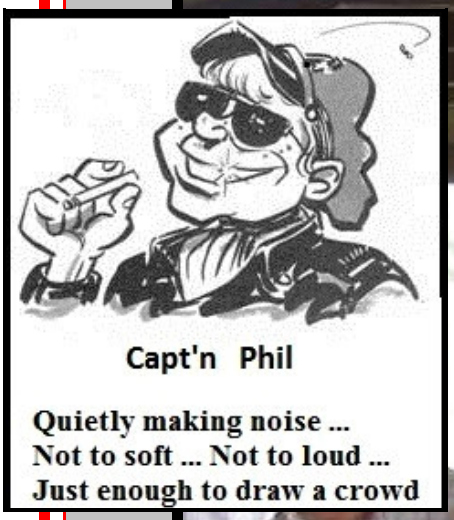
PHIL STALLINGS

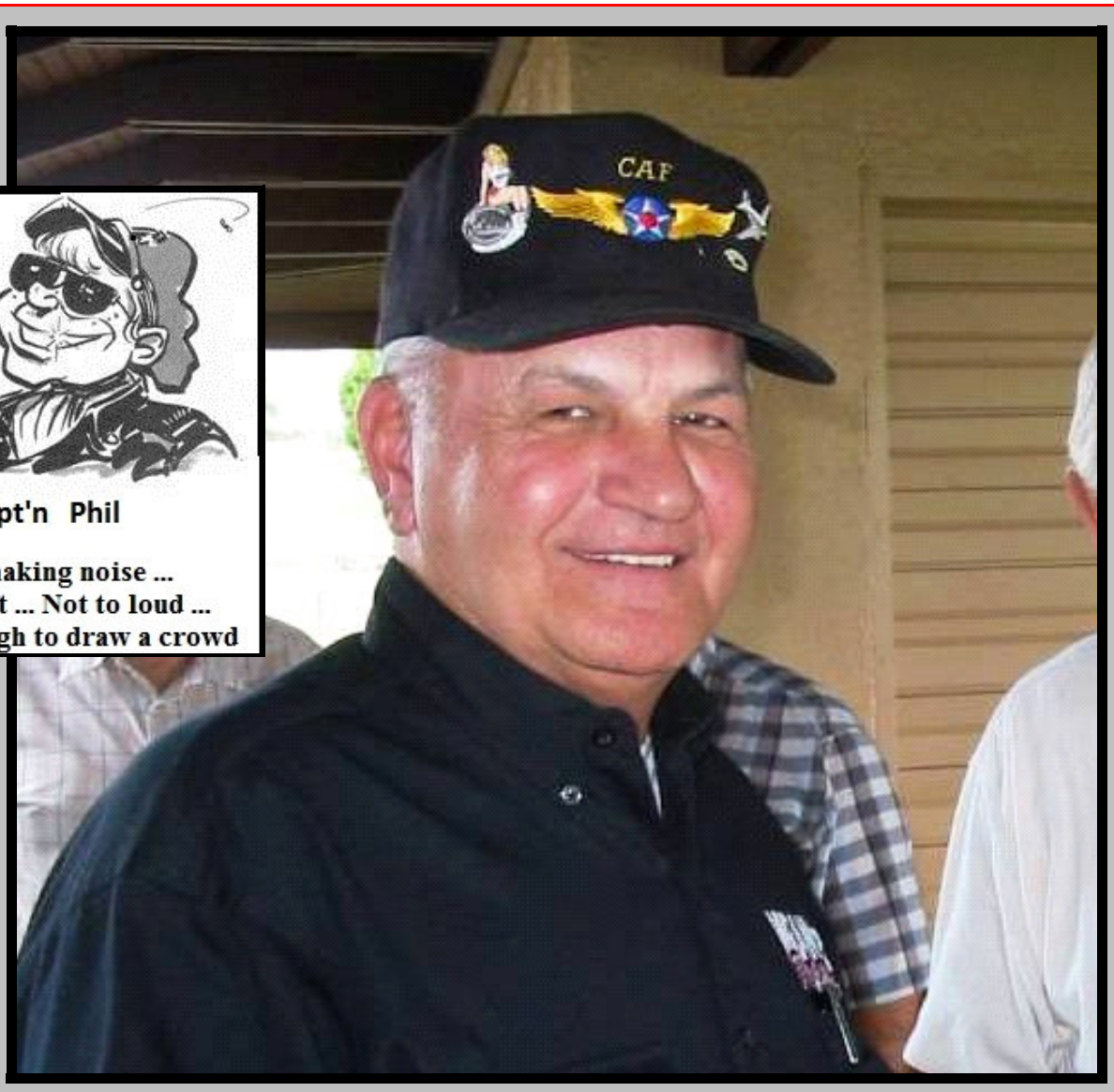
FRONTIER NEWS

A newsletter for the employees, families and friends of the Old Frontier Airlines

We are FLamily!

FALL OCTOBER 2017 #69





Pilot Phil Stallings has donated nearly $3,000 to help ensure this newsletter's success. *See page 3.*

The **FRONTIER NEWS** is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter are those of the author and not the editor or the publication. Publishing dates are October for Fall, January for Winter, April for Spring and July for Summer.

Articles and photos are welcomed and subject to editing and space requirements. We cannot pay for such items but will give credit as appropriate. All submissions should deal with the "old" Frontier Airlines. Especially welcomed are stories of personal experiences with a humorous slant. All airline employees have a treasure trove of such stories. Please share them with the rest of the FLamily.

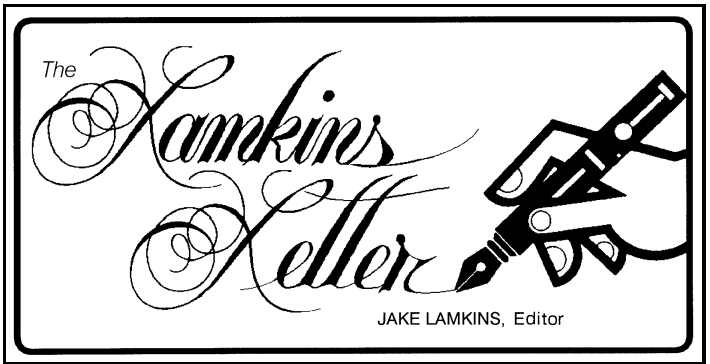
We also want to publicize ALL "old" Frontier gatherings. Be sure to notify us with details: place, date, contact and so forth. They will be published in the "Timetable".

Subscriptions are $12 per year. Some back issues are available & cost $3 each. Enjoy the newsletter in color and free at the FL website. You can download and print a personal copy there too.

Text ads are $5 for 20 words, $10 for 40 words, $15 for a business card, $20 for 1/8th page and $40 for a quarter page, $100 for a full page. Mail checks to Jake Lamkins, FL NEWS, 1202 Scrimshaw Cove #4, Fayetteville, AR 72701. Thanks for your support.

THE KANSAS CITY CV-580 CREW BASE

is a proud supporter of
THE FRONTIER NEWS &
OLD FRONTIER AIRLINES WEBSITE
at http://OldFrontierAirlines.com
Jake Lamkins, Webmaster,
ExFAL@Yahoo.com
and http://www.KansasCityCrewBase.com
Capt'n Phil Stallings, Webmaster,
RedRyder35@att.net
Check the websites for FL news,
notices on upcoming events,
pictures and stories from the past.



Thank you to Ron Huet and Jim Mustain who gave large donations this past quarter. Thanks again to the pilot group for their previous FARPA donation and the honors they did me at the FYV-FSM Reunion.

I am plan to continue the $12 subscription rate even though printing and postage costs have gone up with the improved newsletter started last issue. The quality of the photos is dramatically better with the new printer. Our newsletter and website finances are in good shape due to the above donations and dozens of other smaller ones that supporters send in with their renewals. They are much appreciated.

There are now 1809 memorial webpages posted at our website. Let me know of FLolks flying west. I would rather hear about it twice or more than not at all.

I'm planning an article on Patricia Taylor who helped bring the clerical craft into the Sep 1973 FL/ALEA contract. I find her also mentioned as Patty Green. Let me know of any info you have on her. *Best wishes for Thanksgiving and Christmas!*

FRONTIER ON THE INTERNET

http://OldFrontierAirlines.com.

Visit the FL website and check out our page on Facebook. Just search for Old Frontier Airlines.

You can join the FL Club by emailing Jake at ExFAL@Yahoo.com.

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Cont'd from front page

Phil was one of the original subscribers for the inaugural Oct 2000 issue of the Frontier News and has been one ever since. Starting with the Spring 2004 issue, he began running a $60 ad in every issue to publicize the MCI Flight Crews Reunion and his website http://www.KansasCityCrewBase.com

Phil has continued buying an ad ever since. In addition to that and his subscription dues he's often sent extra money "for postage or whatever."

So, THANK YOU Captain Phil for your support and friendship all these years. I appreciate it very much!

-Jake LAMKINS

I started my airline career with Central Airlines in Tulsa as a Station Agent in 1958. Started flying DC-3's for Central in 1964. Flew for Central/Frontier until the end ... 1986. I am now a Flight Crew Instructor with Southwest. SWA is my 6th airline ... Not a day goes by that I don't wish I was going to work at FAL instead of SWA or ANY of my previous airlines. Frontier was the BEST!!! Other airlines claim to be "the best place to work" and claim to be "family" - none come close to Frontier Airlines!!!

-Phil Stallings

(He retired Jan 1, 2016, age 80, as a Southwest Airlines flight instructor.)

PHIL STALLINGS

Frontier plane lands safely with flat tire

By MIKE PATTY
Rocky Mountain News Staff Writer

A Frontier Airlines Boeing 737 jet with 82 people aboard made a safe landing at Stapleton International Airport Monday afternoon after a tire blew out on takeoff.

The incident was similar, down to the flight number and destination, to one last August when a Frontier 737 made a safe landing after blowing two tires on takeoff.

Monday's incident began shortly after 4 p.m. when the inside tire of the left main landing gear of Flight 194 failed on takeoff. The flight, which carried 77 passengers and five crew members, originated in Oakland and was bound non-stop for Atlanta.

Frontier spokesman Mary Budke said the pilot, Capt. Phil Stallings, 48, of Denver, notified the control tower and the passengers that the aircraft had lost a tire.

After surveying the damage by flying by the control tower, Stallings circled for about two hours to burn off excess fuel. Stallings, who has flown for Frontier for 19 years, then landed the aircraft safely.

Budke said the rim of the tire apparently broke, allowing the tire to come off the wheel. The right engine covering sustained minor damage after metal from the rim and tire bounced up when it came apart, she said.

Upon landing, the jet taxied to the passenger terminal and most of those aboard were put on the next flight to Atlanta.

Monday's incident was similar to one Aug. 5, when Frontier Flight 194 to Atlanta blew both of its tires on the left landing gear on takeoff. That incident was far more serious but it ended with Capt. Ernest Cook bringing the plane and its 102 passengers down safely.

Another day at the office: Mar 21, 1983.

REUNIONS TIMETABLE

This is the information we currently have.
Coordinators of FL events; please let us know the details.
More info at http://OldFrontierAirlines.com

DEN MAINTENANCE BREAKFAST
Breakfast, monthly, first Wednesday, 9:00 a.m.
at Ted'z Place, 5271 E 52nd Ave, Commerce City, CO 80022
Contact:
Bob Keefer, 303-229-6904

DEN MAINTENANCE PICNIC and
DEN MAINTENANCE CHRISTMAS PARTY
The Frontier Airlines Maintenance and Engineering Retirement Club picnic and Christmas lunch have been CANCELLED. Unfortunately, the club is hereby dissolved due to the lack of officers. We apologize for any inconvenience.
Thank you for your kind support in the past.
Juanita Barajas and Donald Cecil

DEN FLIGHT CREWS
Luncheon, monthly, every second Tuesday, 11:30am at
Mr. Panda Chinese Restaurant, 2852 S. Havana, Aurora, CO
Contact:
Bonnie Dahl, 720-747-7610, BCDahl777@gmail.com

DEN REUNION PICNIC
Held Sat, Aug 19, 2017, 5:30 am - 10:00 pm, $25 admission
Summit Event Center
Contacts:
Carolyn Boller, 303-364-3624, ckboller@comcast.net

DFW MECHANICS GET-TOGETHER
No info, last held Sat, Sep 17, 2016 at 11 a.m. at the
Beacon Cafe on Hicks Field near Fort Worth.
Contact:
Tom DeWoody, 214-908-0260, TDeWoody@yahoo.com

DFW PILOTS
Luncheon, every odd month, 3rd Monday, noon @ Ernies,
8206 Bedford-Euless Road, North Richland Hills, TX
Contact:
Jim Ford, 817-268-3954, JEFord15@tx.rr.com

FYV-FSM MEMORIAL PIGNIC
It was Sat, Aug 26, 2017, 11am-3pm, FSM Burford Pavillion
Contact:
Phil Green, 479-783-2981, nsbhg@att.net
Jake Lamkins, 479-879-8358, ExFAL@Yahoo.com

MCI FLIGHT CREW LAYOVER
Thu - Sun, Sep 14 - 17, 2017
CANCELLED per Phil Stallings
Contact:
Phil Stallings, redryder35@att.net, 816-668-6294

MKC/KCK/MCI REUNION
Luncheon, third Sat of every odd month, 11:00 am
HyVee Grocery, 5330 NW 64th St., Kansas City, MO 64151
Contact:
Rose Dragen, 816-741-1995, mdragen@juno.com

PHX PICNIC
Held Sun, Nov 13, 2016, 10:00 am - 3:00 pm, Desert Breeze Park in Chandler.
Contact:
Coordinator needed to keep the event going.

MCI GATHERING

Hi all.....hope to see you on Nov 16th....still at the HyVee on Barry Road, across from St. Luke's Hospital. See you at 11AM....if you have questions, need directions, email or call 816-741-1995, mdragen@juno.com

-Rose Dragen for the Reunion Committee

DEN REUNION

Based on the comments for those in attendance--it was a success....the new location worked well...the food was very good. We had about 132 people come and enjoy. Unfortunately we had a large number of no-shows....who we had already paid for....but thanks to everyone who did attend we came out pretty good on the money.

We discussed with the FLamily about the future of the Denver Reunion--currently we are planning to operate until and thru the 35th anniversary. That would be another 4 years...and we will see where we land at that point. Currently we are looking at the same location for 2018 but moving the event to an earlier start and end time and checking on the 18th of August as the date for the reunion.

Several suggested we use email/twitter/fb as a method of communcation..good idea except that not everyone is on any of those media forms---and trying to keep up with addresses is hard enough without trying to keep the accurate email address. Also there was suggestion of a PARK---we tried this previously--and got input that it was too hot, too far to the bathroom/too far to drive which is why we moved inside.

Any other ideas are welcome. It is always great to see members of the Frontier Family....see you next year. If you have changed your address in the last 5 years please send me an email so I can make sure we get our notice to you. Bollerck@comcast.net for FAL folks only

-Carolyn Boller

Wish I could have been there. Not as many as last year. Will probably get fewer every year.

-Rae Carey

We have found that the "big" anniversary years have more folks coming--(25th, 30th,etc) and the "off" years (26th,27th, 31st) have a lower attendence. And-hard to say--but we are all getting older---some have GONE WEST, and others are unable to travel any longer or have moved in with family, or care facility. On the other hand--Dee Fulscher at 88 came and enjoyed. Fletcher Kehimer came at age 90....so there is hope for us all. See you next year.

