southwest region of the United States and its service extended from Canada in the north to the Mexican border in the south. The passenger airplane industry proved to be a risky and expensive enterprise. Pioneering airlines such as Frontier created a new infrastructure with the purchase of land, airplanes, construction of buildings, terminals and runways.

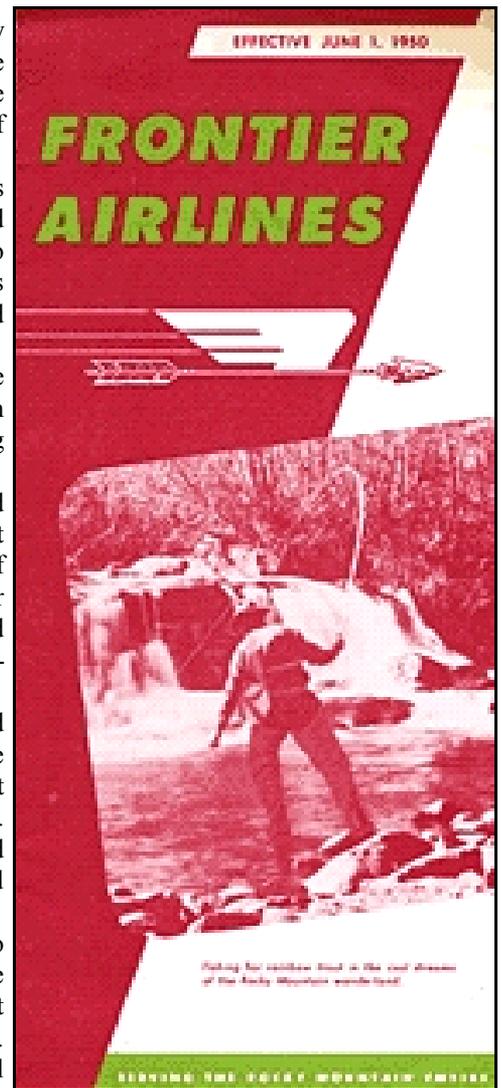
In 1947, Monarch Airlines carried 28,000 passengers and by 1951, Frontier had flown 102,000 passengers. The new airline succeeded because it serviced a part of the country that had been ignored by the rest of the airline industry. The 1950s started with Frontier making most of its money from mail and freight. But gradually passenger revenue started to dominate the company's earnings. To increase the number of passengers, Frontier focused on marketing and advertising. Frontier added vacation destinations that allowed competitive business throughout the year.

Internally, Frontier experienced problems due to tensions between Darr and Wilson, which had existed since the beginning of their business relationship. When asked in a 1978 interview about the merger of the three airlines that created Frontier, Wilson replied that he knew nothing of the transaction and Darr had never consulted him. Darr, in bad health, promoted C. A. Myhre, former vice-president to president of the Company and instructed Myhre to fire Wilson in December 1954.

Wilson, then Frontier's vice president of operations, sold his interest in the line and severed all ties with the airline. He became general manager of Loma Uranium Co., and later served as Denver's Director of Aviation from 1961 to 1969 and aviation advisor to the Public Utilities Commission in Denver. He was honored by the OX-5 Hall of Fame and Colorado Aviation Historical Society. Ray M. Wilson died on May 11, 1979 in Denver, CO at age 78.

Darr died June 21, 1955 at age 61. He was president of Monarch/Frontier 1947 - 1953. Since the days when he was a pilot in World War One, Darr maintained an active interest in all phases of aviation. At the time of his death he was active in the management and operation of Marana Air Base, one of the nation's largest primary training schools for Air Force pilots. He, not Ray Wilson, founded Frontier Airlines if the above underlined statement by Wilson posted at the Denver Public Library website is true.

-This article compiled by Jake Lamkins for the Winter 2008 FL NEWS. The information is from several sources; including an article in the Aug 29, 1986 DENVER POST by Mark Tatge, the DEN Public Library website, SUNLINER TIMES, Ron Baker, Ken Schultz and the Colorado Aviation Historical Society website.



MONARCH AIR LINES

Daily Flight Schedules

DENVER - Monte Vista - DURANGO - Farmington - ALBUQUERQUE

Read Down		Mountain Standard Time		Read Up		
Flight 133	Flight 131			Flight 132	Flight 134	
PM	AM			PM	PM	
2 20	6 15	Lv	DENVER	Ar	12 55	8 03
2 58	6 53	Lv	Colorado Springs	Lv	12 22	7 30
3 25	7 20	Lv	Pueblo	Lv	11 55	7 03
3 47	7 42	Lv	Canon City	Lv	11 36	6 41
4 42	8 42	Lv	Monte Vista (Alamosa)	Lv	10 36	5 41
5 32	9 37	Ar	DURANGO	Lv	9 36	4 41
143	141			142	144	
5 37	9 47	Lv	DURANGO	Ar	8 55	3 15
xx	xx		Cortez		xx	xx
6 02	10 17	Lv	Farmington	Lv	8 30	2 50
xx	xx		Gallup		xx	xx
7 27	11 42	Ar	ALBUQUERQUE	Lv	7 00	1 20
PM	AM			AM	PM	

SALT LAKE CITY - GRAND JUNCTION - ALBUQUERQUE

Read Down		Mountain Standard Time		Read Up		
Flight 153-143	Flight 151-141			Flight 142-152	Flight 144-154	
PM	AM			PM	PM	
12 51	6 00	Lv	SALT LAKE CITY	Ar	12 31	6 44
1 11	6 20	Lv	P.	Lv	12 16	6 29
1 46	6 55	Lv	P.	Lv	11 41	5 56
2 42	7 51	Ar	GRAND JUNCTION	Lv	10 40	4 55
3 11	8 06	Lv	GRAND JUNCTION	Ar	10 25	4 45
xx	xx		Cortez		xx	xx
4 31	9 26	Ar	DURANGO	Lv	9 05	3 25
5 37	9 47	Lv	DURANGO	Ar	8 55	3 15
6 02	10 17	Lv	Farmington	Lv	8 30	2 50
xx	xx		Gallup		xx	xx
7 27	11 42	Ar	ALBUQUERQUE	Lv	7 00	1 20
PM	AM			AM	PM	

xx—Service temporarily suspended account airport conditions.
AM—Light face type. PM—Bold face.

All schedules operate daily.

DOUGLAS DC-3C TWIN ENGINED TRANSPORTS ON ALL FLIGHTS

CONNECTIONS

AT DENVER with United, Braniff, Western and Continental Airlines.

AT PUEBLO with Braniff and Continental Airlines.

AT GRAND JUNCTION with Western Air Lines.

AT SALT LAKE CITY with United and Western Air Lines.

AT ALBUQUERQUE with TWA and Continental Airlines.

AT DURANGO with Monarch flights.