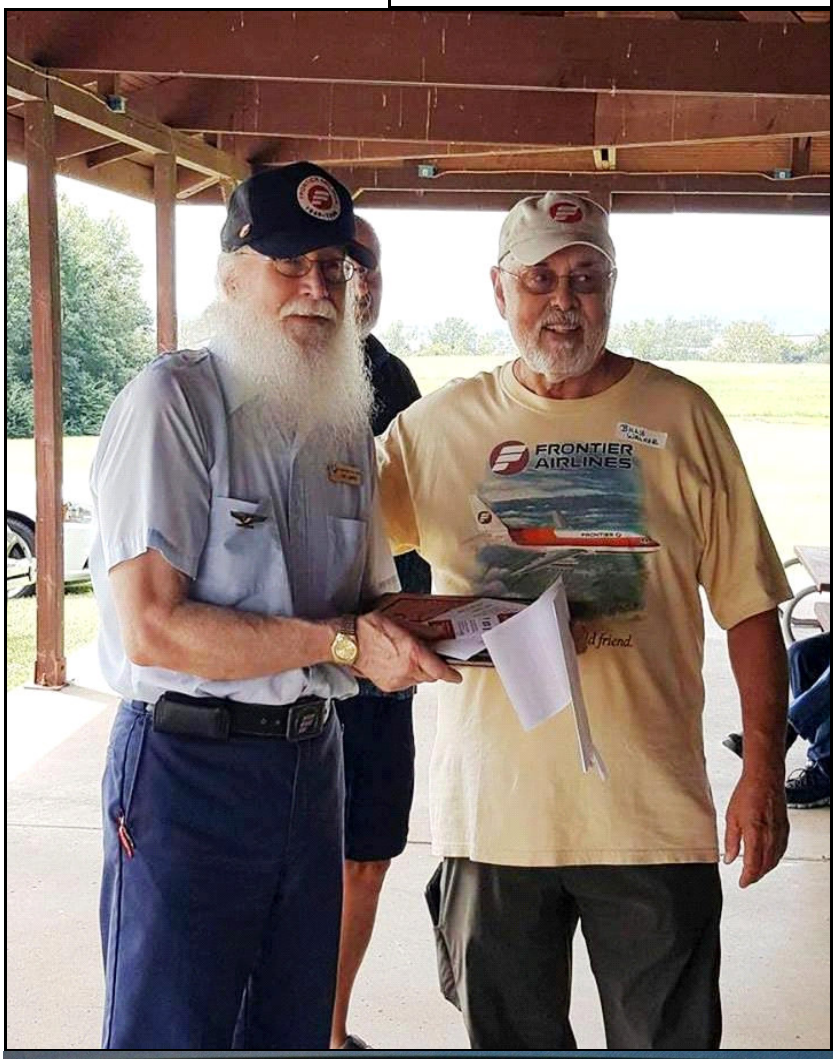
-Carolyn Boller

FYV-FSM REUNION

The 2017 FYV-FSM PIGnic Reunion was a great success. Between 35 and 40 people attended which included employees Billy & Cheryl Walker, Phil Green, Harold Maxwell, Bill Guthrie, Richard Horn, Jack Chambers, Jim Mustain, Truman Jeter, Ron Gallop, Tom Robertson, Tony Worden, Darwin Haudrich, Ralph Beecham, Robert Walker, Paul Farris, J. D. Newton, Jerry Gill, Joe Keys, Jake Lamkins and John Green. This was our best turnout in several years.

We feasted on BBQ and all the fixings with some great potluck items.

The pilots stunned me with a plaque making me an honorary captain. I am the second one so honored - flight instructor Frank Meyer is the only other.



My personal thanks and best wishes to the pilots on the certificate: Billy Walker, Ron Rosenhahn, John Winter, Phil Stallings, Bob Ashby, John Heimberger , Jim Freeman, Tom Robertson, Ron Gallop, Ardell Arfsten (Ron Arfsten), Dennis Lacy, Bob Folken and Sam Clark.

It was just a great day for the FLamily and for me personally.

-Jake Lamkins

Cheryl and I joined a GREAT group of former Frontier folks in Fort Smith, Arkansas Saturday, Aug 26, 2017. Several of us came from afar to honor the man who has long dedicated himself to the memory of our once GREAT airline. Jake Lamkins has literally been the heart and soul of the historic ol' Frontier Airlines for more than three decades since Frontier was raped and murdered by corporate megalomania under the direction of United Airlines' Richard Ferris. Since Ace Avakian had "Gone West" February, 18th, 2011, Jake has been the Frontier Pilots Number One go-to guy in addition to the entire FLamily.

In 1986 when the United pilots turned their backs on us it was literally over. But, our horrific roller-coaster ride would continue. Ridiculously, we would be saved by, of all people, Frank Lorenzo??. However, before Continental, the next thrilling ride would be the near-miss of having American Airlines at the door step. It was a "No-Go" there in what was a mystifying dealing with one Robert Crandall. So, we tightened our seat-belts and sequestered, for what seemed like an eternity, with Darth Vader and Continental negotiators. A merger of sorts resulted. The deal stunk to high-heaven, but at least our FLamily would be able to feed our families. For many, it was a place to go until something better came along. Some hung in there with CAL and ended up doing well with the flying and, later, retirement.

Back in the early to mid '80s, Jake had been Master Chairman of the ALEA group at Frontier until Carolyn Boller assumed the duty.

Jake was still around doing what he could. I think "Dedication" is Jake's middle name.

If you haven't seen the Frontier display Jake put together at the Fayetteville airport, put it on your bucket list. It is a very nicely done display that is sure to grow some with the Frontier memorabilia we brought Jake to add to his displays. *(http://FAL-1.tripod.com/FYV_Museum.html)*

Finally, after seeing his efforts over these many years, several of us thought it would be a poppin' good idea to honor Jake as the second one ever to be named "Honorary Frontier Captain." The first one, FAL ground school instructor, The Late-Great Captain Frank Meyer, was the first. A special copper engraved plaque was created with Jake's image imposed.

Along with Phil Stallings, John Green, Ron Gallop and Tom Robertson, I had the honor of presenting Jake his plaque. But first, tongue-in-cheek, I handed him an unframed simple "Attaboy" certificate. Instead of reacting with a "What the hell is this," Jake very humbly and proudly accepted the attaboy. Then, I handed him this very nice framed copper plaque. I think this surprised Jake to the point he had a bit of difficulty remaining his stoic self. It was for us all a special moment. It was a good way for us to say "Thanks, Jake, for all you do for all of us!"

-Captain Billy Walker, FL/ALPA Master Chairman

FRONTIER

FLights West

GONE WEST

We salute these FLriends on their final voyage.
They are not dead until we forget them.
More information at http://OldFrontierAirlines.com

Some years back I was doing some research in the archive book section of Brigham Young University. In reading about the old airmail pilots who flew the transcontinental mail between the years of 1918 and 1927, I came across an article explaining the term "Gone West."

As the old airmail route continued its expansion from the east coast to the west, thirty-two pilots and nine mechanics lost their lives in the line of duty. Three hundred wrecked aircraft were strewn from the Allegheny Mountains known as "The Hell Stretch," across the open plains to the Rockies, the Wasatch, the Sierras into the west coast. When a pilot was over due, the term "Gone West" came into being.

-Tex Searle, FL pilot

DEATHS REPORTED SINCE THE SUMMER 2017 ISSUE

Clair Bearer,
MKC MCI GEG HOU aircraft mechanic, 10/15/15, age 86

Bearl Davis,
MKO TUL station agent/manager, 3/12/17, age 77

Don Flaskerud,
DEN lead aircraft mechanic, 11/1/10, age 86

Brice Garner,
DEN lead aircraft mechanic, 9/29/14, age 91

Eugene Gentry,
DEN aircraft mechanic, 3/12/98, age 77

Ron Heckman,
DEN pilot, 6/19/17, age 73, auto accident

Warren Heckman,
DEN pilot, 3/1/17, age 96

Frank Hoffmann,
DEN pilot, 7/15/17, age 81

Lo Linville,
DEN board of directors, 2/1/67, age 75

Bob McKesson,
FTW GSW MKC DAL DFW DEN pilot, 8/20/17, age 85

Jack Prather,
DAL DFW senior station agent, 7/27/17, age 83

Dennis Richards,
CYS station agent, 7/21/17, age 68, cancer

Candy Jones Russell,
DEN flight attendant, 5/6/17, age 71

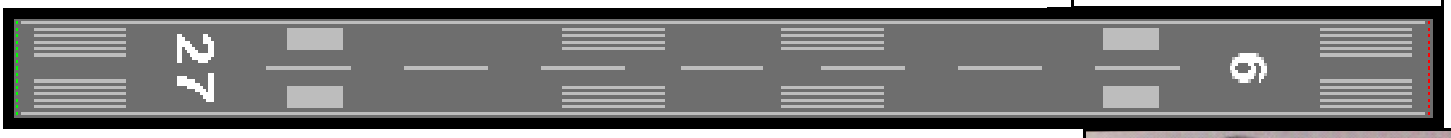
Jeanine Stark Stanley,
DEN flight attendant, 7/15/17, age 84

Charlene Mullen Surwill,
BIL chief flight attendant, 12/4/13, age 78

Dave Wardle,
DAL DEN pilot, Jun 2017, age 78

Geri Wareham,
DEN reservations/ticket counter agent, 7/20/17, age 89

May they have smooth tailwinds and a bright star to steer by on their flight west!



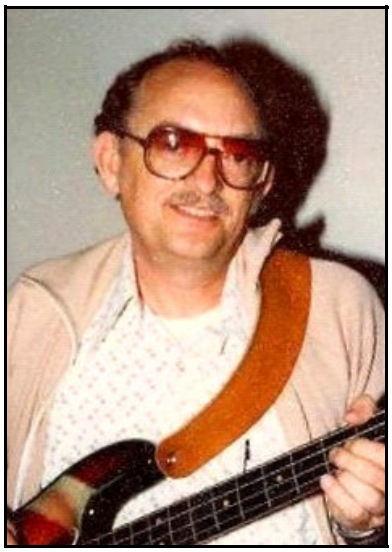
JACK PRATHER

1952 - 1986

STATION AGENT, SENIOR STATION AGENT

OKC DAL DFW

http://FAL-1.tripod.com/Jack_Prather.html



OBITUARY: Jack W. Prather (August 25, 1933 - July 27, 2017) 83, a long-time resident of Irving, died on Thursday, July 27, 2017 in Lewisville, Texas. Jack was born on August 25, 1933 in Borger, Texas to Jack and Jean (Blankenburg) Prather.

His lifelong love of aviation began with his first job out of high school with Central Airlines in the early nineteen-fifties and stayed with Central Airlines through their merger with Frontier Airlines. He was with Frontier Airlines until its closure in August 1986.

Jack continued his career in aviation working for DFW Airport until his retirement as manager of terminal operations in 2001. He was a longtime member and volunteer for Vintage Flying Museum at Meacham Field in Ft. Worth. He was also a Colonel in the Confederate Air Force Organization.

Jack is survived by his son, Michael Prather and wife Theresa "Tess" of Burleson; two daughters: Angelia Davenport and husband John of Flower Mound and Debbie Jeffers and husband Jack of Palestine and ten grandchildren.

The family will receive friends from 2:00 – 5:00 p.m. on Sunday, July 30th at Donnelly's Colonial Funeral Home, 606 West Airport Freeway, Irving, Texas 75062.

A funeral service is scheduled for 11:00 a.m. in the funeral home Chapel on Monday, July 31. Burial will follow at Oak Grove Memorial Gardens, 1413 East Irving Boulevard, Irving, Texas 75060.

-http://www.donnellyscolonial.com/

JEANINE STARK STANLEY

1956 - 1958

FLIGHT ATTENDANT

DEN

http://FAL-1.tripod.com/Jeanine_Stark_Stanley.html

OBITUARY: In Memory of Mary Jeanine (Stark) Stanley, December 4, 1932 - July 15, 2017, Age 84, of Colorado Springs, went to be with her Lord and Savior on 15 July 2017.

Born in Lincoln Nebraska, she grew up in Denver and was one of the first flight attendants for Frontier Airlines.

She then went on to work for the next ten years as a premier model and instructor for John Robert Powers Modeling Agency in Denver. In 1967, she opened her own agency, Jeanine's Modeling and Talent, in the Cragmor neighborhood in Colorado Springs, which was very active and well respected in the community for over 30- years.

Upon retirement, she traveled extensively and in 2007, Jeanine was one of the founding tenants at the Palisades at Broadmoor Park, where she was afforded extraordinary care by the staff.

Jeanine leaves her daughter, Kelly (Stark) Cullis, and her son-in-law, Brian Cullis, two grandsons, Brandon and Daniel, and two great-granddaughters, Aurica and Riel.

In lieu of flowers, the family would like donations to go to Interim Hospice who provided tremendous support and comfort for Jeanine and her family during her last months.

-http://obits.dignitymemorial.com/

LO LINVILLE

1951 - 1962

BOARD OF DIRECTORS

DEN

http://FAL-1.tripod.com/Lo_Linville.html

OBITUARY: Lorenzo W.. Linville, Birth: 1891, Death: 1967, Burial: Fairmount Cemetery, Denver, Colorado

-https://www.findagrave.com/

SSDI: Name: Lorenzo Linville
State of Issue: Colorado
Date of Birth: Monday November 02, 1891
Date of Death: February 1967
Est. Age at Death: 75 years, 3 months
Last known residence:
City: Denver
County: Denver
State: Colorado
ZIP Code: 80222

-http://.genealogybank.com/

Not shown on either the Nov 1955 or Feb 1960 Frontier rosters. Possibly boards of directors members not listed.

He probably left when Maytag sold out and new owner Goldfield brought in their own board on Apr 10, 1962. He is shown on the board in an Oct 1961 article.

The 1960 annual report calls him Lorenzo W. Linville in one place and L. W. Linville in another. Lorenzo found at FindAGrave.com.

-Jake Lamkins

WARREN HECKMAN

1950 - 1980

PILOT

DEN

http://FAL-1.tripod.com/Warren_Heckman.html

OBITUARY: Warren Dale Heckman, Dec 10, 1920 — Mar 1, 2017, age 96. Warren was born to Parents Elizabeth and Albert Heckman in December, 1920. He grew up on a farm in Nebraska, and later in Colorado, with two brothers and two sisters.

Warren played multiple sports in high school and had an opportunity to join the Detroit Tigers baseball team. He joined the marines and was stationed on the USS Saratoga before being sent home to help the family. He then developed a passion for aviation and learned to fly. This allowed him to be a flight instructor for the US Army Air Corps during World War II.

After the war, Warren became a commercial airline pilot, flying for Frontier Airlines out of Denver, CO. He started with propeller based planes, like the DC-3, and transitioned to the jet age, flying the Boeing 727 and 737.

After retiring as an airline captain, he became a flight instructor for American Airlines in Fort Worth, TX. Later he moved to Phoenix to instruct for America West Airlines. He taught pilots to fly the DC-10 and Boeing 757.

Family has always been important to Warren. He has four children from his first marriage— Ron, Bill, Betty, and Carol. Warren married Barbara Bostick, a stewardess for Frontier, in 1960. They were married for 56 years. Their two sons are Beau and Judd.

He was always known for being friendly, approachable, and jovial, loving to joke and smile.

Memorial Service, April 1, 2017, Kingdom Hall of Jehovah's Witnesses, 3535 East Cholla Street, Phoenix, AZ 85028.

-Burial Note

RON HECKMAN

1974 - 1986

PILOT

DEN

http://FAL-1.tripod.com/Ron_Heckman.html

SON OF PILOT WARREN HECKMAN

FLacebook and FL Club: FLight West: The Heckmans

I just confirmed that pilots Warren Heckman flew west on Mar 1, 2017, age 96,and that his son pilot Ron Heckman flew west Jun 19, 2017, age 73. Ron had been hit by a car and died of the injuries several days afterwards.

I have not found an obituary or photo of Ron.

-Jake Lamkins

Thank you for the information. Will pass on to my mom (*Beverly Fahnestock*). She and Barbara were roommates in PHX when they flew many years ago. And my father (*Jack Gardner*) and Warren also flew together for a long time.

-Tara Lamoreaux

Sorry to hear this. My condolences. I enjoyed flying with both Warren and Ron.

-Irene Fairweather

I was a friend to the BECKMAN family in the 50s. My condolences to the girls & their families. Hugs.

-Jeanne Hanson

My sincere condolences to the family and friends. I remember both well.

-Pam Frank Corvelli

Ron was in my class and I enjoyed flying with Warren. Thoughts and prayers to the family.

-Tom Robertson

Warren was a great guy and Captain, always nice to fly with him. Im sorry to say goodbye to another friend!

-Bonnie Dahl

I LOVED flying with Warren! What a good man, with a good disposition & positive outlook! RIP! Warren.

-Ada Gehman

I took care of Ronald a few days before he died and found him to be a very gentle and gracious man. I wish I would have had the opportunity to know him when he was well.

-Laura Roiger

BRICE GARNER

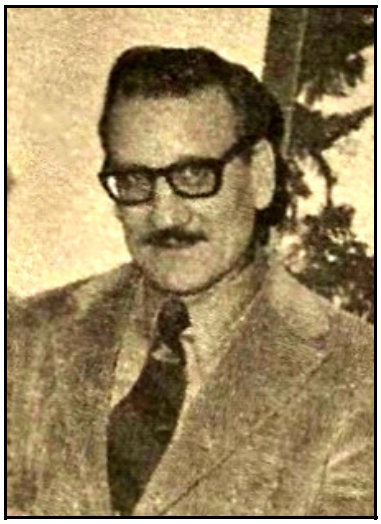
1947 - 1985

LEAD AIRCRAFT MECHANIC

DEN

http://FAL-1.tripod.com/Brice_Garner.html

OBITUARY: Brice Millard Garner Jr., 91, passed away on September 29, 2014 in Aurora, CO. He was born on August 21, 1923 in Norwood, CO, the son of Brice Millard Garner Sr. and Mary Belle Terrill.



He served in US Army Air Corp during WWII. Brice is survived by his son Gary D. (MaryLynne) Garner, of Parker, CO and his daughter Donna Jean Milfeith of Red Oak, TX; 16 grandchildren, 40 great grandchildren and 7 great great grandchildren. He was preceeded in death by is wife, Geneva Garner and their son, Robert Henry Garner.

-https://obittree.com/obituary/

B GARNER: Lead aircraft mechanic seniority date of 11/12/61

B GARNER: Aircraft mechanic seniority date of 4/12/50 per the Nov 1980 aircraft mechanics seniority list.

He is not on the May 1986 seniority list. He must have non-IAM time since his DOH is 3/2/47. He's not on the Jul 1948 Challenger Roster so he started with Monarch Airlines.

I will assume he retired in 1985 when he turned 62 until further info is received. He had 38 years seniority when he retired in 1985 at age 62 and was 91 when he flew west leaving 63 descendants.

-Jake Lamkins

CANDY JONES RUSSELL

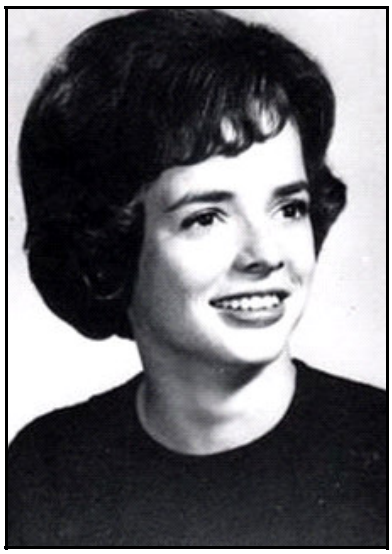
1967 - 1969

FLIGHT ATTENDANT

DEN

http://FAL-1.tripod.com/Candy_Jones_Russell.html

OBITUARY: Candace (Candy) Jones Russell, December 1, 1945 - May 6, 2017, 71, died peacefully in Dallas, TX on Saturday, May 6, 2017.



Candace was born to George T. Jones and Shirley Jones McClure in Topeka, KS. She graduated from Topeka West High School in 1963 and attended Washburn University in Topeka and the University of Kansas in Lawrence, KS. She was a lifelong KU fan, particularly of their basketball team.

Candace was known for her fondness for flowers, gardening, birds, and sports. She was a devoted daughter, sister, and mother.

She flew as a stewardess for Frontier Airlines in the 1960s. Before and after moving to Dallas in 1981, Candace worked in account management and customer service for various telecommunications companies including Southwestern Bell, AT&T, and T-Mobile.

Candace is survived by her daughter Betsey Reed and son-in-law Nigel; brothers G. Timothy Jones and Matthew McClure; step-brothers David Edge, John McClure, and Henry McClure; grandson John Reed; and six nieces and two nephews. She was preceded in death by her parents; step-parents Robert A. McClure and Theresa A. Jones; step-brother Robert McClure; and step-sister Alison McClure Bean. She loved her family very much.

A memorial service will be held at Lakeland Hills Independent Living, 3305 Dilido Rd., Dallas, TX 75228 on Saturday May 27, 2017 at 2:00 p.m. A memorial service in Topeka will be scheduled at a later date.

Arrangements under the direction of Ted Dickey Funeral Home, Plano, TX.

-http://obits.dignitymemorial.com/

EUGENE GENTRY

1958 - 1962

AIRCRAFT MECHANIC

DEN

http://FAL-1.tripod.com/Eugene_Gentry.html

OBITUARY: Eugene Davis Gentry, Birth: May 19, 1920, Salt Lake City, Utah, Death: Mar. 12, 1998, Ogden, Utah

Parents: Arthur Fayrus Gentry (1882 - 1961), Fairy Noble Davis Gentry (1882 - 1952), Spouse: Jennie Fisher Gentry (1930 - 2013)

Siblings: Arthur Davis Gentry (1911 - 1933), Eugene Davis Gentry (1920 - 1998), Beverly Gentry Vaughn (1922 - 2004), Grail Gentry (1926 - 1926)

Burial: Heber City Cemetery, Heber City,Utah.

-https://www.findagrave.com/

E. D. GENTRY, DEN mech, DOB 5/19/20, DOH 9/22/58 per the Feb 1960 Frontier Roster.

He is not on the Jul 1967 Mx System Roster. Nor is he on Ken Schultz's We Remember database.

Since he is not on the Sep 1963 list of 5 years service awards, I will show him leaving the company in 1962 until more info is received.

He may have been called Gene.

-Jake Lamkins

BOB MCKESSON

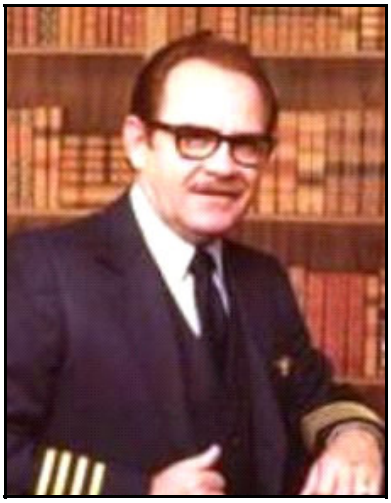
1957 - 1984

PILOT

GSW MKC DAL DFW DEN

http://FAL-1.tripod.com/Bob_McKesson.html

OBITUARY: Bobbie C. "Bob" McKesson, 85, a retired pilot for Frontier Airlines, took his final flight home to be with Jesus Christ, his Lord, on Sunday, Aug. 20, 2017.



He departed peacefully with his family at his side.

He was preceded in death by his wife, Tonita; son, Tom McKesson; and brother, Woodie McKesson.

GRAVESIDE SERVICE: 10 a.m. Thursday, Aug. 24, 2017, in Shannon Rose Hill Cemetery. Visitation: 6 to 7:30 p.m. Wednesday, Aug. 23, 2017, at Shannon Rose Hill Funeral Home, 7301 E. Lancaster Ave., Fort Worth, Texas, 76112. Bob was born Sept. 25, 1931, in Cleburne, Texas.

SURVIVORS: Daughter, Kim (Dennis) Mangum of Duncan, S.C.; sisters, Beverly (Carson) Watkins of Fort Worth, Texas, Gayle Damron of Granbury, Texas, and Judy (James) Hutcherson of Stephenville, Texas; brothers, Bill (Anita) McKesson of Alexander, Texas, and Jim Van Sickle of Tulsa, Okla.; grandchildren, Robert Mangum, Michael (Jessica) McKesson, Ryan (Ashlye) McKesson, Trey (Stephanie) McKesson, Amanda McKesson and Dani Rojas; and four great-grandchildren.

-Fort Worth, Texas Star-Telegram on Aug. 23, 2017

B C MCKESSON, DEN Super 80 captain, Seniority # 038, per the May 1984 pilot domicile list.

He is not on the May 1985 pilot domicile list. He is not on the Nov 1984 Frontier Roster so it appears he retired in 1984 between May and Nov.

-Jake Lamkins

CLAIR BEARER

1955 - 1986

AIRCRAFT MECHANIC, CREW CHIEF
MKC MCI GEG HOU

http://FAL-1.tripod.com/Clair_Bearer.html

OBITUARY: Clair A. Bearer, Jr., February 26, 1929 - October 15, 2015, 86, of Versailles, Kentucky passed away Thursday, October 15, 2015 at the Thomson-Hood Veterans Home in Wilmore, Kentucky. Clair was born on February 26, 1929 in Evansburg, Pennsylvania to the late Clair Bearer, Sr. and Regina "Jean" Buck Bearer.

Clair was a retired airplane mechanic. He proudly served his country in the United States Air Force.

Survivors include his loving wife of 32 years, Ethel Haynes Bearer; Step-Daughter, Melinda Vaught; Step-Sons, Delones Vaught and Ricky Vaught; Two sisters, Patty Ladouccur and Ruth Bearer; Two grandchildren, Melissa Jones and Christopher Vaught.

In addition to his parents, Clair was preceded in death by a daughter, Betty Elizabeth Bearer; His twin brother, Eugene Bearer; One brother, Paul Bearer.

A graveside service with full military honors will be conducted 12:30 pm on Monday, October 19, 2015 at Camp Nelson National Cemetery in Jessamine County, Kentucky.

-http://www.blackburnandward.com/

I never acquainted his nickname "Bear" with his last name Bearer. I recall he was also called "Tiny." He was a big fellow. I think he was well over 300 #.

He thought he was too big to worry about a little jet blast. One day in MCI, he was behind a 737 when it turned out. Man-O-Man! He really respected jetblast after that one.

I don't think he broke anything, but he was pretty well bruised after that trip across the ramp! As I recall he went about the length of a 737 rear-end over teacup!

-Billy Walker

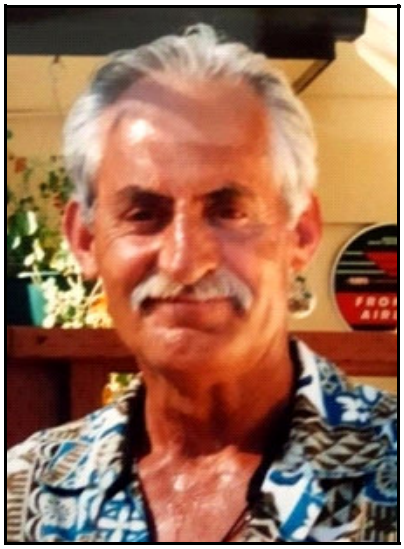
DENNIS RICHARDS

1968 - 1968

STATION AGENT
CYS

http://FAL-1.tripod.com/Dennis_Richards.html

OBITUARY: Dennis "Dino" Richards, age 68, of Billings, formerly of Broadus, passed away July 21, 2017 at the Powder River Manor surrounded by family after a four-year courageous battle with cancer.



Visitation will be held on Sunday, July 30, 2017, from 1-6 p.m. at Stevenson and Sons Funeral Home in Broadus with family receiving friends from 1-3 p.m. Funeral services will be held on Monday, July 31, at 10 a.m. at Faith Bible Church. Private family interment will be held at a later date in the Valley View Cemetery. Condolences may be sent to the family by visiting: www.stevensonandsons.com.

-http://billingsgazette.com/

I had a very short career with Frontier Airlines! I started work as a Station Agent in May of 1968 in Cheyenne.

The manager at the time (who shall remain nameless) didn't think I was catching on to weights and balances fast enough so in June 1968 I went to work for Northwest Airlines.

I've worked for NW for 35 years in MSO, Bismarck, Helena and finally BIL where I've been since 1972.

-Dennis Richards in the 2003 BIL Reunion booklet

FRANK HOFFMANN

1961 - 1986

PILOT
BIL DEN

http://FAL-1.tripod.com/Frank_Hoffman.html

OBITUARY: Frank Charles Hoffmann III, April 25, 1936 – July 15, 2017

At 81, Frank Charles Hoffmann III of Bennett, CO picked up his final clearance Saturday July 15, 2017. "Hi Frank, this is God and you are cleared to Angels Unlimited with an unrestricted climb heading 270 degrees and nothing but clear skies and tailwinds." His faithful crew was by his side to help make his final takeoff a smooth journey.

Frank served in the Korean War, received an honorable discharge, and was a pilot for Frontier Airlines for 30 years and a pilot for over 50 years.

He was respected and admired by his peers in the aviation field. His passion also became his hobby; restoring and flying his personal airplanes. He was a member of the Aircraft Owners and Pilots Association since 1994. Frank was also a member of the Quiet Birdmen Organization and enjoyed the friendship and comradery with other members.

The Department of Transportation, through the Federal Aviation Administration bestowed Frank in 2007, the Wright Brothers "Master Pilot" award.

Frank was loved by so many and he loved each and everyone too. He could tell the greatest stories about his travels around the world and his experiences. He would often state how fortunate his life had been.

His first and foremost love was to his family. He dearly loved his wife Diane L. Hoffmann who preceded him in death. He is survived by his sons, Jerome and Gregory, and always boasted about his love for them. He was proud to be their father and of their accomplishments. He will be dearly missed by all.

He is also survived by daughters-in-law, Judith and Vicki; his sister, Nadine Flash; granddaughters Kristin and Shelby, as well as other family members.

A Celebration of Frank's Life will be he announced at a later date.

-http://www.crematecolorado.com/

GERI WAREHAM

1966 - 1986

RESERVATIONS AGENT, TICKET COUNTER AGENT

DEN

http://FAL-1.tripod.com/Geri_Wareham.html

OBITUARY: Geraldine "Geri" F. Wareham, 89, a resident of Golden Pond Retirement Community and formerly of Denver, CO, passed away at her home surrounded by family on July 20, 2017.

She was born in Madison, Wisconsin on October 14, 1927 and as a child moved with her family and settled in Dubuque, Iowa. She was the daughter of the late Jerome J. and Virda R. Feeney. Geraldine attended the Visitation Academy and graduated with a B.A. degree from Clarke College in Dubuque. She married David Moran Wareham on September 17, 1949. He predeceased her in June 1985.

Geri was employed with Frontier Airlines for 28 yrs, and worked in several different areas of customer service. She enjoyed working and interacting with the public, and the benefits of traveling with her family. She loved seeing the world, having taken trips to Europe, Asia, South and Central America, where she zip-lined at the age of 80. After retiring from Frontier, she was employed for 5 years with the United States Postal Service.

She was a passionate animal and nature lover, as well as an avid walker with her beloved dog Skeeter. Geri was known for her beautiful smile, infectious laugh and being a prankster. She was active in many parish activities and a member of the Silverado Club at Church of the Risen Christ while living in Denver.

She is survived by five children Geraldine Burnham, Gary (Julie) Wareham, Daniel (Timothy) Wareham, Paul (Michelle) Wareham, Jane (Sandy) Wareham and predeceased by two sons David Michael and James Wareham; beloved grandmother of Emily and Ryan Wareham, James Burnham and Miranda Wareham. She is also survived by eight great grandchildren and one great-great grandchild.

A private family inurnment will follow at Fort Logan National Cemetery in Denver, CO at a later date.

-https://www.findagrave.com/

CHARLENE MULLEN SURWILL

1955 - 1959

FLIGHT ATTENDANT, CHIEF FLIGHT ATTENDANT

BIL

http://FAL-1.tripod.com/Charlene_Mullen_Surwill.html

OBITUARY: Charlene Ruth McClintock-Surwill, 78, of Billings, passed away Dec. 4, 2013.

Charlene was born on Jan. 24, 1935, in Pueblo, Colo., to William O. and Etta May Mullen. She and her younger brother, William Jr., whom she adored, grew up on a farm on the "Pueblo Mesa." She attended Lakeside Vineland High School and graduated in 1953. She went on to attend Colorado State University in Fort Collins.

After attending college, Charlene took to the sky during the "golden age of flying" in the 1950s — when flying was glamorous — as a stewardess for the then start-up Frontier Airlines.

While flying for Frontier, she and fellow stewardess Helen Miller had an apartment in Billings, and one of their neighbors was Myron "Mike" McClintock. Charlene and Mike fell in love and were married on Nov. 11, 1959, in Billings.

Charlene and Mike had son Michael David who remained her pride and joy.