CALL your nearest Monarch Air Lines office for fares, air express and air freight rates.

GENERAL INFORMATION

BAGGAGE—40 pounds carried free on each full fare ticket (baggage includes brief cases and packages carried into the passenger cabin). Charge for excess baggage is 1/2 of 1% of the one way fare per pound of excess baggage, with a minimum total charge of 25c. Baggage weighing more than 50 pounds carried only by special arrangement. Company liability for baggage will not exceed \$100.00 per passenger unless a higher valuation is declared and an extra fee paid.

An additional 10 pounds free allowance is made for visible sports equipment, such as skis, fishing tackle and unassembled firearms.

RESPONSIBILITY FOR DEPARTURES, ARRIVALS AND CONNECTIONS—Monarch Air Lines, Inc., will not be responsible for damages resulting from the failure of any of its flights to depart or arrive at the time stated in these timetables, nor for errors herein, nor for failure to make connections with planes of other lines or of this company. Schedules are subject to change without notice. Fares shown herein or in other publications

other than those published in Local Passenger Fares and Rules Tariff No. PFR-1, which is on file with the Civil Aeronautics Board, are for information only and subject to change and correction without notice. Round trip fares are twice one way fares.

RESERVATIONS must be made in advance as all seats are reserved. Company reserves the right to cancel bookings before passage or en route at any time that such action is considered advisable or necessary. In such event, the passenger's sole recourse shall be the recovery of the unused portion of the air fare.

CHILDREN'S FARES—Children between 2 and 12 years of age will be transported at 3/4 of the applicable full fare for adults. One child under 2 years of age, not occupying a seat, will be transported free of charge when accompanied by a passenger 12 years of age or over.

AIR EXPRESS—AIR FREIGHT—AIR MAIL—are carried on all flights. For information concerning rates, consult any Monarch Air Lines Office.

TELEPHONE...

MONARCH

...in your city

Information Promptly

Reservations Immediately

INFORMATION—RESERVATIONS

City	Office-Airport	Telephone
Alamosa	Monte Vista Municipal	Monte Vista 557 6811
Albuquerque	Kirtland Field	Florence 21
Canon City	Fremont County	MAin 2372
Colorado Springs	Peterson Field	FRemont 6103
Denver	Stapleton Airfield	605
Durango	New City-County	242
Farmington	Municipal	2463
Grand Junction	Walker Field	
Monte Vista	Monte Vista Municipal	Monte Vista 557 14R11
Price	Carbon County	555
Provo	Municipal	7072
Pueblo	Municipal	9-4411
Salt Lake City	Municipal No. 1	

Airport Transportation: Request Monarch Air Lines

LOCAL AGENT**FAST, COMFORTABLE TRAVEL
AT ECONOMICAL RATES****PASSENGER FARES (one-way)**

AND	Albu- querque	Canon City	Colo- rado Springs	Cortez*	Den- ver	Dura- ngo	Farm- ing- ton	Gal- lup*	Grand Junc- tion	Monte Vista	Price	Provo	Pue- blo	Salt Lake City
BETWEEN														
ALBUQUERQUE.....		26.70	30.30	15.75	31.95	13.60	11.45	6.90	23.30	20.70	30.10	25.00	28.30	37.05
CANON CITY.....	26.70		3.60	15.25	6.90	13.10	18.25	19.60	22.00	6.00	29.60	34.50	1.60	36.55
COLORADO SPRINGS.....	30.30	3.60		18.35	3.30	16.70	18.85	23.40	26.40	8.60	33.20	38.10	2.00	40.15
CORTEZ*.....	15.75	16.25	18.35		18.40	2.15	4.30	8.65	7.55	9.25	14.35	19.25	16.65	21.30
DENVER.....	31.95	6.90	3.30	18.40		18.35	20.50	25.05	28.05	12.00	34.85	39.75	5.30	41.80
DURANGO.....	13.60	13.10	16.70	2.15	18.35		2.15	6.70	8.70	7.10	16.50	21.40	14.70	23.45
FARMINGTON.....	11.45	16.25	18.65	4.30	20.50	2.15		4.55	11.65	9.25	16.65	23.55	16.65	25.60
GALLUP*.....	6.90	16.00	23.40	8.65	25.05	6.70	4.55		16.40	13.80	23.20	28.10	21.40	30.15
GRAND JUNCTION.....	23.30	22.00	26.40	7.55	26.05	9.70	11.85	16.40		16.80	6.00	11.70	24.40	13.75
MONTE VISTA.....	20.70	6.00	9.60	8.25	12.90	7.10	9.25	13.60	16.80		23.60	26.50	7.60	30.55
PRICE.....	30.10	28.60	33.20	14.35	34.85	16.90	18.65	23.20	6.30	23.60		4.90	31.20	6.95
PROVO.....	35.00	34.50	39.10	19.25	39.75	21.40	23.55	28.10	11.70	23.50	4.90		36.10	2.05
PUEBLO.....	26.30	1.60	2.00	16.65	5.30	14.70	16.85	21.40	24.40	7.60	31.20	39.10		36.15
SALT LAKE CITY.....	37.05	36.55	40.15	21.30	41.80	23.45	25.60	30.15	13.75	30.55	6.95	2.05	39.15	

*—Service temporarily suspended.

Round Trip Fares are twice one way fares. Add 15% Federal Tax.

BAGGAGE—10 pounds carried free on each full fare ticket (baggage includes brief cases and packages carried into the passenger cabin). Charge for excess baggage is $\frac{1}{2}$ of 1% of the one way fare per pound of excess baggage, with a minimum total charge of 25¢. Baggage weighing more than 50 pounds carried only by special arrangement. Company liability for baggage will not exceed \$100.00 per passenger unless a higher valuation is declared and an extra fee paid.

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*Certificate donated to
Library for Minutes 2/10/47*

INCORPORATED UNDER THE LAWS OF THE STATE OF
COLORADO



Monarch Air Lines, Inc.