In 1988, Charlene lost her husband Mike after a long illness. But she would soon meet Dr. Ben Surwill, Dean of the College of Education at Eastern Montana College. Ben became the second great love of her life. They were married in 1990. Ben's adult children, Tom, Ben, Rob and Tricia, were a welcome part of Charlene's life. Leaving Charlene much too soon, second husband Ben passed away in 1996.

She continued to travel and enjoy life, was active in ZONTA and PEO, and dearly loved her friends from these activities. She was active in and attended First Presbyterian Church, loved "Pastor Dave," and had many church friends. In the years after Ben's passing, she became particularly close to Ben Jr. and his wife Gail.

Charlene is survived by her son, Michael D. McClintock, daughter-in-law Niki, and grandchildren Mason and Matthew, all of Oklahoma City; her brother, William O. Mullen and sister-in-law Darlene of Pueblo.

The family will be receiving friends for visitation on Sunday from 2 to 4 p.m., at Michelotti-Sawyers Mortuary, 1001 Alderson Ave. Funeral Services will be held at 2 p.m. Monday, Dec. 9, at First Presbyterian Church.

Private burial will be held on Tuesday at Mountview Cemetery.

-https://findagrave.com/

DAVE WARDLE

1967 - 1986

PILOT

DAL DEN

http://FAL-1.tripod.com/Dave_Wardle.html

I just read in the ALPA magazine that pilot A.D. Wardle from America West died in June. I didn't think that I had seen that in your tally. I could not find an obit in PHX paper.

-Jim Currie

Re Captain A. D. "Dave" Wardle (Frontier & America West) I believe this is one-in-the same pursuant to the ALPA Magazine "Gone West" list. I will check with American's PHX Chief Pilot's office and confirm with you ASAP….

-Billy Walker

Still need a photo and obituary for Dave. The ALPA magazine announced his flight west but I have not been able to find any details. Post anything you have about him.

-Jake Lamkins

I haven't found anyone who stayed close to him. No one from America West seems to know. The American Airlines chief pilots office has no record of him other than the seniority lists from back in the pre-US Airways era.

-Billy Walker

(Anyone with more info on Dave, please let me know.)

BEARL DAVIS

1961 - 1986

STATION AGENT, STATION MANAGER

MKO MLC TUL

http://FAL-1.tripod.com/Bearl_Davis.html

OBITUARY: Bearl Nathaniel Davis, 77, a lifetime resident of Muskogee, Oklahoma entered Heaven's gates on Sunday, March 12, 2017. He was born on September 15, 1939 to Bearl G. Davis and Lucille Harris Davis. He attended Muskogee public schools where he graduated from Central High School and furthered his education at Muskogee Junior College.

Bearl met and later married his best friend, Alta Lucille Hutson on February 6, 1959 at Boston Avenue Baptist Church. They celebrated more than 58 years of life and marriage together.

He worked for Frontier Airlines for many years. He later worked at Muskogee Public Schools from which he retired in 2001 but his favorite job was being a cattleman.

Bearl will always be remembered for his love for the Lord. He was an active and faithful member of Keefeton Trinity Baptist Church for 51 years where he served as a deacon, trustee, and sometimes a Sunday School teacher. He was also a Mason, a Shriner, and a member of the Oklahoma Cattlemen's Association.

He was preceded in death by his parents, Bearl and Lucille Davis; and his mother and father-in-law, Robbie and Theodore Hutson.

Bearl is survived by the love of his life, Alta Davis; children, Glen Davis and wife Jan, Kent Davis and wife Vivian; sister, Charolette Davis and husband Walker; brother, Allen Davis and wife Sue; brothers and sisters-in-law, Addie Reese, Mac Hutson and wife Carolyn, Jim Hutson and wife Wynona, Judy Croftcheck and husband Tom, Wanda Stewart and husband Larry, Kenneth Hutson and wife Sue, Sandy Stout and husband Barry, and Tommy Hutson; grandchildren, Nathan Davis and wife Meagan, Joshua Davis and wife Andrea, Nicholas Davis and wife Bethany, Jon Davis and wife Angel, Jeremy Jackson and wife Brittney, and Kimberly Watson and husband Rick; great grandchildren, Kaleb, Tyler, Dylan, Madison, Alexis (Lexie), Kameron Ryan, Reid, Tucker, Kameron, Trent, Ryder, Blakelee, Jase nd other family members and friends.

In lieu of flowers the family request memorials be made to the Juvenile Diabetes Association at: www.jdrf.org, or the American Heart Association at: donatenow.heart.org, or the Parkinson's Foundation at: www.parkinson.org.

Bearl's family will receive visitors 5:30 P.M. – 7:30 P.M., Wednesday, March 15, 2017 at Cornerstone Funeral Home Chapel.

-https://www.findagrave.com/

GONE WEST MANAGEMENT & OTHERS

Bill Acker, DEN manager-line maintenance, 4/20/09, age 91
Wally Adams, DEN credit union manager, 11/22/83, age 54
John Ahlquist, DEN vp-asst to the president, 12/5/12, age 82
C Whitcomb Alden, DEN board of directors, 4/7/98, age 82
Al Aldridge, GSW CN vice president/board member, 12/28/83, age 76
Dex Alger, SLC sales manager, Nov83, age 57
Claire Almquist, DEN director of tariffs, 10/12/07, age 96
Virgil Alvey, DEN director-ground support service, 3/10/97, age 77
Lyle Anderson, DEN reservations supervisor, 7/26/09, age 73
Bea Aragon, DEN manager-voice communications, 8/27/07, age 65
Jim Archuletta, DEN reservations supervisor, 5/13/15, age 68
Gerry Bacon, PHX regional sales manager, 8/27/01, age 67
Robert Baker, need more info
Mervin Bagan, FTW lawyer, 4/10/82, age 62
Harvey Barnard, DEN vp-operations, 2/6/10, age 96
Ken Barrett, RAP station manager, 4/18/95, age 67
Bill Bates, DEN manager-central reservations control, 5/16/00, age 71
Ray Beall, DEN manager-line maintenance, 3/1/86, age 65
William Beck, FTW GSW superintendent-quality control, 5/2/01, age 78
Frank Beiser, DEN board of directors, 7/10/69, age 64, heart attack
Lou Berets, GJT station manager, 9/8/78, age 53
Les Bergstrom, DEN manager-engineer programs, 12/10/01, age 79
Arlee Bethel, DEN manager-overhaul shop, 3/7/06, age 73
Doug Black, DEN manager-general ledger, May 81, age 71
Phil Blackwell, BFF CDR BIL maintenance station manager, 9/28/03, age 73
Preston Blatter, DEN vp-finance, Aug84, age 67
Clay Blaylock, DEN director-military sales, 3/14/99, age 70
Jim Bogan, DEN manager-station training, 8/7/07, age 64
Fred Bonfils, DEN co-founder-Monarch Airlines, 3/21/58, age 62
Fred Boston, GSW CN board of directors, 11/30/86, age 78
Orval Bowen, DEN director-futures scheduling, 2/18/07, age 74
George Bowers, DEN stationary engineer, 3/23/94, age 75
Fentress Bracewell, DEN board of directors, 6/13/07, age 85
Nan Bradley, DEN manager-passenger revenue, 3/30/15, age 72
Jack Bradford, GSW CN owner/chairman of board, 5/23/78, age 77
Don Brady, DEN director-line maintenance, 8/4/14, age 92
Bill Bray, FTW legal, 9/15/87, age 84, heart attack
Dan Brock, DEN vice president-traffic & sales, 5/29/05, age 89
Don Brooks, DEN cargo sales representative, 10/12/02, age 71
Lorie Brown, SLC, need info, 5/1/09, age 48, cancer
Johnny Bulla, Arizona Airways founder, 12/7/03, age 89
Paul Burke, DEN vice-president, president, 6/13/12, age 94
Jack Burnell, DEN director of maintenance, 8/22/92, age 89
Dave Burr, DEN director-properties & facilities, 4/9/97, age 68
Royal "RJ" Burt, DEN TUS station manager, 3/22/09, age 85
Jim Butler, TUS PHX station manager, LAS station agent, 3/19/06, age 85
Tom Byrne, GSW CN board member, 5/24/62, age 71, heart attack
Sam Cales, PHX station manager, 6/20/02, age 67
Al Carlsen, DEN board of directors, 2/6/08, age 97
Vern Carlson, DEN vice president-public affairs, May 76, age 53
Charlie Carper, ABQ OMA station manager, 9/5/13, age 83
Max Carr, DEN accounting supervisor, 9/17/13, age 73
Carolyn Carrier, DEN coordinator-personnel records, 6/15/10, age 72
Ray Chanuad, DEN director-communications, 3/3/04, age 85

Dick Chouinard, DEN corporate safety engineer, 11/8/05, age 74
Gordon Christensen, SLC Challenger assistant treasurer, 8/17/04, age 80
John Clark Coe, DEN vice president-economic planning, 10/24/06, age 82
Alling Cole, CN need more info, 1/16/80, age 57
Ralph Cole, DEN manager-passenger sales, 7/20/78, age 62
Kenny Combs, DEN need info, 6/29/16, age 67
Mike Conner, DEN staff manager, 2/29/00, age 63, lung failure
Dallas Copen, DEN director-current schedules, 2/2/05, age 66
Jeffrey Corsiglia, Need info, 4/19/04, age 56
Ted Couchman, DEN reliability analyst-FAA coordinator, 12/15/73, age 70, heart attack
Claude Covington, GSW supervisor-inventory control, 9/12/02, age 66
Tom Crary, DEN reliability analyst, 5/6/12, age 76
Bill Crismon, DEN director-ground operations, 10/1/72, age 60, leukemia
Edith Cummings, DEN, need info, 12/19/04, age 86
Dick Cummins, OMA DSM station manager, 5/14/93, age 59
Mary Cuthbertson, DEN reservations supervisor, 5/21/14, age 67
Wally Dahl, DEN manager-line maintenance, 11/24/04, age 60, cancer
Carol Davenport, DEN accounting clerk, 12/21/05, age 63, heart attack
Frank Davidson, DEN director-fuel & communications, 5/29/03, age 86
Red Davis, SLC BIL regional supervisor, DEN aircraft mechanic, 4/11/67, age 49
Hal S. Darr, DEN president, 6/21/55, age 61, heart attack
Nancy McClung Deadrick, need info, 2/4/94, age 61
Hoadley Dean, RAP board of directors, 12/27/89, age 71
Ken Dedrick, DEN director-telecommunications, 3/23/06, age 77
Roy Deeming, DEN manager-avionics, 9/6/07, age 84, pancreatic cancer
Chuck Demoney, DEN vp-sales&service, 2/26/11, age 72
Christine McCleery Denning, STL marketing rep, 12/13/79, age 32
Ernie DeSoto, manager-system communications, 7/12/90, age 68
Bruce Dietrick, DEN personnel manager, 3/10/10, age 78
Bob Dirksen, STL assistant station manager, 11/8/87, age 52
Jim Dixson, DEN vice president-schedule&traffic, 10/12/06, age 84
Donald A. Duff, Challenger president, FL vice president, 11/14/52, age 47
Maryanne Duffie, need info, 11/29/13, age 87
Ed Dunaway, DEN vice president-marketing services, 12/8/99, age 62, cancer
Walt Dunn, DEN assistant treasurer, 1/11/16, age 90
Bill Durlin, DEN vice president-engineering & quality control, 8/1/08, age 82
Lew Dymond, DEN 4th president, 7/28/08, age 88, pneumonia
Bob Eakle, DEN manager-electrical shop-EOS, 8/15/97, age 85
Frank Early, DEN manager-power plant, 7/27/87, age 56
Fred E. Elliott, DEN director-maintenance, 8/2/94, age 81
Hearold Elmer, DEN supervisor-station training, 11/2/95, age 71
Don Enos, FYV CPR station manager, 10/5/14, age 82
Loy Fasold, DEN photographer, 7/10/10, age 89
Buddy Faught, SLC, director-public relations, 4/16/92, age 69
Al Feldman, DEN president & chief financial officer, 8/9/81, age 53
Ethel Field, DEN supervisor-sales audit, 4/23/12, age 93
Gene Finkelstein, DEN director-advertising, 5/12/83
Richard Fitzgerald, DEN vp-general counsel and board member, 5/22/99, age 85
Chris Brooks Fletcher, DFW credit union manager, 1/29/16, age 67
Bill Folk, DEN manager-taxes & insurance, 5/12/17, age 75, lung cancer
George Forbes, LAR president-summit airways, 5/21/79, age 82
Barney Foster, DEN director of purchasing, 5/7/88, age 75
Carl Foster, 6/26/98, SLC DEN regional manager, age 75
Jerry Fox, DEN station manager, 1/5/88, age 62
Bill Franklin, DEN dining services manager, 6/19/15, age 88
Don Frazee, CPR RAP MKC sales representative, 7/29/68, age 38
Oliver Frigon, DEN manager-heavy maintenance, 6/13/88, age 74
Clarence Fuller, DEN director maintenance planning, 6/2/00, age 80
Bob Gallaway, DEN excutive vice president, 10/25/86, age 52, lung cancer
Eli Gallegos, DEN manager-maintenance administration, 2/9/05, age 82
Helen Hyden Gant, GSW planning analyst, 12/22/93, age 55
Charlie Gayles, DEN manager-maintenance spares planning, 8/8/81, age 25
Ed Gerhardt, DEN vice president public relations, 3/7/98, age 81
Art Giffin, STL regional sales manager, 11/6/14, age 78
Larry Gilbert, FSD station manager, 8/4/09, age 62
Ron Gildea, regional manager, 3/20/90, age 62
Marvin Glantz, DEN planner-ground maintenance, 10/4/87, age 56
Lee Glasgow, GSW CN president, Nov83, age 79
Tollie Glaves, DEN superintendent of air mails, 2/20/87, age 93
Paul Glidewell, DEN supervisor-agency and interline sales, 4/19/11, age 77
Paul Glover, DEN director-quality control, 9/19/04, age 81
Bob Goldwater, board of directors, 11/4/06, age 96
Dan Goodyear, DEN manager travel agency automation, 5/27/03, age 63
John Griffiths, DEN director-properties, Apr85, age 71
Bill Groody, DEN vice president-treasurer, 1/23/13, age 93
Don Guffey, DEN director-material control, 6/26/10, age 63, stroke
Elaine Cornelio Guinn, need info, 1/20/06, age 75
Karen Gwaltney, DEN need info, 9/2/13, age 76
Mary Ward Hahn, OMA secretary and sales manager, 12/3/15, age 66, cancer
Don Hatfield, DEN director-industrial relations, 1/15/96, age 62
Bill Hamilton, DEN purchasing agent, 6/27/99, age 85
Wes Hamilton, DEN board of directors, 11/12/94, age 83
Jerry Hamm, DAL DFW employee, need info, 8/25/16, age 71
Guy Hammerland, GFK PUB station manager, 10/16/15, age 66, cancer
Bill Heath, DEN manager-special projects & procedures, 9/24/81, age 55
Bud Herring, GSW CN vice president-customer service, 9/30/11, age 88
Roy Hilderman, DEN director-administration services, 5/5/16, age 86
Charlie Hirsig, LAR founder-Summit Airways, 1/15/45, age 34, aircraft crash
Bill Hogan, DEN vice president and treasurer, 1/7/10, age 93
Mike Hogan, DEN supervisor-flight attendant training, 3/8/16, age 67
Bea Holland, DEN security guard/receptionist, 3/15/13, age 92
Pete Howe, FTW ACF GSW CN exec vice president, 9/8/97, age 80