\$10.00 PAR VALUE
COMMON CAPITAL STOCK

*This Certificate hath *****RAY M. WILSON***** is the owner of
*****FIVE HUNDRED***** Shares of the Capital Stock of*

**Monarch Air Lines, Inc., HAVING A PAR VALUE OF TEN DOLLARS (\$10.00) PER SHARE
full paid, non-assessable and transferable only on the books of this Cor-
poration upon surrender of this Certificate properly endorsed.**

*In Witness Whereof, the said Corporation has caused this Certificate to be signed
by its duly authorized officers and its Corporate Seal to be hereunto affixed*

This 3rd *day of* JULY *A.D. 19*46

Attest:

Tracy Hylle
Secretary



Wm. H. Wilson
President

MONARCH AIR LINES

DC-3's

HISTORICAL DATA

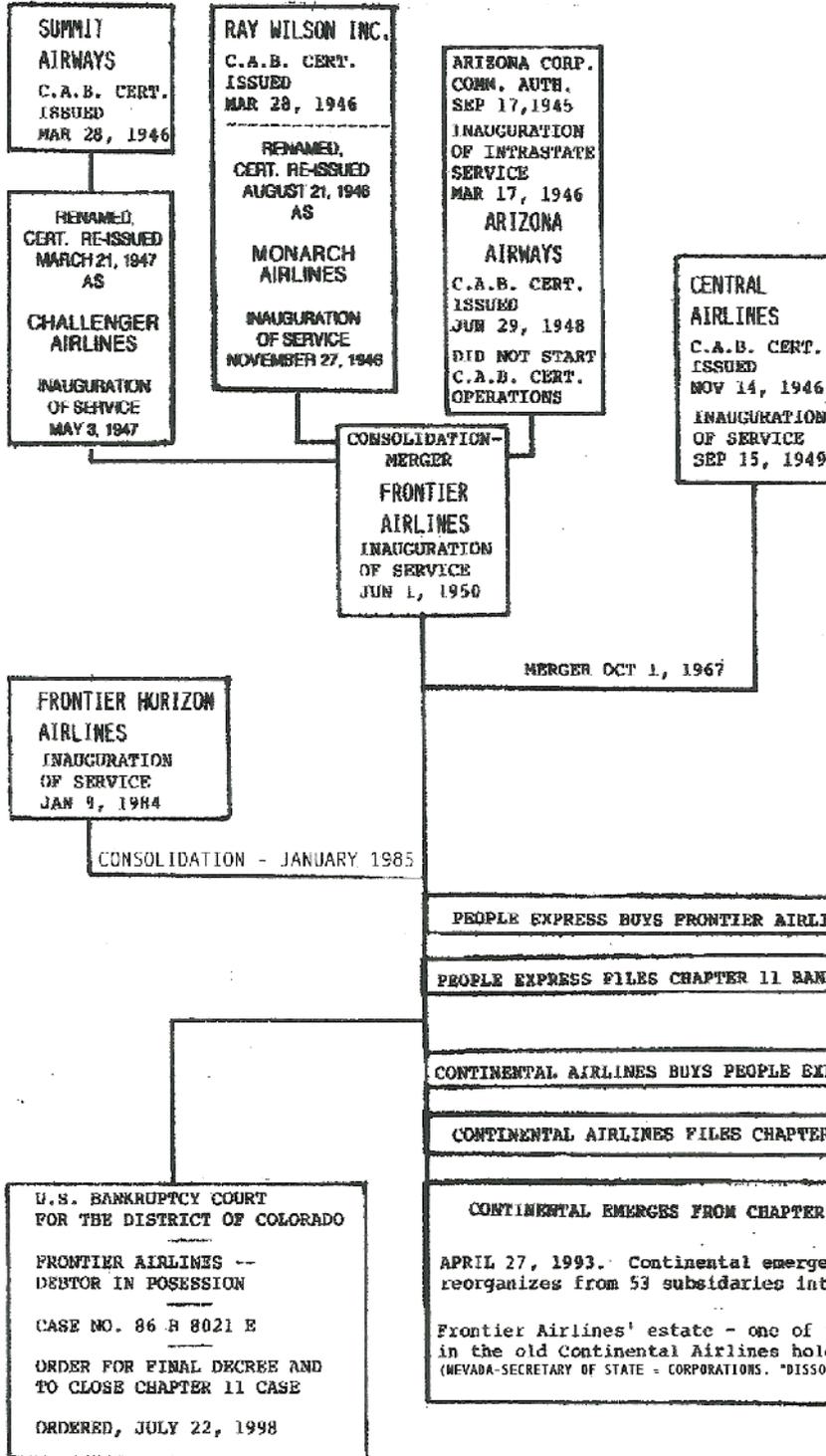
No. REGISTRATION	SERIAL No.	DATE of MFG.	DATE BOUGHT	DATE CONVERTED	DATE SOLD	REMARKS
1. NC 66610	9786	June 28, 1943. For USAAF	May 6, 1946 Ray Wilson Inc. From War Assets Administration.	September 9, 1947 -- C-47A to DC-3C	NOVEMBER 18, 1946 Ray Wilson Inc. to Monarch Air Lines June 1, 1950 Monarch Air Lines to Frontier Airlines September 15, 1966 Frontier Airlines to Miami Aviation Corp. Opa-Locka, FL	Reregistered to Frontier Airlines in Arizona Airways, Challenger Airlines, Monarch Air Lines, Merger - Consolidation Case (CAB) to form Frontier Airlines. Frontier Airlines inauguration of Service. June 1, 1950 Frontier Airlines name - "Sunliner Utah".
2. NC 64421	19003	October 24, 1943. For USAAF	June 3, 1946 From War Assets Administration.	September 20, 1946 -- C-47A to DC-3C	June 1, 1950 Monarch Air Lines to Frontier Airlines. October 2, 1964 Frontier Airlines to Miami Aviation Corp. Opa-Locka, FL	Reregistered to Frontier Airlines in Arizona Airways, Challenger Airlines, Monarch Air Lines, Merger - Consolidation Case (CAB) to form Frontier Airlines. Frontier Airlines inauguration of Service. June 1, 1950. Frontier Airlines name - "Sunliner Arizona".
3. NC 64422	19476	January 20, 1944. For USAAF	June 11, 1946 From War Assets Administration.	September 27, 1946 -- C-47A to DC-3C	June 1, 1950 Monarch Air Lines to Frontier Airlines March 3, 1966 Frontier Airlines to Miami Aviation Corp. Opa-Locka, FL	Reregistered to Frontier Airlines in Arizona Airways, Challenger Airlines, Monarch Air Lines, Merger - Consolidation Case (CAB) to form Frontier Airlines. Frontier Airlines inauguration of Service. June 1, 1950. Frontier Airlines name - "Sunliner New Mexico".
4. NC 64423	9251	March 22, 1943. For USAAF	June 14, 1946 From War Assets Administration.	June 25, 1947 -- C-47A to DC-3C Conversion by Monarch Air Lines	June 1, 1950 Monarch Air Lines to Frontier Airlines May 10, 1968 Frontier Airlines to Miami Aviation Corp. Opa-Locka, FL	Reregistered to Frontier Airlines in Arizona Airways, Challenger Airlines, Monarch Air Lines, Merger - Consolidation Case (CAB) to form Frontier Airlines. Frontier Airlines inauguration of Service. June 1, 1950. Frontier Airlines name - "Sunliner Royal George".
5. NC 64424	4424	June 7, 1942. For USAAF	July 17, 1946 From War Assets Administration.	September 17, 1946 -- C-47 to DC-3C	June 1, 1950 Monarch Air Lines to Frontier Airlines August 10, 1961 Frontier Airlines to Arline Products Co. N.Hollywood, CA	Reregistered to Frontier Airlines in Arizona Airways, Challenger Airlines, Monarch Air Lines, Merger - Consolidation Case (CAB) to form Frontier Airlines. Frontier Airlines inauguration of Service. June 1, 1950. Frontier Airlines name - "Sunliner Mesa Verde".

HISTORICAL DATA INFORMATION:

Frontier Airlines Records
Registration No.'s, Serial No.'s, Dates of Mfg., Bills of Sale, Conversion, Owners; From FAA Aircraft Records, Oklahoma City, OK.
Research by Ken Schultz 2005

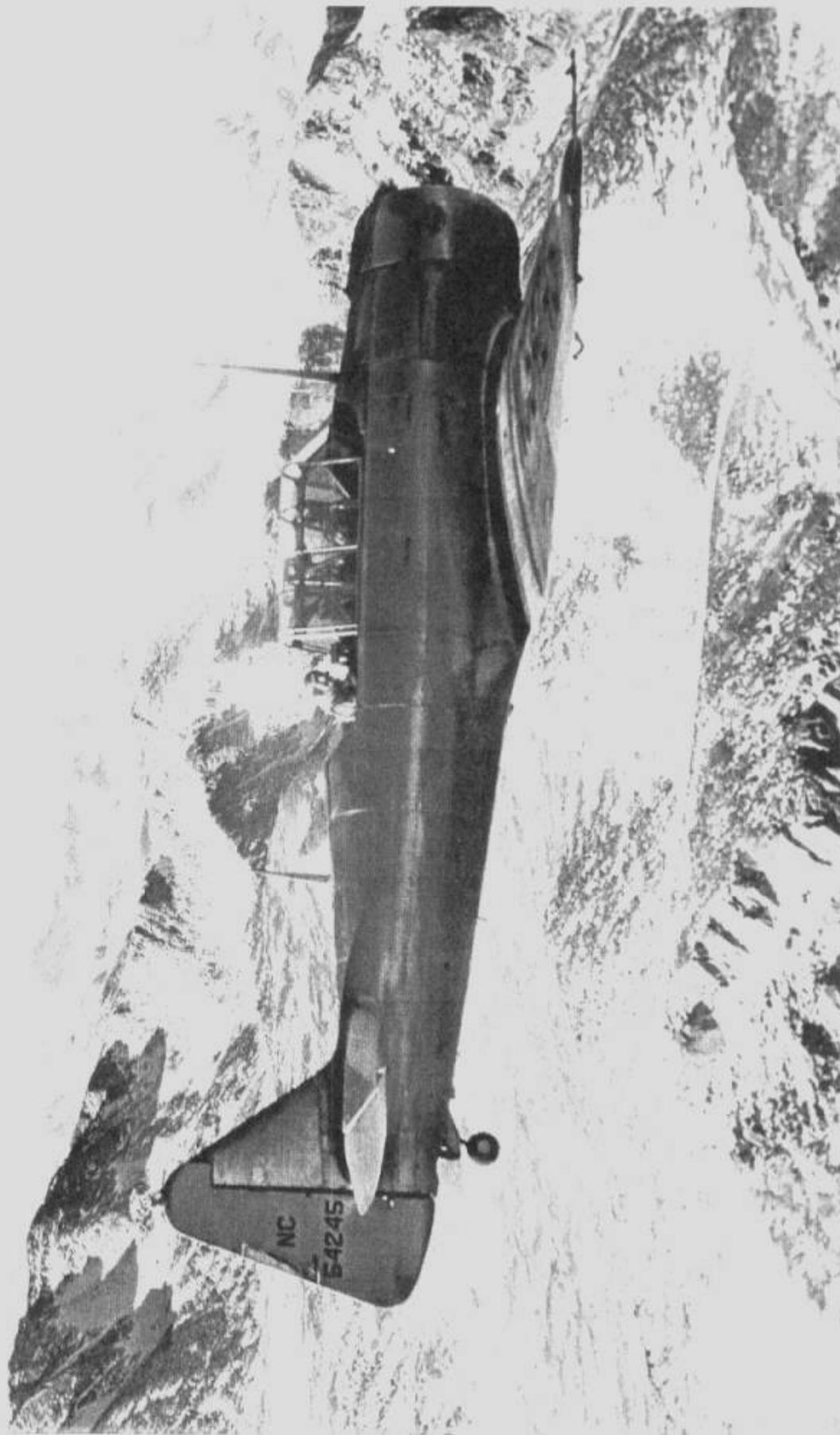
FRONTIER

CHRONOLOGY



This North American AT-6 was used for captain route qualification purposes. It was used when I first came with Monarch Air Lines in 1948. As soon as Capt. Aden found out that I was an AT-6 flight instructor during WWII, he assigned me to go on the qualification 'missions' with the captains...(in the back seat, of course) since that is where the flight instructors sat. This picture was taken by Charlie Wunder who was the official Monarch Air Lines photographer as well as the Aerial Photographer for the Denver Post Newspaper. The photo was taken from a DC3 and was taken between Saguache and Tomichi Dome approaching Gunnison Colorado.

-Ace Avakian, MON/FL pilot 1948-1986



MONARCH AIRLINES EARLY NEWSPAPER CLIPPINGS

Provo Awaits Airmail Service

PROVO—Air mail service will be resumed from the Municipal Airport at Provo by the Monarch Airlines on or about May 15 if the approval of the CAA can be secured, Clayton Jenkins, executive secretary of the Provo Chamber of Commerce informed club members at their regular directors meeting.

Mr. Jenkins said that he had been informed by G. S. Kitchen, traffic manager of the Monarch Airlines, that air service would be resumed at as early a date as possible, and that there would be a number of new innovations and improvements made relative to the handling of tickets, and in the passenger service from the airport.

Airmail service as well as air passenger service from the local airport was stopped approximately one month ago because of the rising waters from Utah Lake which seeped on to the airport area and threatened to submerge some of the runways used by the giant planes.

5/8/47

Price Airport Improvements Aid Air Service

PRICE — Improvements at the Carbon County airport have resulted in a much improved air service to patrons of the Monarch Air Lines. Figures released today by Frank Murray, district manager of Monarch Air Lines for the Utah Division show a decided upturn in the number of completed flights at the Carbon airport in 1948 as compared to 1947.