Paul Hult, TUS station manager, 10/23/93, age 71
Tom Hushka, DEN surplus sales administrator, 3/26/02, age 74
Fred Ireland, COS CN station manager, 1962, need info
Bob Johnson, DEN regional transportation manager, 11/6/10, age 56, heart attack
Danny Johnson, AMA station manager, 1/24/05, age 65
Doyle Johnson, OKC station manager, 12/20/96, age 61
Duane Johnson, DEN manager-ground maintenance, 5/10/99, age 61
Wayne Johnston, DEN payroll manager, 12/6/64, age 26, auto accident
Jonnie Jones, LNK station manager, 4/16/17, age 72
Paul Jones, CN/FL vice president, 4/26/97, age 72
Keith Kahle, founder&president-Central Airlines, 7/4/97, age 87
Jim Keding, GSW maintenance supervisor, 12/17/14, age 88, heart attack
Les Keely, DEN vice president-operations, 11/17/97, age 81
Tom Kelly, DEN ramp supervisor, 1/6/16, age 64, multiple myeloma
Georgie Kern, position unknown, 3/6/09, age 77
Arnie Kihn, DEN STL maintenance supervisor, 6/9/07, age 68
Dan Kimball, DEN board of directors, 7/30/70, age 74
Earl Kimmel, DEN sales manager, 4/9/87, age 73
Jerry Kitchen, DEN director-public relations, May87, age 74
Errol Klein, DEN JAMTO manager & MKC sales representative, 11/23/08, age 71
Bud Knudson, ABQ station manager, 11/15/79, age 74
John Kosmicki, DEN manager-maintenance control, 10/18/06, a ge 81
Gene Lamansky, DEN assistant treasurer, 7/27/78, age 49
Tom Lamb, DEN vice president-schedules, 2/15/05, age 76
Bob Landon, DFW area maintenance manager, 6/27/03, age 67
Fred Lang, steward and auditor, 2/27/90, age 68
Lynn Lang, DEN supervisor-records & compensation, 8/4/12, 86
Buz Larkin, DEN senior vice president-administration, 7/15/93, age 60
Marv Larson, DEN director-accounting, 1/25/09, age 85
Floyd Lauderman, DEN manager of stores, Jul 82, age 70
Jean Lawless, DEN industrial nurse, 4/25/08, age 81
John Leavitt, DEN security investigator, 5/31/06, age 88
Dick Lehmann, MSO station manager, 11/19/10, age 73
Bobbie Lenahan, DEN director-stewardess services, 12/18/10, age 87
Karl Leonard, DEN supervisor-air cargo accounting, 2/26/12, age 92
Mike Leonard, DEN director-marketing distribution, 7/6/09, age 67, heart attack
Louis Leverone, DEN chairman of the board, 3/15/57, age 76
Emil Levin, DEN board secretary and treasurer, need info
Blaine Liles, DEN director- budget & cost analysis, 3/11/96, age 65
John Lindsay, DEN vice president traffic&sales, 7/17/92, age 79
Gordon Linkon, DEN vp-marketing, 1/29/17, age 87, Parkinson's disease
Lo Linville, DEN board of directors, 2/1/67, age 75
Clyde Longhart, DEN director avionics, 9/24/89, age 76
Boyd Loucks, GSW crew schedule superintendent, 11/28/96, age 64
John Love, DEN board of directors, 1/21/02, age 85
Chet Lubben, DEN director of sales, 6/17/04, age 95
Hank Lund, DEN president, 1/9/13, age 91
Chet Lundstrom, GSW DEN treasurer, 10/14/94, age 78
Edward Lundquist, need info, 12/7/06, age 84
Jim Lynch, DEN accountant, 7/21/05, age 80
Ron Macleod, DEN manager-traffic, 6/2/78, age 57
Jeff Mahan, DEN GSW vp-operations, 10/13/06, age 83
Mac Maholland, DEN manager-technical analysis & performance, 3/5/94, age 73
George Maillet, DEN manager-flight simulator, 3/29/88, age 66
Tom Makurat, DEN director of sales, May84, age 55
Frank Mancuso, GSW supervisor-accounting, 9/16/10, age 86
Fred Manning, LAR SLC DEN board of directors, 10/31/58, age 62, lung disorder
Guy Marchant, OKC FTW CN president, May76, age 80
Marty Martin, LAS station manager, 6/5/07, age 66
Frank Masi, DEN manager-traffic procedures, 11/8/95, age 70
Mary Maxwell, GSW CN, need info, 6/5/15, age 90
Edna May, PHX public affairs representative, 10/2/03, age 93
Bud Maytag, DEN owner/president 1959-62, 9/23/90, age 64
Tom McCartin, DEN vice president-materiel, 6/18/09, age 83
Edwin McDonald, board of directors, 7/14/72, age 75
James McEldowney, Arizona Airways co-founder, 2/26/99, age 84
Bill McKenney, DEN regional marketing manager, 6/25/02, age 77
Mac McLaughlin, DEN technical training instructor, need info
Norma McLean, DEN log & inspection office, Jul82, age 51
Roland Mease, DEN manager-production planning, 5/8/14, age 81
Bob Meisenbach, DEN director-base overhaul, 2/10/06, age 86
Merle Mennenga, DEN manager-radio overhaul, 5/13/08, age 76
Bob Milne, HOU station manager, 1/22/13, age 70
Ray Minniear, DEN vice president-operations, 5/25/97, age 83
Bill Mitchell, DEN vice president-sales & service, 4/5/90, age 71
Mitch Mitchell, DEN operations manager, 6/22/80, age 59
Nancy Hedrick Mitchell, MCI secretary, 8/22/00, age 53
Bill Monday, DEN director-system reservations, 1/9/14, age 88
Jim Montgomery, DEN assistant manager-ramp services, 1/27/15, age 96
Diane Lewis Moore, DEN senior buyer, 1/9/04, age 51, leukemia
Jim Moore, OKC DEN station manager, regional director, 6/15/99, age 66
John Morgan, KCK manager-reservations, 7/17/03, age 64, heart attack
Jim Moran, DEN board of directors, Jul 83, age 61
Dallas Mortensen, DEN director-quality assurance, 5/27/09, age 77
Harlan Muehring, DEN director-revenue accounting, 9/4/14, age 92
Charlie Murphy, DEN counsel to the president, 8/28/83, age 74
Jim Murphy, PHX Arizona Airways board of directors, 5/16/07, age 95
Lamar Muse, GSW Central Airlines president, 2/5/07, age 86, cancer
Donna Myers, DEN executive secretary, 1/23/01, age 85
Mac Myhre, DEN president, 12/23/82, age 71
Bill Nail, GSW CN superintendent-stations, 1956?, need info
Chuck Nass, STL sales representative, 1/30/14, age 75
Bud Naylor, DEN vice president maintenance, 5/26/97, age 76
Rocky Nelson, Arizona Airways founder-president, 3/6/51, age 46
Larry Nenstiel, LAS station manager, 7/1/11, age 73, heart failure
Bill Newnum, BOI station manager, 3/24/14, age 69, cancer
Lyn Nofziger, DEN board of directors, 3/27/06, age 81
Jerry Norman, DEN manager-payables, 11/30/09, age 67
Tim O'Connor, Arizona Airways co-founder, 11/4/08, age 88
Pappy O'Drain, DEN manager-properties&contracts 12/4/95, age 72
Joe O'Gorman, DEN president, 8/10/02, age 59, heart attack
Jerry O'Neil, DEN board of directors, 8/18/09, age 87
Tom O'Neil, DEN board of directors, 3/14/98, age 82
Al Olinger, DEN manager-tech services, 7/30/05, age 79

Murray Parker, DEN security guard, 11/21/80, age 57
Kay Ambabo Pedersen, DEN reservations supervisor, 11/24/95, age 49
Lenda Persiko, DEN FA manager, 11/28/07, age 86
Jim Pliler, DEN sales representative, 2/18/05, age 70
Karen Pollak, DEN executive secretary, 10/17/08, age 64, diabetes
John Poor, DEN board of directors, 10/3/95, age 80
John Pratt, DEN manager-powerplant engineering, 9/24/91, age 67
Lynn Puckett, DEN senior clerk typist, 7/1/85, age 44
Eleanor Randall, DEN vice president-revenue, 11/7/02, age 82
Byers Rathbone, DEN director-budgets & analysis, 9/4/98, age 85
Art Ray, DRO station manager & DEN asst manager-aircraft appearance, 12/24/14, age 69, colon cancer
James Ray, OKC FTW CN president, 5/15/66, age 69, leukemia
Cal Reese, DEN manager-system cargo/baggage services, 10/22/13, age 86
Bob Reising, DEN auditor, 3/31/08, age 62, brain cancer
Dottie Relaford, DEN supervisor-pilot crew scheduling, 10/11/08, age 63, cancer
Fred Rice, LAR sec/treasurer-Summit Airways, Jun89, age 85
Stan Roberts, DEN asst director-materiel, 1/14/06, age 77
Ron Roepe, DEN superintendant of engineering, 12/1/15, age 90
Bob Rogers, DEN supervisor maintenance scheduling, 12/20/94, age 73
Floyd Rollins, LAW ABQ station manager, 9/15/89, age 53
David Root, need info, 9/3/10, age 87
Gene Rothwell, DEN project leader, 5/16/15, age 79
Harold Ruppel, DEN director-inspection, 7/31/14, age 90
Ellen Foster Russell, need info, 8/6/14, age 80
Frank Russell, DEN vp-Washington affairs, 11/11/72, age 77, emphysema
Harry Russell, 4/11/03, DEN maintenance superintendent, age 89
Hal Salfen, GSW vp-sales & marketing, 8/24/13, age 93
Reiny Sayler, BIS station manager, 1/10/13, age 80
Charlie Schenck, DEN manager-quality control-fuel, 11/13/04, age 73
Chuck Schlener, DEN superintendent-fleet service, 4/2/02, age 69, heart attack
Al Schmidt, DEN director-industrial relations, 8/8/12, age 90
Jeuel Schmidtke, DEN director-purchasing, 9/24/11, age 88
Paul Schreiber, 7/23/77, DEN director-futures schedule planning, age 49
Warren Schuling, vice president-maintenance, 9/17/95, age 73
Dey Scott, DEN warehouse supervisor, 2/12/58, age 64
Bill Shepherd, DEN buyer, 8/31/89, age 61
Allan Shivers, DEN board of directors, 1/14/85, age 77, heart attack
Jim Shores, DEN director - stations, 7/6/84, age 60
Robin Shrock, DEN reservation supervisor, 12/24/11, age 55
Bob Sicard, GSWCN vice president-maintenance, 2/20/06, age 89
Larry Sills, DEN vice president-sales & marketing, 11/30/71, age 39, heart attack
Rudy Skeen, DEN manager-station operations, 4/30/01, age 68, cancer
George A. Smith, DEN vice president-finance, 11/20/96, age 83
Ken Smith, DEN vice president-public affairs, Jul84, age 72
Sam Snead, PHX DEN board of directors, 5/23/02, age 89
Elton Snoke, DEN superintendant of stations, 1/15/73, age 51
George Snyder, SLC Challenger president, 5/11/83, age 65, cancer
Roger Sorensen, BOI station manager, 4/19/13, age 71, aneurysm
Ken Stemler, DEN director-sales planning, 10/6/11, age 73
James Stewart, CN Board of Directors, 7/2/97, age 89
John Stewart, DEN PHX DAL STL MCI reservations manager, 12/19/15, age 79, lung disease
Ken Stevenson, DEN director-maintenance, 9/16/05, age 96
George Stoeberl, PHX district traffic manager, 7/13/16, age 92
Bill Stohlton, DEN director-special projects, 7/28/05, age 66, cancer
Ed Stone, GFK station manager, 8/27/05, age 55
Gary Suboter, ABQ district sales manager, 11/10/16, age 77
Doug Sullivan, DEN reservations manager, 11/30/05, age 59
Walter Swan, DEN vice president, Jul78, age 71
Greg Swanson, DEN sales representative, 3/11/15, age 59, heart attack
George Swonger, DEN supervisor maintenance scheduling, 11/7/76, age 60
Glenn Taylor, PHX DEN board of directors, 8/2/76, age 87
Clark Terrill, GSW director-purchasing, 8/11/09, age 87
Larry Thomas, FSM station manager, 5/2/12, age 72, heart attack
Lowell Thomas, DEN board of directors, 8/29/81, age 89
Troy Tigner, need more info, 4/2/12, age 83, cancer
Fred Tiller, DEN director-agency & interline affairs, 5/12/11, age 72
Sid Tolbert, ICT MDW station manager, 12/5/72, age 37
Scott Tyra, DEN market analyst, 10/26/15, age 60, lung disease
Stan Trudeau, DEN SATO manager, 10/29/74, age 37
Lee Urquhart, GSW CN director-purchasing, 12/24/98, age 76
Anne Vanderpool, COD security, 11/1/08, age 84
Irene Van Winkle, DEN need info, 8/20/16, age 83
Dave Vaughan, FTW GSW director of maintenance, 1/8/99, age 88
Joyce Olson Vesledahl, Need info, 8/14/06, age 77
John Vittal, DEN manager reservation services, 8/24/03, age 86
Jack Vollbrecht, DEN board chairman, 11/11/15, age 94
Russ Wageneck, FTW GSW vice president operations, 5/6/85, age 75
Pres Walker, DEN board of directors, 5/28/70, age 57, rafting accident
Walter Walker, DEN board of directors, 10/8/56, age 73, heart attack
Fred Walsh, DEN manager-technical training, 9/6/06, age 80, heart failure
Bill Wayne, DEN executive vice president, 3/26/11, age 84
Tom Weathers, DEN manager-line maintenance, 1/6/95, age 69
Del Webb, PHX DEN board of directors, 7/4/74, age 75, cancer
Gary Weber, Need info, 4/17/15, age 75
Sue West, DEN assistant credit union manager, 7/28/78, age 63
Jim White, DEN director-production control, 1/25/05, age 87
Jim Willey, DEN manager-quality control, 9/15/12, age 89
Harry Williams, DEN manager of purchasing, 3/1/03, age 80
Ray Wilson, DEN Monarch founder-president, 5/11/79, age 78
Arnie Winham, GSW asst vp-marketing, Jan 75, age 43
Don Winner, DEN manager-systems & programming, 2/9/11, age 76

Carol Komar Wolfe, DEN flight attendant, clerk and communications coordinator, 4/26/06, age 60, cancer
Bob Wood, CN board of directors, 7/1/93, age 82
Irma Wood, DEN director-marketing development, 5/18/11, age 70, breast cancer
Doug Woodham, DEN marketing representative, 1/17/15, age 79
Ray Woody, DEN executive vice president, 3/27/77, age 59
Charlie Wunder, DEN photographer, 7/29/58, age 51
Elmajene Yantorno, DEN manager - passenger revenue, Jan 85, age 55
Ann Yanulavich, DEN manager - consumer affairs, 12/19/04, age 65
Elaine Lillo Yarish, need info, 9/18/11, age 83

NOTES FROM FLOLKS

I will gamble on another 3 years *(Subscription renewal)*. Plan for you to hang around also.

-Jack Martin, pilot

(Thanks, Jack, I hope we and the entire FLamily make it.)

FLacebook postings on Aug 24, 2017, the 31st anniversary of Frontier's shutdown.

I'm remembering the good old days. 31 years ago United Airlines did a Houdini act on Frontier Airlines, a company that was mismanaged by many. It was a great airline that was loved by its customers. I would have 40 some years of seniority and sittin in tall cotton. United made many believe they would save this great family of employees, and at the 11th hour, they opted out but had their claws in all of the prime capitol rendering the company useless. In appreciation, I can count on my "finger" the one time I spent money to fly on United since.

-Dennis Casadoro

Had my father still been here this would've totally broken his heart - Capt Jack Gardner.

-Tara Lamoreaux

That was a very sad day

-Bill Buse

Remember that day well.

-Krista Anderson Conley

Frontier Airlines Shuts Down After 40 Years

DENVER (AP) — Frontier Airlines shut down early Sunday, stranding thousands of passengers throughout the West and idling nearly 4,700 workers, and threatened bankruptcy action if a merger with United Airlines wasn't worked out.

"We deeply regret that this step had to be taken but we were left with no choice. ... Frontier is out of funds," said a statement from New Jersey-based People Express Inc., which bought the ailing Denver-based carrier last fall.

People Express, also financially troubled, announced in July after a first-quarter loss of $58 million that it would sell Frontier, which was started in Denver nearly 40 years ago.

United offered to buy Frontier, which lost $10 million a month in the first six months of 1986, for $146 million if agreements with Frontier's five labor unions could be reached by Aug. 31. United already has paid $53 million for Frontier assests that include landing slots and hangers.

"We are still interested in acquiring Frontier," said United spokesman Joe Hopkins.

Talks with the Air Line Pilots Association, the first of the five Frontier unions to talk with United, stalled over the issue of when Frontier pilots would begin receiving the same salaries as United pilots. Frontier pilots make about 40 percent less than United pilots.

Frontier employees have made a series of wage concessions over the last four years in efforts to save their jobs.