According to the figures, 82.55 per cent of the scheduled flights were completed in 1947, as compared to 96.8 per cent in 1948—during the month of October. For November, the figures are 54 per cent in 1947 and 92.3 per cent in 1948, and up to Dec. 19, it was 52.1 per cent in 1947 and 92 per cent in 1948. The 1948 figures were high, when it is considered that Monarch Airlines Trip No. 154, was set up to beat a darkness deadline, with only a few minutes to spare with normal sunset. As evidence of how this last flight affected the schedule in Price, it was noted that Flight 154 had to pass Carbon airport twice in October, 10 times in November and 13 times in December up to and including December 19. All of these passes was due to darkness, and possibly of the flight being late.

In releasing the above data, Mr. Murray stated, "On the winter schedule, (effective Nov. 1, 1948) it was set up for Price to be a daylight stop. However, there was not much leeway and anytime that Flight 154 was late, Price must be passed on account of darkness.

12/31/48

Four States' Envoys Back Airline Merger

WASHINGTON (AP)—Early in the week, the four states of New Mexico, and western Colorado cities.

The witnesses from these areas, including Representatives Miles (D-N. M.), and Arps (D-Colo.) and an aid to Representative Patten (D-Ariz.), told a Civil Aeronautics board examiner that commercial, tourist, and religious needs require better travel service.

Generally, they supported an application by Monarch Airlines of Denver to acquire the capital stock and certificated route of Arizona Airlines. Monarch also asks to add service between Gallup, N. M., and Winslow, Ariz. Both are feeder lines. Arizona Airlines has never started operations.

HEATING FUEL
IS
Scarce!
(and expensive)
DON'T WASTE
precious fuel with worn-out filters—

10/18/49

Monarch Notes Increase In Air Service

Monarch Air Lines completed 1948 with substantial gains over 1947 in passenger, mail and freight services. It was announced today by R. M. WILSON, executive vice president of the company.

The past 12 months of operations showed a 5 per cent increase over 1947 in the number of passengers carried by the line, which operates in Colorado, New Mexico and Utah.

Greatest increase was shown in air freight carried by the line, which chalked up a 64 per cent increase over that carried in 1947.

1/29/49

2/9/50

Lines Combine To Serve Four Western States

Monarch and Challenger Airlines were officially combined Thursday into one company serving points in Utah, Montana, Colorado and New Mexico.

Still pending is a merger that would extend the company's operations into Arizona.

Prevailing schedules will be maintained for the present, John D. Lindsay, district traffic manager for the Salt Lake District, declared, but there will likely be some changes in the future.

Present name of the combined company will be Monarch-Challenger Airlines. That, too, may be changed in the future, Mr. Lindsay indicated.

Continued on Page B5

AIRLINES

Continued on Page B1

The company will maintain a ticket office at Hotel Utah.

Still awaiting approval of the Civil Aeronautics Board is the company's plan to acquire Arizona Airways to add to the growing feeder airline network.

Operations headquarters for the company's northern division will be maintained at Salt Lake City, with some 50 employees based here. They will be under direction of William R. Crimmon, appointed northern division operations manager. He was formerly Challenger operations manager.

Mr. Lindsay, formerly Challenger district traffic manager, was named district traffic manager for the new company. L. Scott Keller was made northern division chief pilot; James B. Montgomery is new divisional supervisor of stations; Guy J. Cox was named station manager at Salt Lake City Airport, and Louis A. Beretz assistant station manager.

Other duplicated employees are being given positions at other points in the system.

11/27/6

FRONTIER AIRLINES

November 27, 1948

"THANK YOU"

Fifteen years ago on November 27, 1934, Frontier Airlines' predecessor companies, Arizona Airways, Challenger Airlines and Monarch Air Lines commenced service in the West.

We are commemorating our 15th year by saying "Thank You" with our humble appreciation to all who have aided in our great growth - to the traveling public, to stockholders, to our employees and to our towns and cities on Frontier's 6,300 miles of routes.

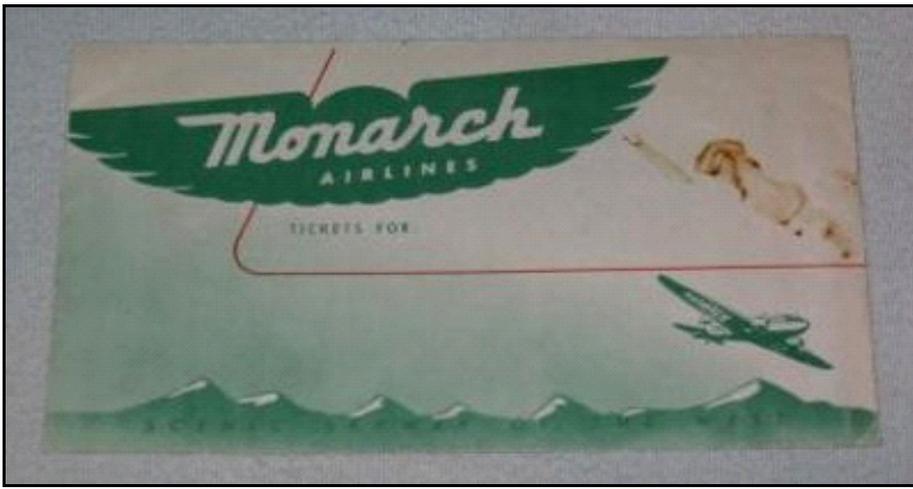
Our goal for the years ahead - a sincere promise of finer and more comfortable service with faster equipment to the 50 cities in the ten states served by Frontier Airlines.

John D. Lindsay, Jr.
L. B. Maytag, Jr.
President

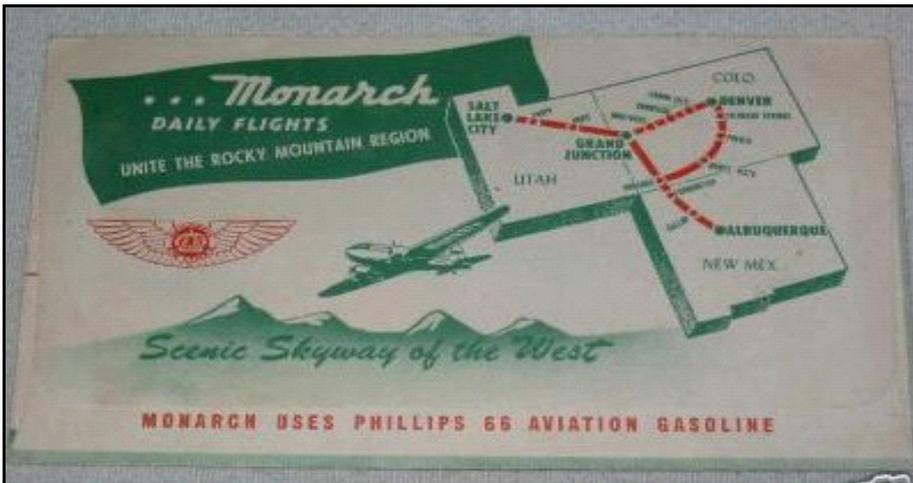


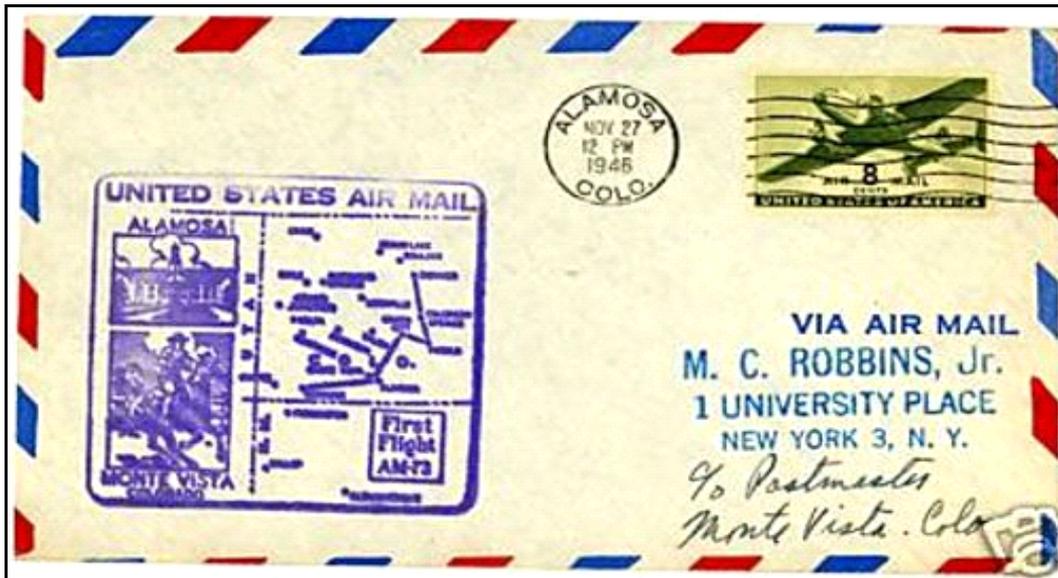
Taken at GJT in 1948
CO governor and Vern Carlson's son





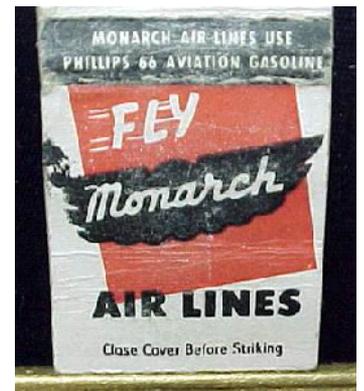
Ticket envelopes used by Monarch Airlines 1946 - 1950





First flight
air mail
flown by
Monarch Airlines
ALS - 11/27/46
FMN - 1/17/47
GUC - 8/15/47





Two former Frontier Airlines' presidents were originally with Monarch Air Lines, a Frontier predecessor company. Shown in this old Monarch photo are: (left to right) C. A. Myhre, then Monarch's treasurer, who became Frontier's second president; Hal S. Darr, then Monarch's president who became Frontier's first president; Ray M. Wilson, Monarch's founder, who became Frontier's V.P. Operations and Maintenance. The lone female to Wilson's right is Mrs. John (Donna) Myers, who was Monarch's secretary at the time.



L-R: Stewards-George Fox, Jack Weiss, Vern Carlson; Pilots-Hank Dreyer, John Myers, Ev Aden, Bert Clark, Willy Hurt, Ray Harvey at DRO, February 1947



L-R: Stewards Vern Carlson, George Fox; Pilots John Myers, Hank Dreyer, Steward Jack Weiss, Pilots Willy Hurt, Ev Aden, Ray Harvey, Bert Clark, DRO247



Hal S. Darr, FL's president and Chairman of Board also operates the Marana Army Air Force Base near Tucson. His company, Darr Aero Tech, also operated training bases for the Army during World War II. These were located in Georgia and Oklahoma. His Marana AF Base was built from scratch as a result of the Korean War of 1950.

He has 850 employees, 800 civilians and 50 military on the base. It has 32 buildings to prepare military pilots in primary and basic training. The flight school has 30 Piper Cubs and 156 AT-6s for use during the six month course at Marana before going on to jet schooling elsewhere.

-Sunliner News in April 1953

Hal Darr died June 21, 1955 in Chicago, IL at age 61. He was Monarch's second president and Frontier's first president. He was born in 1894 and started work at Monarch on Feb. 10, 1947.

-Ken Schultz

The aviation world and Frontier in particular was shocked and saddened to learn of the sudden and unexpected death of Hal Darr, the man who merged three companies to form the present Frontier system.

Since the days when he was a pilot in World War One, Mr. Darr has maintained an active interest in all phases of aviation. At the time of his death he was active in the management and

operation of Marana Air Base, one of the nation's largest primary training schools for Air Force pilots.

We are all glad that we had the opportunity of being associated with him. We had our ups and downs but most important, things were accomplished.

It was his foresight and drive that created Frontier Airlines and this is only one of many projects which developed from an idea into a reality under Hal's able leadership.

All of these are living tributes to a man who contributed his time and talent to the creation of enterprises which have contributed greatly to aviation and our country.

Yes, we too will miss him but won't forget him. We will remember a man of action with a ready smile. We will remember the inquisitive eyes that demanded results yet could not conceal a keen sense of humor. We will remember those bow ties and sport coats, those pointed and sometimes earthy expressions.

The employees of Frontier join his many other friends in extending our deepest sympathy to Mrs. Darr and her family.

-Sunliner News in June 1955

Hal S. Darr, who died Tuesday, was an aviation industry pioneer and Executive Committee Chairman for Frontier Airlines Inc., Denver, Colo. Mr. Darr, 61, of 3001 Normandy, Evanston, died of a heart attack in the Lake Shore Club.

He was President of Darr Aero Tech Inc., a Tucson (Ariz.) aviation school, and the Darr Equipment Co. of Dallas, Tex. He was also a founder of the Forest Park (Ill.) National Bank.

Services will be held Saturday in Storm Lake, Iowa where his mother, Mrs. Margaret P. Darr, resides. Surviving, besides his mother, are his widow, Louise; two daughters, Mrs. Janet Engstrom and Mrs. Mary Wagner, both of Dallas, and six grandchildren.

-Chicago Daily News on June 23, 1955

Wilson dreamed of establishing scheduled air service throughout the rugged Rocky Mountains. But it wasn't until Wilson and Bonfils, whom Wilson taught to fly, became partners after the war that Wilson's dream became a reality.

Wilson was granted permission by the Civil Aeronautics Board in 1946 to begin flights from Denver to Albuquerque and Salt Lake City with intermediate stops. The airline only had two pilots and used two C-47 Army surplus planes converted into DC-3s.