My wife and daughter had flown in for the weekend. I went in at 6 and was not allowed to go to my locker which had some personal belongings. I was senior tca and did scheduling for the tca's. I was not allowen into my office. After much debating with the SOB, He let me in to get my glasses. I left and told my wife at the Ramada to get her stuff together went to my appartment and got my belongings, picked them up and hit the road back to Fort Smith. Sad day.

-Keith Sturgeon

I will never forget our wonderful airline!!

-Cyndy Camomile

Remember it well !!

-Jeff Nichols

Sad day!

-Judy Sadler Bartram

Sad day for 1000s of faithful FL employees and their families.

-Maurine Cook

Remember the day vividly although I had already retired and moved to San Diego. :'(

-Donna Harrison

I did too! I took the package late 1985 and moved to San Diego. Best move of my life. Love it here!

-Susan Rutan

I did not know about "package" at the time. I had been working on computer science degree and just graduated. Did not like Denver (too dry) and thought San Diego would be good move. Only stayed there for 4-1/2 years before being sent to Hawaii by my company for 25 years. Retired in late '15 and moved back home to Dallas in '16. Best move I made since I left TX in '80. :-)

-Donna Harrison

Would not let us go to work is a very very sad day, I'll never forget it .

-Susan Rutan

Wow, feels like yesterday, I remember ferrying the airplane back from STL to DEN, we broke open the liquor kits and had a toast!

-Kim McCaleb Austin

What a life changer for me.

-Sara Bara

That is one of those life events that everyone remembers where they were and what they were doing. I still get positive comments about FL when I wear my my t-shirts.

-Gary Murrell

I remember it like it was yesterday. Worked that night it closed the plains were all flying in the same direction so all the pilots must have known what was happening

-Carol Lee Jean

How well I remember. Very sad day!!!

-Jane Baldwin

SAD indeed!!!!!!!

-Kenneth Jensen

Had already left and moved back to Ohio, but heard the news on the radio. It was like I was still there, felt like the news of losing an old friend. Very sad. Many friends who are more like family to this day!

-Doug Berkey

We worked for a proud airline and it was an honor; we grew up together we had our ups and downs but the friends we made along the way were wonderful, met my husband, what more can I say.??????

-Trish Swanson-Hawk

I remember that sad day. Everyone met at a bar that evening.

-Irene Fairweather

It broke my heart. I LOVED THAT AIRLINE

-Carol Lee Jean

Great memories and life long friends

-Kayla Naima

I got called at 3AM from the manager to help him close it down in FSD

-Don Porter

One of saddest days of my life

-Christina Bonatti

A very sad day indeed! We were a very proud bunch! This was a sad day for all of us who were so proud to work at Frontier Airlines! My Mom and Dad were on a trip from Olympia via Seattle and Denver to visit relatives in Bismarck. When Frontier closed down they rode a bus back home to Olympia.

-Al Beardsley

Each of us could probably write a chapter about our experiences those dark days 31 years ago. I was visiting family in the midwest and heard it on the news like every one else. I guess I was young and naive, but I didn't see it coming. Never imagined I would never work another day at Frontier. A long time ago now, but still great memories of my time at Frontier...

-Warren VanderGalien

This photo which was on the Spring 2007 cover of the FL News attracted the notice of a group building a retirement home near the site of DEN Stapleton Airport.

They have contacted me for more scans and permission to use it in a mural in the new facility which still has no name. I told them it was from the cover of the Mar 1967 OAG magazine and they were welcome to use it as far as I was concerned.

A big Thank You to DEN station agent Tom Harding's widow Yvonne who sent the magazine to me about 10 years ago. Our Frontier lives on in unusual and surprising ways.

-Jake Lamkins

WHO KILLED FRONTIER?

If you're still wondering who killed our airline, take a look at the Oct 8, 1985 document which sold us to People Express.

FRONTIER HOLDINGS, INC.,
Board of Directors on October 8, 1985
(With affiliations added as shown on the 1984 annual report & elsewhere.)
Jack A. Bonsky
Director
Associate General Counsel and Assistant Secretary, **GenCorp**
Fentress Bracewell
Director
Attorney, Bracewell and Patterson
John T. Cahill
Director
Vice President, **RKO General**
Albert Carlsen
Director
Retired Chairman of the Board, Idaho Power Company
Keith E. Johnson
Director
Vice President and Treasurer, **GenCorp**
John J. Dalton
Director
Vice President, General Counsel & Secretary, **GenCorp**
Hoadley Dean
Director
Ranching, Mining and Investments
James J. Kerley
Director
Vice Chairman of the Board, Emerson Electric Co.
John A. Love
Director
Chairman, Ideal Basic Industries, Inc.
Joseph R. O'Gorman, Jr.
Director
President, Frontier Holdings, Inc. and Frontier Airlines, Inc.
M. G. O'Neil
Director
Chairman of the Board and Chief Executive Officer, **GenCorp**
Shane O'Neil
Director
President, **RKO General**
Thomas O'Neil
Director
Chairman of the Board and Chief Executive Officer, **RKO General**
(Seven of the 13 board members are employees of General Tire and/or its subsidiaries. The holding company idea came from General Tire too. They changed to one called Gencorp. A good idea of the control the O'Neils maintained is the fact they never let Al Feldman be Frontier's Chairman of the Board.)

-Jake Lamkins @ FLacebook

Just a handful of Dumasses bought and paid for by good ole mr what's-his-name .... IMO

-Hal Fahrenbruch

All about money not people. AH.

-Larry Harms

Such a shame, not sure we would have survived in the deregulated airline game, but sure wish we had the chance.

-Joe Barker

That group is probably why Feldman left

-Gary Murrell

We all knew it was the O's in cahoots with UAL & CO.

-Donna Harrison

Too bad that group wasn't as close knit as the employee groups were. We would have been unstoppable.

-Bill Guthrie

I've heard that Gov. Love, by then a board member, was not thrilled with the sale to either UA or PE and was hoping for better options (including a successful ESOP). Does anyone have any insight as to his behind the scenes discussions?

-Lance Ross

That is the reason why I will never have General Tires on any car that I own.

-Lance Lau

Same here Lance !!

-Ed Woodson

More info on General Tire in the FL News, issue #29.
http://FAL-1.tripod.com/FL_News.html

-Jake Lamkins

I remember the day that it was announced. I was working the ticket counter in DEN. I heard someone say something. but it was a really busy time. Then someone else said something. I said, "What are you guys talking about?" The said that People Express had bought FL. I started crying. I knew that was the beginning of the end.

-Ken Davidson

That happened on my birthday. ...well that sucks! I still have a bad taste in my mouth from the whole ordeal! We were such a tight family and we had the rugs pulled right out from under our feet!

-Kim McCaleb Austin

Constituent Corporations, at any time before or after approval of this Agreement by the stockholders of the Company; provided, however, that no such waiver, amendment, modification or supplement which shall materially adversely affect the rights of such stockholders shall be made after approval by the stockholders of the Company without the further approval of such stockholders.

1.12. *Counterparts.* This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same document.

The foregoing Agreement of Merger having been duly adopted by resolution of the respective Boards of Directors of each of Frontier Holdings, Inc., a Nevada corporation, Frontier Airlines, Inc., a Nevada Corporation, and PEI Acquisition Corp., a Nevada corporation, in accordance with the applicable laws of the State of Nevada, said Agreement of Merger is hereby executed by a majority of the Directors of each of the parties on this 8th day of October, 1985.

FRONTIER HOLDINGS, INC., a Nevada corporation

By: /s/ JACK A. BONSKY
Jack A. Bonsky
Director

By: /s/ JAMES J. KERLEY
James J. Kerley
Director

By: _____
Fentress Bracewell
Director

By: /s/ JOHN A. LOVE
John A. Love
Director

By: /s/ JOHN T. CAHILL
John T. Cahill
Director

By: /s/ JOSEPH R. O'GORMAN, JR.
Joseph R. O'Gorman, Jr.
Director

By: /s/ ALBERT CARLSEN
Albert Carlsen
Director

By: /s/ M. G. O'NEIL
M. G. O'Neil
Director

By: /s/ JOHN J. DALTON
John J. Dalton
Director

By: /s/ SHANE O'NEIL
Shane O'Neil
Director

By: _____
Hoadley Dean
Director

By: _____
Thomas O'Neil
Director

By: /s/ KEITH E. JOHNSON
Keith E. Johnson
Director

And we are the best employees that anybody ever hired after frontier shut the door .

-Jan Lefler

Hoadley did not sign this, as he was a dissenting vote as it came to the PEX sale and was rather vocal about pursuing possible other avenues. At the meeting on October 8th, 1985, in NY, the BOD was in a headlock over how to proceed with the sale.

-Greg Stearns

What did your research show about Gov. Love's position, per my question above? I was an aviation reporter at the time and had been told that he had serious concerns about Don Burr.

-Lance Ross

Not too much. Among the BOD, Gerry was DEFINITELY the most vocal of all. If he did have concerns about Burr, he wasn't alone, that much I know for sure...there were several that thought that deal with PEX would end up bad for FL (including Frank Lorenzo, incidentally...)

-Greg Stearns

Hoadley's role in that would make a great article for the FL News. I just doubled checked Hoadley's seniority date. He came on the FL Board May 12, 1960 so he was definitely the senior board member in 1985 and may have been the longest serving board member in FL's history.

-Jake Lamkins

He probably was...he was the last of the "legacy" directors left at the time of the sale. I know he made several recommendations when he was on the the special committee the year before.

-Greg Stearns

There will never be any doubt in my mind as to the culprits of our demise. All the control then was pretty much unilateral from Jerry O'Neil with his brother Tom's backing. We'd been better off trying to take over General Tire. Hindsight says it all.

-Billy Walker

I always thought the top dogs at PEX were compadres of Mr Lorenzo ... Thus he being indirectly involved ???
But more importantly how we got into the position we found ourselves to be "picked off" ???

-Hal Fahrenbruch

Not sure we got ourselves into the position - I think that de-regulation got us into the position. De-regulation of the airlines ruined many a great airline and thousands of employees lives.

-Joe Barker

I will go into eternity with the firm belief that Jerry O'Neil with his brother Tom's support tanked us. Everyone else on the board were milk toast in comparison. As an employee group our mistake was in trying to save Frontier. We should have put together a takeover of General Tire. Lookin' back it would have been doable! Damn this hindsight!

-Billy Walker

Think that there were a lot of reasons that brought the demise of Frontier... probably a major reason was the business strategy of Frontier management... putting all their eggs in one basket.. AK.. using only Denver as a hub... MCI was begging us to come there and set up a hub.... the big snowstorm that DEN had in Spring of 83.. pretty much put a nail in the coffiin of frontier... look at the strategy of WN... they have multiple smaller hubs... if one is down due snow... they just bypass it...

-Marvin Euteneuer

FRONTIER FAMILY

■ CONGRATULATIONS!

Frontier January Anniversaries

Thirty Years

R.A. Huddleston, Jr.	Captain	DEN
E.G. McLain	SATO Agent	TIK

Twenty-Five Years

W.E. Clemons	Station Agent	ELP
R. Keefer	Aircraft Technician	DEN
A.L. Ruiz	SR Agent	ABQ
D.D. Scheetz	SR Agent	CPR
C.E. Schenck	Manager Quality Control Fuel	DEN
L.L. Sigwart	Station Agent	GJT
R.B. Sundquist	Captain	DEN
R.L. Warrick	SR Agent	RAP

Twenty Years

F.W. Aiken	SR Agent	ICT
D.L. Atenhan	Station Agent	DEN
D.W. Matson	Station Agent	LAS
E.W. McGuire	Aircraft Technician	DEN
R.H. Niejadlik	Station Agent	BOI
B.G. Sissons	SR Agent	DEN

Fifteen Years

T.H. Cummins	Principal Analyst	DEN

Ten Years

C.A. Allan	Secretary	DEN
L.K. Bowen	Flight Attendant	DEN
L.M. Cobb	SATO Manager	LRF
B.L. Lundy	Flight Attendant	DEN
P.M. McMillan	Senior Clerk	DEN
D. Moore	Reservations Agent	DEN
T. Peschel	Flight Attendant	DEN
H.A. Quandt	Lead Aircraft Technician	DEN
D.W. Schlidt	Foreman	SLC
B.J. Schollmeyer	Flight Attendant	DEN

MX PERSONNEL ROSTER, July 1, 1967

Schuling, W ....Vice President
Payne,.D.....Secretary

FLEET MAINTENANCE
Director
Brady, D.
Secretary
Mercer, A.
Clerk-Typist
Clabaugh, L.
Superintendent
Lenehan, W.

Dept. Manpower:
Quota* 87 Actual * 85

Heavy Check (Hrs: 2100-0500)
Kalbach, J.
Lead Mechanics
Crona, S.
Heckart, H.
Hershfeldt, J.
Mechanics
Aden, M.
Bruce, J.
Crowell, F.
Edwards, J.
Gossett, J.
Jacobson, R.
Jennrich, J.
Kloke, D.
Koepp, D.
Kosmicki, J.
McGuire, E.
McMahon, R.
Rocheleau, F.
Tomalino, R.
Wentzel, R.

Line Service
Day Shift (Hrs: 0745-16l5)
Foreman
Waples, J.
Lead Mechanics
Brennan, J.
Mechanics
Hammersmark, A.
Hotchkiss, D.
Larsen, L.
Long, R.
Milam, D.
Pejko, E.
Pixler, R.
Rucker, C.
Waldrip, W.
Warren, E.

Swing Shift (Hrs:1600-0030)
General Foreman
Hill, W.
Foreman
Rickert, R.
Lead Mechanics
Hane, J.
Poell, C.
Trautmann, A.
Mechanics
Beck, J.
Coffman, R.
Flaskerud, D.
Ju, C.
Krieger, R.
Lintz, E.
Morris, T.
Suta, H.
Thompson, H.

Grave Shift (Hrs: 0000-0800)
Foreman
Shouldice, G.
Lead Mechanics
Caballero, M.
Hopper, K.
Littlefield, A.
Mechanics
Bliss, W.
Haudrich, D.
Herning, G.
Imhoff, R.
Lane, E.
Nibbe, V.
Rau, W.
Richardson, J.
Sperry, V.
Taylor, L.
Thyfault, R.
Varley, W.
Vickers, V.
Wise, R.
Wood, K.

* includes Leads

L/S Relief:
General Foreman
Olinger, A.
Foremen
Aguirre,F.
Libby, H.
Smith, G.

Outside Line Service Stations

GTF Quota* 4 Actual* 4
Lead Mechanic
Talbot, L.
Mechanics
Duvall, J.
Fenter, D.
McGarvin, L.

MKC Quota* 2 Actual* 2
Lead Mechanic
Cook, H.
Mechanic
Buehrer, D.

PHX Quota* 5 Actual* 5
Lead Mechanic
Hitchcock, J.
Mechanics
Benish, K.
Garcia, A.
Livingston, W.
Matthews, D.

SLC Quota* 7 Actual* 7
Lead Mechanics
Garrison, H.
Thiese, H.
Mechanics
Edwards, R.
Galea, S.
George, A.
Kempner, M.
Kincaid, J.

Tire & Battery Quota* 3 Actual* 3
Lead Mechanic
Erickson, D.
Mechanics
Pasqua, J.
Kentch, D.

Tool Room Quota* 5 Actual* 5
Attendants
Grillenberger, F.
Lally, T.
McGinn, E.
Miller, P.
Ridgeley, L.

AIRCRAFT OVERHAUL
Superintendent
Frigon, O.
General Foreman
Bergstrom, L.
Foremen
Anderson, G.
Wollenzien, D.
Foreman - PAC BUR
Howard, W.

Dock Quota* 39 Actual* 36

Day Shift (Hrs: 0745-1615)
Lead Mechanics

Hicklin, D.
McGuire, W.
Nale, J.
Tomppert, V.
Mechanics
Bliesner, R.
Bower, L. (PAC BUR)
Brandhorst, W.
Burns, Z.
Easom, A.
Farnholtz, J.
Gardner, L.
Hendrick, K.
Horton, D.
Jesmer, F.
Mabie, R.
Lucht, H.
Oberg, D.
Schroeder, C.
Schroeder, G.
Scott, O.
Sramek, J.
Stuckenschneider, R.
Thaemert, D.
Turnquist, J.
Vannoy, L.
Welter, A.