Monarch Airlines was off to a rocky start. After one year of operation, the airline was losing \$15,000 a month despite the fact that it was carrying more freight than any feeder airline in the country.

Near bankruptcy, Wilson went searching for a deep-pocket investor and found multimillionaire Harold Darr of Chicago, president of Scott Radio Laboratories. In return for 51 percent of the airline's stock and the title of president, Darr agreed to pay off Monarch's debt.

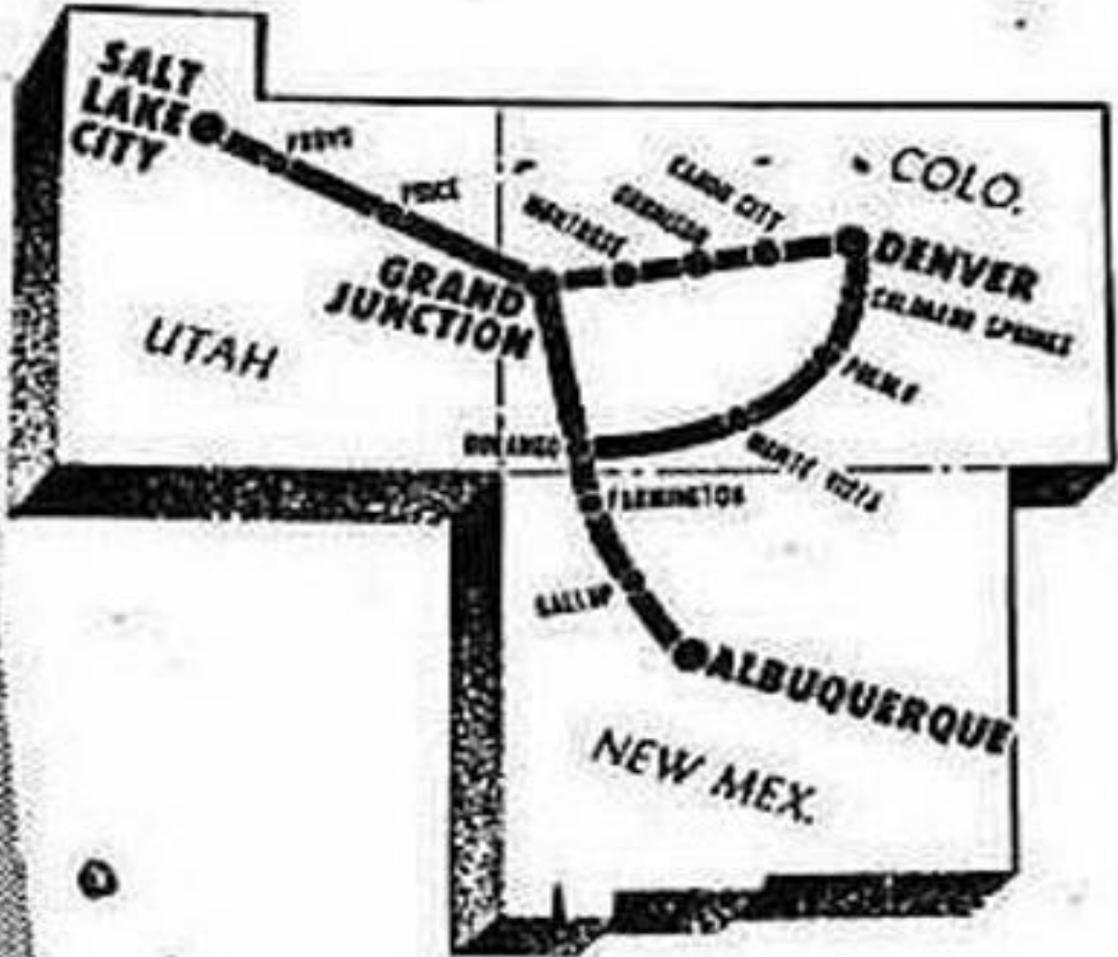
-Denver Post on August 29, 1986

Hal Darr was actually the founder of Frontier Airlines. He ran Monarch Airlines from early 1947 when he bought control until June 1, 1950 when the three-way merger forming Frontier was complete. Then he ran Frontier until 1953 when he resigned and made Mac Myhre president. He still held controlling interest in 1955 when he died. Ray Wilson said he was never consulted in the merger and formation of Frontier Airlines.