Dock - Swing Shift (Hrs: 1600—0030)
Lead Mechanic
Keutzer, W.
Mechanics
Ames, F.
Brady, J.
Caldwell, M.
Goodwin, L.
Hershberger, C.
Manlove, G.
McLoed, B.
Michael, J.
Paul, H.

* includes Leads

Sheet Metal & Welding Shop
Quota* 13 Actual* 11
Day Shift (Hrs: 0745—1615)
Lead Mechanic
Ralston, J.
Mechanics
Buethe R.
Doud, L.
Ehre, A.
Grant, U.
Higgins, J.
Kruger, H.
Shanks, J.
Somers, O.
Wagner, H.

Swing Shift (Hrs:1600-0030)
Mechanic
Lenhardt, H.

Upholstery Shop
Quota* 9 Actual* 8
Day Shift (0745—1615)
Lead Mechanic
Cantwell, D.
Mechanics
Dietz, A.
Munro, S.
Pusede, P.
Russel, H.
Schuett, M.
Ward, M.

Swing Shift (1600-0030)
Mechanic
Dillow, A.

FLEET SERVICE
Quota* 46 Actual* 44
Superintendent
Schlener, C.
Foremen
Busey, L
Nelson, K.

Fleet Service Day Shift
Lead Cleaners
Bowen, W. (EOS)
Kruger, J.
Cleaners
Barlow, T.
DeVries, D.
Harrocks, J.
Koop, J.
Krout, J.
Lane, R.
Marquez, A.
Martinchick (BOP)
Robbins, H.
Rouse, G.
Russel, R. (EOS)
Sorenson, G.
Thomas, E.
Vrooman, R.
Williams, T.

Swing Shift
Lead Cleaner
Geer, D.
Cleaners
Abel, A. (BOP)
Beringer, S.
Foote, N.
Milan, F.
Myers, R.
Schneider, P.
Scott, I.
Stowers, J.

Grave Shift
Lead Cleaner
Pelkey, M.
Cleaners
Adkins, J.
Barlow, R.
Clay, C.
Ferri, R.
Gaile, E.
Hansen, P.
Hedghpeth, A.
Kotter, E.
Malone M.
Redmond, R.
Sabo, D.
Slack, R.
Stout, D.
Vertz, F.

SLC
Lead Cleaner
Fairbanks, K.
Cleaners
Cunrick, G.
VanWeerd, F.

* includes Leads

Janitors
Quota* 3 Actual* 3
Barber, H. (EDS)
Barnes, H.
VanBuskirk, P.

TECHNICAL SERVICE
Superintendent
Willey, J.
Technical Assistants
Legge, R.
Salsbury, J.
Schultz, K.
Weickum, H.

SERVICE SHOPS
Director
Meisenbach, R.
Secretary
Hendrickson, B.

ENGINE SHOP
(Hrs: 0745-1615)
Quota* 16 Actual* 16
Foreman
Scott, W.
Lead Mechanics
Benson, A.
Garner, B.

Gregory, L.
Nothaft, L.
Souchek, C.
Mechanics
Hansen, A.
Hoglund, L.
Jimerson, D.
Landis, W.
Lehmann, E.
Ligranni, J.
Matsumoto, T.
Patterson, E.
Petrie, E.
Poremba, J.
Redd, S.

ACCESSORY SHOP
(Hrs: 0745-1615)
Quota* 16 Actual* 16
Foreman
Eakle, R.
Lead Mechanics
Coopersmith, J.
Mericle, J.
Shackley L.
Mechanics
Butler, C.
Carter, R.
Crider, J.
Delehoy, H.
Dorchak, S.
James, C.
Laskoski, R.
Lemme, B.
McManis, I.
Newman, R.
Peck, E.
Walters, F.
Ulrich, R.

Technical Services
Bethel, A.

GROUND MAINTENANCE
(Hrs: 0745-1615) Quota* 7 Actual* 7
Foreman
Kimel, G.
Lead Mechanic
Robinette, G.
Mechanics
Counce, F.
Davis, O.
Given, R.
Martin, V.
Reynolds, W.
Walker, N.

AVIONICS
Director
Longhart, C.
Secretary
Paulley, M.
Technical Assistants
Dryden, W.

RADIO SHOP
Quota* 18 Actual* 17
Foremen
Langfield, B.
McMillan, E.
Day Shift (Hrs: 0745—1615)
Lead Mechanic
Thoele, D.
Mechanics
Anderson, M.
Carter, C.
Cash, C.
Dikeman, W.
Johnson, K.
McCready, C.
Mennenga, M.
Willard, E.

* includes Leads

Radio Shop - Swing Shift
(Hrs: 1600-0030)
Lead Mechanic

Mechanics
Anderson, C.
Champlain, W.
Wilton, J.

Grave Shift (Hrs: 2400-O8OO)
Lead Mechanic
Schuster, L.
Mechanics
Blankley, T.
Bryan, Q.
Crary, T.
Doudy, G.

INSTRUMENT SHOP
(Hrs: 0745—1615)
Quota* 9 Actual* 10
Foreman
Deeming, R.
Lead Mechanic
Aden, D.
Mechanic
Beach, D.
Berridge, D.
Breitling, G.
Flaig, L.
Greenemeier, C.
Herrington, K.
Keen, N.
Linder, E.
Myers, W.

PRODUCTION CONTROL
Superintendent
White. J.
Secretaries
Brooks, C.
Dauble, C.
Supervisors
Brechbuhl, F.
Swonger, G.
Record Clerks
Canar, E.
Lisano, C.
Production Planners
Duffy, A. (BOP)
Forrer, D.
Glantz, M.
Gross, J.
Peterson, A. (BOP)
Runnels, D. (EOS)
Russel, R. (EOS)
Kit Planner
Holdredge, E.

Maintenance Schedulers
Elliott, W.
Kelly, M.
Kusey, R.
Thomas, D.
Whitley, D.

STORES
Superintendent
Davis, A.
Secretary
Holzknecht, V.
Stores Analyst

Administrative Supervisor
Wesson, R.
Foreman
Phelps, C.
Sr. Stock Clerks
Dailey, D.
Estey, R.
Hendrickson, N.
Houston, W. (EOS)
O'Meara, M.
Schneider, M.
Stock Clerks
Baitinger., R.
Bakker, R.
Becker, L.
Blevins, R.
Brockett, D.
Browning, J.
Brundage, W.
Dahr, J.
Doty, D.
Hansen, P.

Hoeglund, J.
Holder, L.
Huffman, C.
Mann, J.
Martin, W.
Parker, W.
Schrage, T.
Waldren, F.
Walton, J.
Wright, J.

FAL Representative at SEA
(Boeing: Willman, C.
Personnel on Medical Leave:
Cass, D. Mechanic
Pellerin, E. Lead Mechanic
Simpson, L. Lead Mechanic

INSPECTION
Foremen
Miller, G.
Ruppel, H.
Day Shift
(Hrs: 0645-1515)
Lead Inspectors
Bergen, T. (EOS)
Stuart, L.
Inspectors
Cook, K.
Cramton, G..
Craze, J.
Fischer, E. (PAC BUR)
French, H.
Gulliksen, H.
Holmes, K. (EOS)
Umerski, C.

Swing Shift
(Hrs: 1500—2330)
Lead Inspector
Miller, J.
Inspectors
Buckley, W.
Godfrey, D.
Hunter, M.

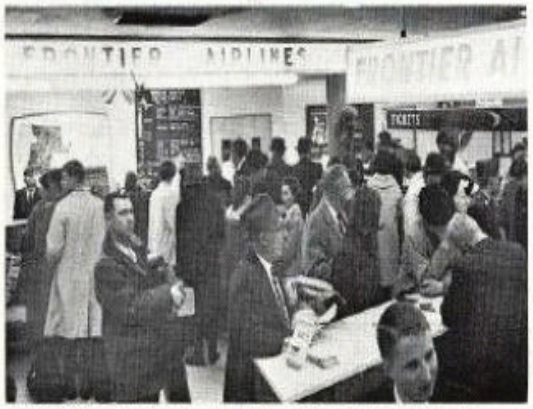
Grave Shift

(Hrs: 2100—0500)
Lead Inpector
Rohrig, R.
Inspectors
Clinkinbeard, J.
Hunter, P.
Parsons, P.
Rector, E.
Grave Shift
(Hrs: 0000—0300)
Bennett, D.
Wardman, D.

Sunliner News

VOL. 14—NOS. 1 AND 2 Published by Frontier Airlines FEBRUARY-MARCH, 1965

TRAFFIC AND EARNINGS HIT NEW HIGHS



PASSENGER BOARDINGS SOARED to a 635,452 total in 1964 with revenue passenger miles of 152,940,000—a gain of 22 per cent over 1963's record breaking total. New jet-powered aircraft, improved schedules and swelling vacation travel all contributed.

DENVER TRAFFIC was 21 percent of the total passengers carried by Frontier in 1964. Grand Junction, Rapid City and Colorado Springs were the top three destinations of these passengers boarding flights in Colorado's capital city.

1964 — BEST IN FRONTIER'S 18 YEARS

A 23 per cent gain in passenger revenues reflecting a 22 per cent increase in revenue passenger miles set the progressive pace of growth for Frontier Airlines in 1964. Immediate public acceptance of the jet-powered, 52-passenger Convair 580 aircraft, introduced throughout Frontier's system in the last seven months of the year, was a strong factor in building passenger traffic. In addition, a well received package tour program and the continuing success of the promotional fares in attracting new passengers solidly contributed to the overall excellent results obtained during the year.

Passenger Increases Best Previous Records

Revenue passenger miles totaling 187,082,000 exceeded by 22 per cent the 152,940,000 total of record setting 1963 which itself was a 51 per cent jump ahead of the previous year. During 1964 Frontier carried 635,452 passengers compared with 539,032 in 1963 for an 18 per cent gain.

Net Earnings Are Up

Operating revenues totaled $22,226,645 in 1964 compared to $20,126,942 of the previous year. Frontier's President, Lewis W. Dymond, pointed out, "These record breaking revenues were particularly heartening since a cut in Federal subsidy in July reduced Frontier's anticiapted 1964 income by $505,000." Operating profit for the past year was $2,197,974 compared to $2,025,501 in 1963. Net earnings came to $890,329 up from $801,962 reported in 1963. Earnings of 74 cents a share based on 1,203,160 shares outstanding December 31, 1964, compared with 68 cents on 1,186,819 shares in the previous year.

Jet-Powered Convair 580 Has Great Appeal

An important factor in Frontier's growth in 1964 was the immediate public acceptance which followed the introduction of the jet-prop Convair 580. With its cruising speed of 355 miles per hour, smartly appointed interiors, comfortable, spacious seating and improved inflight services, the word soon got around that this was the best way to travel in the high country of the West. The first two CV 580s were introduced in June and passenger loads began to build quickly. By November the fourth 580 was criss-crossing Frontierland and average passenger loads per mile were up 27 per cent. As an example, in December the four jet planes flew only 306,218 miles against 401,579 miles operated with eight piston-powered Convair 340s which the 580s are replacing. Yet, the total passenger miles were approximately the same—7,122,000 compared with 7,305,000 flown with the Convair 340s.

$16 Million Jet-Powered Program

Confident that the Convair 580 best suited the growing needs of Frontier Airlines for a fast, modern aircraft, the company undertook a $16 million fleet modernization program in 1964. Every six weeks another jet-powered plane joins the fleet. By the spring of 1966 Frontier will be operating a fleet of 15 jet-powered aircraft throughout its system.

Package Vacations Attract Thousands

A full scale program to merchandise the tremendous natural scenic areas served by Frontier included an all-out advertising, selling, publicity and promotional effort throughout 1964. Seven package vacations for three to five day stays in such internationally known holiday areas as Yellowstone, Grand Teton, Grand Canyon, Mesa Verde, Black Hills, Santa Fe/Taos and Juarez/El Paso included overnight hotel accommodations, ground transportation and tours. These were described in colorful informative folders, advertised in major metropolitan newspapers and magazines throughout the entire country, promoted by hard-hitting sales and publicity teams making personal contacts with news media and sales personnel in the travel trade, featured in a unique tabloid newspaper, the FRONTIER ENTERPRISE, and sold in quantity by the major travel agencies and airlines of the world.

Grand Canyon, Yellowstone and Grand Teton took 1st, 2nd and 3rd place honors for attracting the largest numbers of vacationists during the year with FAL tours.

Later in the fall of the year another series of package tours were organized and sold. This winter series were geared to the fabulous skiing to be found throughout the Rocky Mountain West and Southwest at such famed powder snow sites as Aspen, Crested Butte, Santa Fe/Taos and Sandia Peak and the fun-in-the-sun country of Phoenix and El Paso/Juarez. New tour folders, a winter edition of FRONTIER ENTERPRISE, newspaper and magazine advertising, personal selling and a flood of publicity have gotten the word out to winter vacationists that Frontierland offers the most to everyone on a year-round basis.

This following email exchange happened last September. I found it very interesting since I had never heard of this aircraft or that Central ever considered it. The proposed seating arrangement is unusual. Does anyone else recall Central considering this airplane?

-Jake Lamkins

I am working on the history of the 24 seats Potez 840 four turboprops aircraft, and I found a study for Central Airlines dated June 1963 for three routes Fort Worth - Wichita, Fort Worth - Kansas City and Kansas City - Denver.

Did you hear from this aircraft, which was finally not purchased It was marketed in the USA by Turbo Flight of Chicago Don Payton.

-Pierre Parvaud

Hello Pierre,

I worked for Central Airlines and we never flew the Potez 840. Nor did we ever consider buying one. There were several other American airlines with the name Central such as Lake Central, North Central, Trans Central, etc. None of them flew the Potez 840 but I do not know whether they considered buying it.

Our fleet was DC-3s, CV240s and CV600s.

Best regards and good luck with your project.

-Jake Lamkins

Hello Jake,

I found in the Potez papers a routes study asked by Central Airlines, and another by Lake Central Airlines, who ordered the Nord 262 instead.

Potez also asked for a credit to build 5 P-840 for Central Airlines. Of course, no US company purchased this aircraft, as the 24 seats accomodation was rather unusual.

-Pierre Parvaud

(Several scans attached which are shown here.)

Hello Pierre,

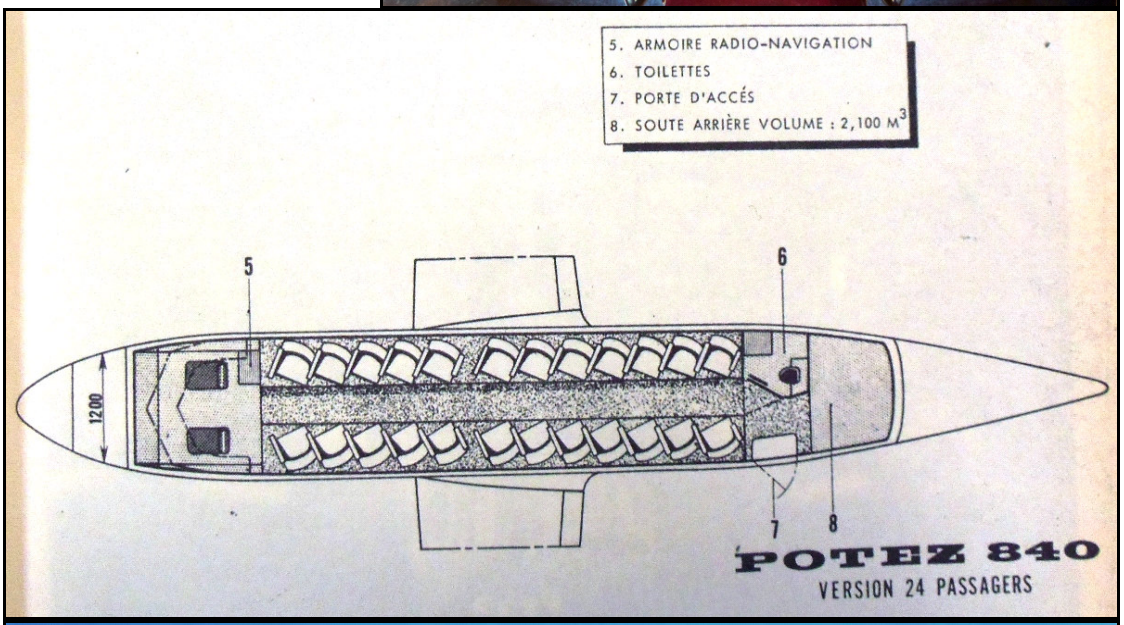
This is very interesting since I had not heard of the Potez aircraft until you contacted me.

Thank you for sending the scans of the material.

The 24 seats would match the seating on Central's DC-3.

I will share this with some fellow Central employees and let you know if I find out anything more about it.

-Jake Lamkins



TOULOUSE
P.840
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ETUDE DE ROUTES

POUR CENTRAL AIRLINES, FORT WORTH (TEXAS)

ÉTABLISSEMENTS
HENRY POTEZ
DÉPARTEMENT AVIATION

27.6.63 | 1

0 - INTRODUCTION -

La présente étude, réalisée à la demande de CENTRAL AIRLINES a pour but de déterminer un certain nombre de paramètres intéressant l'exploitation d'un réseau :

- distances entre escales compte tenu du tracé des voies aériennes et des profils de vol
- temps de vol du décollage à l'atterrissage
- temps bloc compte-tenu des procédures au sol
- consommation
- escales de ravitaillement

Ces divers éléments sont également utilisés pour le calcul des frais directs d'exploitation

1 - DEFINITION DU RESEAU -

Le réseau étudié comprend trois routes :

- Route n°1 Fort Worth - Wichita en 6 étapes
- Route n°2 Fort Worth - Kansas City en 7 étapes
- Route n°3 Kansas City - Denver en 10 étapes

Nous donnons ci-dessous pour chacune de ces 3 routes :

- La désignation des étapes
- La longueur des étapes (en miles)
- L'altitude de vol en pieds.

Route n° 1

Etape	Longueur	Altitude
Fort Worth - Dallas	12	2.500
Dallas - McAlester	153	4.000
McAlester - Muskogee	59	2.300
Muskogee- Tulsa	47	2.700
Tulsa- Bartlesville	40	2.200
Bartlesville- Wichita	100	4.000
	411 mi	

The first prototype of the Potez 840 executive transport made its initial flight on 29 April 1961. An all-metal low-wing cantilever monoplane, it was powered by four 328kW Turbomeca Astazou II turboprops, had fully retractable tricycle landing gear, and carried a crew of three with cabin accommodation for up to 18 passengers. A second prototype, flown in June 1962, had Astazou XII engines of 447kW each.

After a sales tour in North America by the P-840.02, plans were made for a production batch of 25 Potez 840s, but in fact only two more prototypes were built, one of these being reserved for static testing. Two Potez 841 aircraft followed, powered by 417kW Pratt & Whitney Aircraft of Canada PT6A-6 turboprops. Finally, the modified Potez 842 appeared in 1965, a second aircraft, also powerd by Astazou XIIs following two years later.

-http://www.aviastar.org/air/france/potez-840.php

PATH TO BANKRUPTCY

(Excerpted and edited from 1986 articles in Aviation Daily, Airline Pilot, FARPA Newsletter and Denver newspapers.)

Frontier, formerly one of the nation's most consistently profitable long-time airlines, wound up in U.S. bankruptcy court last week, but the path leading to the court dates back to May 1982. Events since then were replete with financial and management problems associated with competing in a deregulated environment. Under a management team headed by Al Feldman and later Glen Ryland, who was number two under Feldman, the Denver-based carrier boasted 10 consecutive years of profitability prior to 1982. That was when United, a major competitor at Denver Stapleton, launched a massive campaign to capture a bigger share of the Denver market and to become the dominant carrier at the airport. United's opening step involved jumping its daily departures at Denver from 96 in May 1982 to 133 in July.

In late 1983, after Continental declared Chapter 11 bankruptcy and emerged a few days later as a low-cost carrier, Frontier, according to Ryland, found itself 'caught in an accordian type squeeze" between United and Continental. Frontier's demise started in late 1982 when it suffered its first quarterly net loss—$6 million—since 1972. A chronology of events follows.

1983

January 6—Then-president Ryland directs management to take 'additional dramatic action on the cost side" and announces plans to seek union concessions, following "extraordinary and aggressive marketing measures" by United and Continental.

August 9—Frontier Horizon is created as a nonunion sister carrier to Frontier under Frontier Holdings to specialize in "quality, cost-effective service in high-density corridors to be added at the Denver hub:' Ryland reported. Frontier unions object, fearing Frontier Horizon is the first step in a management plan to downsize, even eliminate, Frontier operations.

September 24-27—Continental flies for Chapter 11 bankruptcy, abrogates its union contracts, and returns to service as a low-cost carrier offering deep discount fares.

December 9—Akron, Ohio-based GenCorp, Frontier's majority stockholder since 1964, says a buyer may be sought for its interest in the company. Decision precedes by a few weeks the formal announcement that Frontier posts a $13.8 million net loss for 1983, its first annual loss since 1971.

1984

January 9—Frontier Horizon begins operations but with a limit on the size of its future route growth that was negotiated with Frontier's Air Line Pilots Association unit in exchange for wage-benefit concessions. Wage concessions subsequently are obtained from Frontier's Association of Flight Attendants and Air Line Employees Association units.

October 1—Frontier terminates service to 20 'unprofitable or marginal" cities.

October 11—Ryland reports that company directors reject an offer from Los Angeles investor Travis Reed to buy the company, adding that further cost reductions have to be achieved. "Failing that, the company will be liquidated:' Ryland tells employees. Directors reportedly chastise Ryland for making such a statement, disputing his claim that as president he has the authority to do so.

November 5—M. C. "Hank" Lund replaces Ryland as president.

December 28—Frontier directors approve sale of Frontier Horizon to Skybus.

December 21—Frontier and a coalition of its unions announce agreement on guidelines for an employee stock ownership plan (ESOP), under which employees will grant major concessions in wages and other areas in exchange for an option to buy all outstanding shares through outside financing.

1985

January 29—After reporting a 1984 net loss of $31.1 million—its worst performance ever—Frontier sells its five MD-80s to United for $96 million, then leases the aircraft back.

March 2—Union coalition teams up with an investment group headed by Tulsa-based Frates Enterprises and proposes a joint buyout of Frontier.

April 4-25—Union-Frates buyout attempt falls through. Continental parent Texas Air Corporation bid to acquire the company is rejected. Frontier reports a first quarter net loss of $14.2 million.

April 26—Joseph O'Gcrman replaces Lund as president, reportedly because Lund objects to the proposed sale of Frontier aircraft to bolster finances.

May 23—Directors reportedly approve a plan to finance the union coalition's ESOP buyout proposal through the sale of company assets, including the sale of 25 of Frontier's 48 Boeing 737s. Under this plan, employees will gain ownership of the company without third-party financing, in exchange for further concessions to make Frontier cost-competitive with other carriers.

May 17—Twenty-five 737s are sold to United for $265 million, then leased back by Frontier.

July 16—Terms of the revised employee buyout plan are firmed up in an agreement with leaders of four of Frontier's five unions — carrier's Machinists union unit departs from the coalition and is not a party to this agreement. Pending ratification of cost-reduction type contracts by memberships of the four unions, stockholders will receive $17 per share for their stock and employees will be given ownership of the company.

August 23—Members of the four unions participating in the ESOP buyout plan ratify new contracts providing about $32 million annual savings to the company. Pending stockholder approval of the $17-per-share offer, 3,500 union members, through the ESOP mechanism, will receive 80 percent of Frontier's stock, 500 nonunion workers will receive 10 percent, and management will get the right to acquire the remaining 10 percent through stock options.

Sepember 12—Frontier's board announces a special stockholders meeting will be held October 30 to vote on the employee buyout plan.

September 19—Texas Air Corporation announces it will purchase Frontier for $20 per share, topping the employee buyout offer.

September 25—Union coalition says it will "vigorously' oppose any takeover by Texas Air and subsequently induces People Express to make a $24-per-share offer for the company.

October 8—Frontier directors approve sale of the company to People Express, and stockholders on November 21 also approve the sale.

1986

January 30—People Express executive Larry Martin replaces O'Gorman as president and subsequently accelerates the

changeover of Frontier to People Express management style and "corporate culture" New marketing programs include deep-discount fares and no-frills service Frontier operating losses rise to around $10 million monthly.

June 28—People Express, citing Frontier's heavy losses, announces it is considering the sale of all or part of its operations, including Frontier.

June 24—United says it is "interested" in buying Frontier.

July 8—Texas Air bids $235.8 million to buy all of People Express, including Frontier.

July 10—People Express rejects Texas Air's offer and says it will sell Frontier to United for $146 million. Sale is contingent on the successful outcome of contract talks with Frontier's five unions and its own ALPA unit.

August 2—Negotiations with United's ALPA unit, which says its position is supported by Frontier's ALPA unit, bog down over the date at which the salaries of Frontier pilots will reach parity with those of United pilots. United says that unless ALPA agrees to a substantial change in its position, "the merger is off."

August 3-28—On-again, off-again negotiations continue between United and its ALPA unit but no agreement is reached.

August 24—People Express shuts down all Frontier operations and says that it will place the company in Chapter 11 bankruptcy if its sale is not quickly concluded.

August 27—United, citing the deteriorating condition of Frontier and the shutdown of its operations, says it is no longer interested in purchasing Frontier as originally planned.

August 28—People Express places Frontier in Chapter 11 bankruptcy.

September 15—Texas Air Corporation announces it will acquire People Express for $122.1 million, and agrees to purchase Frontier assets for $176 million, Texas Air further offers Continental employment to Frontier pilots, flight attendants, agents, and dispatchers in exchange for employee and union waiver of claims against Frontier and People Express.

October 2—Frontier pilots endorse a job guarantee plan offered by Continental Airlines. The Transport Workers Union previously endorsed the plan. The Association of Flight Attendants and the Air Line Employees Association are still considering the offer.

October 6—ALPA's president, Capt. Henry A. Duffy, signs agreement effecting the job preservation agreement.

October 24—Continental buys Frontier and People Express.

1987

February 1—Lorenzo orders new CO president Tom Plaskett to merge CO, NY, PX, FL and all other airline subsidiaries

into one giant airline - CO, the biggest one-day merger in airline history, sometimes called the "big bang" -

schedules were disrupted for months and Plaskett was fired after 9 months on the job

1990

May 31—Frontier finally liquidated & paperwork finished per H. Lee Davis, exactly 40 years after its founding

THE NAVIGATOR

by Ace Avakian

During our early airline years, we had four main layover points: Albuquerque NM (ABQ), Billings MT (BIL), Denver Co (DEN) and Salt Lake City UT (SLC). I always enjoyed the ABQ layovers because of my love for Mexican food. (It is agreed, among gastrinomical connoisseurs, that ABQ rates as one of the best for its ethnic food).

On one such occasion after an overnight and returning to my hotel room after lunch, I found the red light blinking on the telephone indicating a message. Since I knew no one in town, outside of airline personnel, I thought.. ..'must be either an error or possibly 'Scheduling' up in Denver my "Crew Call" to advise that my trip and incoming equipment was 'on time'.

It was 'Scheduling' alright but to advise that my trip to Denver had been canceled and that I was to use the incoming equipment as a charter to pick up Hopi Indian firefighters out of Winslow, AZ (INW) and fly them up to Jackson Hole, WY (JAC) to fight the large forest fires that had wreaked havoc there for the last week or two. This was to be a two-ship charter - two DC-3's for the firefighter operation. The other DC-3 was, at that very moment leaving Denver for Winslow.

It was September of the year, the year being 1952 and the daylight hours were getting noticeably shorter. Upon arrival at Winslow (early evening) the other DC-3 was being loaded and the firefighter personnel were loading their gear aboard the airplane. I met with the other crew headed by Capt. Wayne Aspinall and we exchanged our usual jokes and idle chatter. By now it was getting dark and portable lights were turned on - loading was in its final stages.

Capt Aspinall - Wayne - took me aside and asked if much thought had been given about the route of flight from Winslow to Salt lake City, which would be our first stop (to pick up Rangers and other equipment). The direct route would be about 375 miles - all of it over barren, mountainous country with hardly any lights - forget navigational facilities! I told him that I had and that I had told my copilot (Joe Hill) that we would plan to go direct. From experience, I knew we could easily tune KSL Salt Lake on the Broadcast Band and at night, it being a clear-channel station, should come 'booming in'. Matter of fact, approaching Winslow, I tuned KSL (1110 kc) and the ADF (Automatic Direction Finder) needle was 'hunting' smartly in the general direction. It was decided, then and there, and since I was a "Ham" radio operator and, "...know all that radio stuff', that I would take off first and he would follow me in loose fonnation and I would be, "The Navigator".

We took off and headed in the general direction and Wayne soon 'Formated', loosely, off to the Starboard (right side). I was anxiously waiting for the top of the hour so I could get an audio identification of KSL Salt Lake when all (radio) stations identify themselves with their call signs. Meanwhile, the ADF needles were hunting either side of the nose, roughly 15 degrees either side and the "S" meter was showing good strength with respect to frequency 1110 Kc. It was Kilocycles and Megacycles in them days and all stations that could be tuned in aircraft were Amplitude Modulated, low frequency. (Frequency Modulation or FM stations were rare).

Frequency Modulation or FM stations cannot be 'tuned' from aircraft for direction finding purposes even today - mainly because most (not all) aircraft radios do not have the FM spectrum of the radio broadcast band; i.e 88 to 108 Megahertz.

To go on with my story, let me tell you, it was real black out there. It was clear - no moon and absolutely no reference to the ground (or horizon) at all. The air was absolutely smooth and the instruments on the panel were 'dancing' under the dim fluores-

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cent lights. I climbed up to 12500 ft altitude and started 'sucking' on the oxygen through the primitive oxygen tube with a small pipe-like stem. I picked out Polaris, the north star and maintained a general heading with respect to Polaris. But, soon, a high thin overcast had developed, and I kept on this heading which (in pilot talk) is 'deduced reckoning' or 'dead reckoning'. One could see a light on the surface here and there but it really didn't mean anything. We kept rumbling on and I kept tuning and listening and all I could hear were static crashes with questionable audio.

Almost continuously, I was tuning and listening for some identification, hopefully, Salt Lake City so I could relax a little. Tuning either side of 1110 on the dial but to no avail and switching to ADF position the needles would 'hunt' generally on the nose but now seemed to be pointing toward the right rear. I would lean forward and look back and there was Wayne with the navigation lights flashing - first from the nose then from the wings in repeated sequence.

After two hours of this I (at last) could barely make out some reddish reflection off the clouds up ahead and slightly to the right of our nose. Glancing at the ADF needles which by now were pointing to the right and slightly rear with strong "5" meter indications. I could now see some lights that appeared to be of some consequence.

Suddenly (and which startled me) a voice over our company radio asked, "Ace? - - Wayne do you have any idea of where we are and do you have an ETA for Salt Lake?"

Ace and wife Janet, former FL flight attendant, in 2001

I immediately tuned the Delta low frequency radio station, got a positive identification on it - clicked to the ADF position and there, just a little to our Port side (left) the needle pointed with authority! Then quickly to Provo (UT) with positive ID and pointing straight ahead!

I told Wayne, "Buddy I'm going just north of Delta which is just ahead and to our left and start a gradual descent toward Provo - just to the west of Spanish Forks and we should be coming up on the Salt Lake Valley here, momentarily."

"Okay, B-u-u-u-u-d-y!", was all he said. I then asked Joe to call Delta Radio and get a weather report for Salt Lake City and a current altimeter setting. By that time I could make out the green rotating beacons of Provo, Salt Lake City and Ogden to the north and the "light line" of Amber 4 airway. The 'split' beacon of Hill Field (military) could also be visually identified to the distant north.

Once on the ground at Salt Lake City, Wayne came over to me and said, "That was the most fantastic bit of navigation I hsve ever experienced. It's a good thing you know all these broadcast station frequencies by heart." I never told him that when I (finally) got a voice identification on the radio, it was, "You are tuned to Kayay Veeyee Oh-woh, Oh-woh .... the voice of Tulsa, Oklahoma." <KVOO Tulsa's frequency (AM) was/is 1120 and roughly 1200 miles from SLC!>

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