-Jake Lamkins

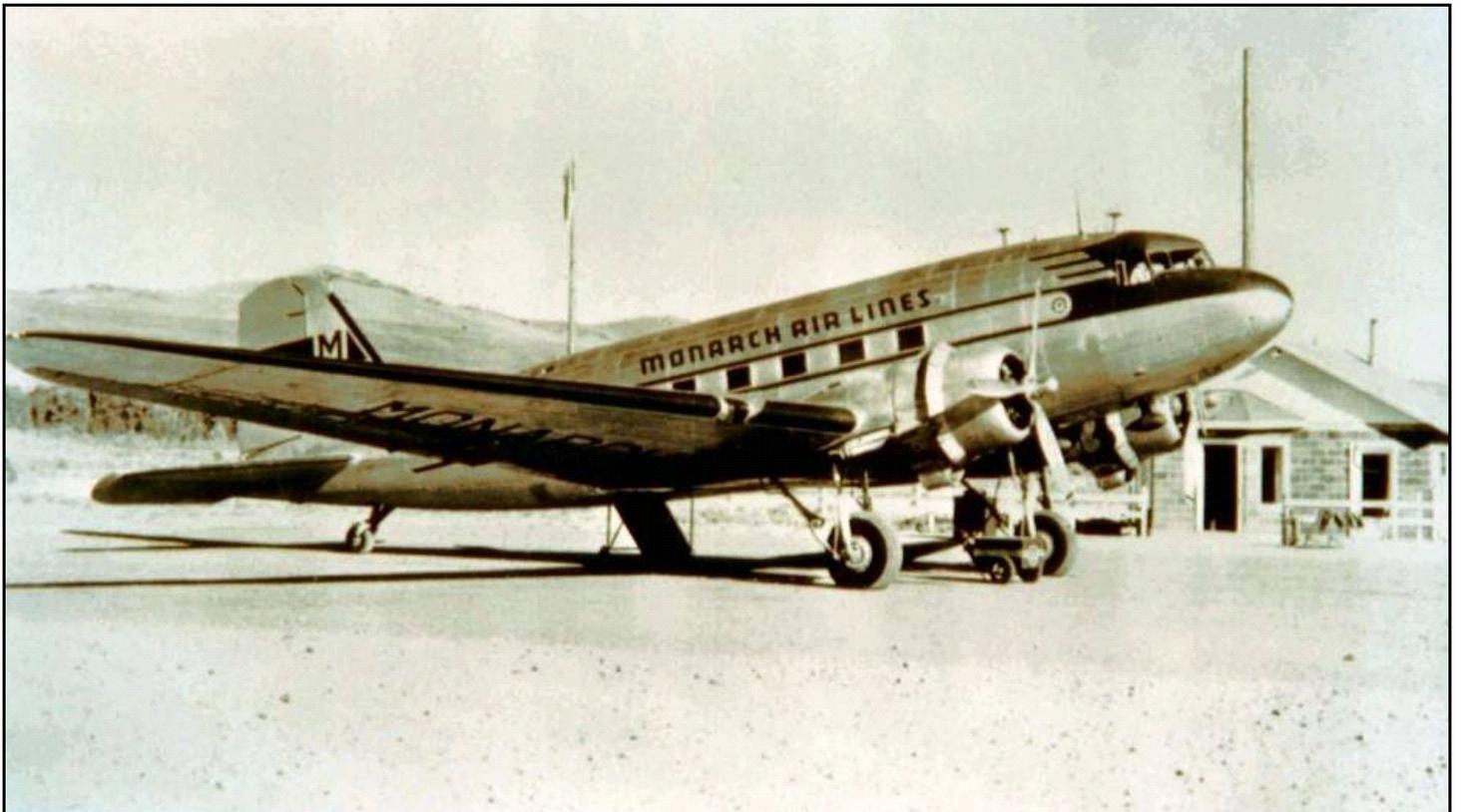
Monarch

Route map from a
Nov 9, 1947 timetable



Scenic Skyway of the West





Monarch Airlines Douglas DC-3 NC64423 (c/n 9251)


Monarch Air Lines was formed in November of 1946 with a route from Denver to Durango, Colorado. It soon expanded westward to Salt Lake City and south to Albuquerque, NM. Durango was never more than a pit stop along the way and hence one wonders what three of the entire fleet of only five DC-3s that Monarch boasted was doing at that snowy outpost on any given day? (See image below). In 1948 the airline teamed up with [Challenger Airlines](#) to provide through plane connections and ticketing to the latter's routes up into Wyoming and Montana. December 1949 saw a complete merger of the two airlines, with Monarch predominant. In April, 1950 Monarch acquired another small carrier, [Arizona Airways](#) and in June of 1950 changed its name to Frontier Airlines.

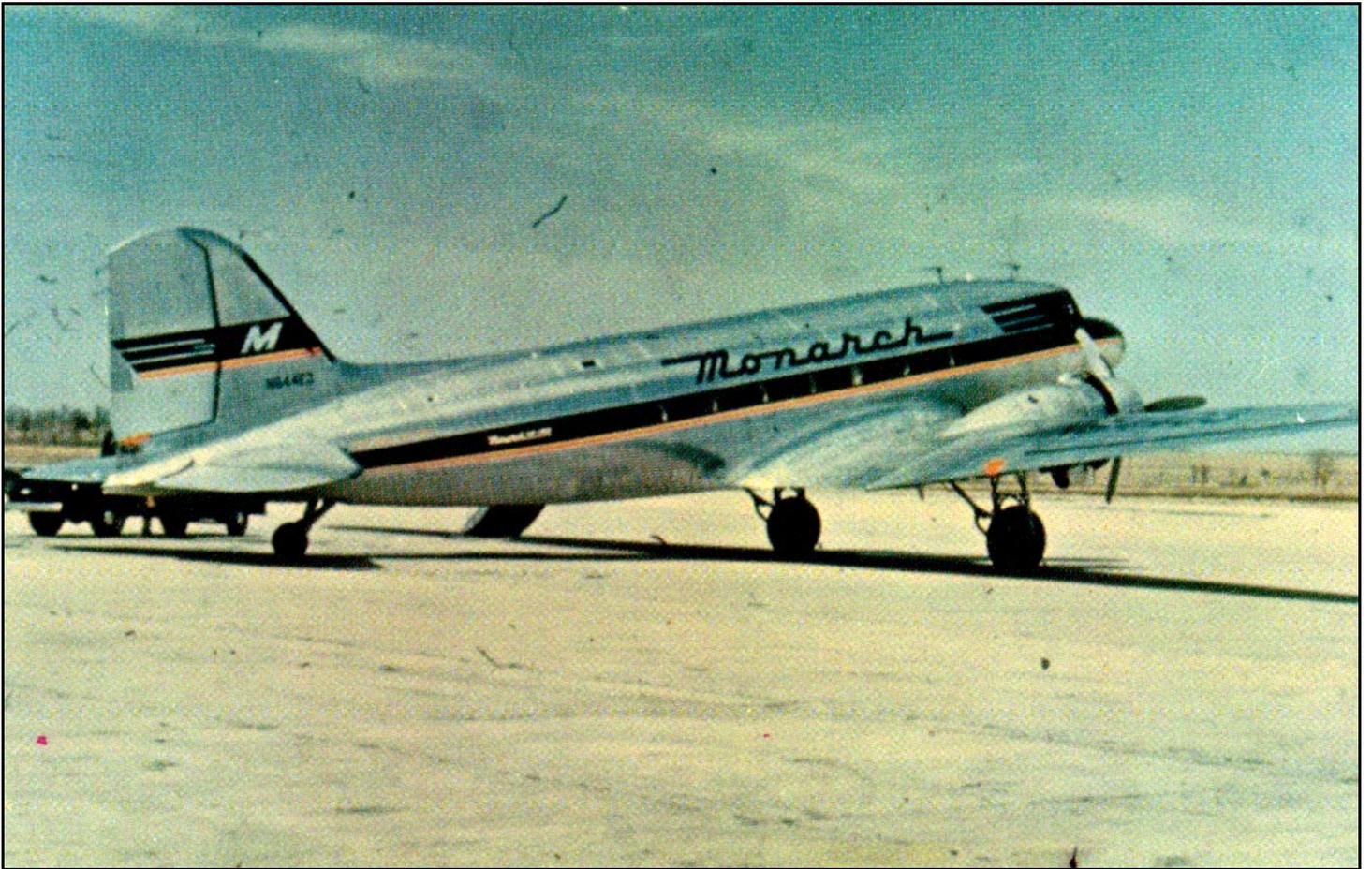


The author of the article above did not know that DRO was a connecting point on Monarch' early schedules. Witness the photos of the stewards at DRO in earlier pages. Challenger and Monarch did start sharing facilities, functions and even timetables in 1948. So, the merger was not an unexpected event. However, Arizona Airways brought little to the merger except three DC-3s and their route authority which was about to expire because they had never started up inter-state flight schedules and were not even flying their intra-state routes in their final year.



Craig Hansen did the graphic above and below is an example of early cargo - baby chicks.





Notice the different lettering of Monarch on the fuselage and the tail markings.

