



FRONTIER AIRLINES

A CHRONOLOGY OF OLD FRONTIER AIRLINES AND ITS PREDECESSORS

1938	1/24	Ray Wilson Inc. incorporated in Colorado
1939		Ray Wilson filed for operating certificate
1941	Dec.	Charles Hirsig becomes president of Summit Airways
1942	Sep.	Rocky Nelson becomes Arizona Airways' only president
1945	1/15	Charles Hirsig, founder of Summit Airways-beginning of Challenger Airlines, dies at age 34
1945	9/17	Arizona Corp. comm. authorized
1946	3/17	Arizona Airways inaugurates intrastate service, crew Moore, Lowe, Conger - steward
1946	3/28	C.A.B. certificate issued to Ray Wilson, Inc
1946	3/28	C.A.B. certificate issued to Summit Airways
1946	7/2	Ray Wilson Inc. renamed Monarch Airlines Inc.
1946	8/21	C.A.B. certificate for Wilson reissued and renamed as Monarch Airlines
1946	9/30	Monarch's first DC-3 arrives in DEN - SN64422
1946	11/14	C.A.B. certificate issued to Central Airlines
1946	11/26	Operating certificate issued to Monarch Airlines
1946	11/27	Monarch's first scheduled flight DEN COS PUB CNE MVS DRO but unable to land at CNE and DRO due to muddy field conditions, crew was Capt. Art Ashworth, FO Ray Harvey & Steward Vern Carlson and carried one passenger
1946	11/30	Monarch first flight DEN-DRO
1947	Jan.	George Snyder becomes president of Challenger Airlines
1947	1/17	Service to GJT started
1947	2/10	Hal Darr takes over Monarch as president
1947	3/21	C.A.B. certificate for Summit reissued and renamed as Challenger Airlines
1947	May.	First Challenger timetable issued
1947	5/3	Challenger inaugurates service, crew of Hall, Nicholson & Cowley - then a steward
1947	5/10	Challenger started EMM (Kemmerer, WY) service to DEN & SLC, starts carrying mail
1947	6/10	Service to WRL starts
1947	6/23	GUP service starts
1947	8/15	GUC service begins
1947	11/9	Service starts at ALS
1948	Feb.	Donald Duff becomes Challenger Airlines president
1948	3/1	All AZ flights cancelled due to financial difficulties
1948	Apr.	Monarch and Challenger combine traffic, sales and maintenance
1948	Apr.	Challenger Hqs moved from SLC to DEN
1948	6/29	C.A.B. certificate issued to Arizona Airways - did not start C.A.B. certified operations
1948	7/1	Stewardesses replace stewards on Challenger flights
1948	7/2	First Monarch/Challenger joint timetable issued

1949	Jul.	Keith Kahle becomes president of Central Airlines
1949	7/1	Service starts at VEL
1949	7/5	AZ Board agrees to sell to Monarch
1949	8/14	CEZ service begins
1949	9/15	Central inaugurates C.A.B. certified service with flight Ft Worth-Dallas-Gainesville-Ardmore-Ada-Shawnee-Oklahoma City using Beechcraft Bonanzas, CN flights 1 & 2
1949	11/10	CN begins service segment OKC-END-PNC-CFY-WLD-ICT
1949	12/16	Monarch/Challenger merger approved by feds per Stearns book
1950	2/9	Challenger and Monarch merge to form Challenger-Monarch Airlines
1950	3/20	Frontier Airlines incorporated in Nevada
1950	6/1	Frontier Airlines formed from merger of Monarch Air Lines, Challenger Airlines, and Arizona Airways
1950	6/1	Hal Darr, Monarch's president, becomes Frontier's 1 st president
1950	7/1	First flight GRI-OMA
1950	Jul.	FL started replacing male pursers with female stewardesses
1950	9/1	CN replaces Beechcraft Bonanzas with DC-3s
1950	12/1	CN replaces male pursers with female stewardesses
1951	5/6	Arizona founder Rocky Nelson, aged 46, dies in Tucson
1952	11/3	FL's first stewardess class graduates
1953	Apr.	Mac Myhre becomes FL's 2 nd president
1953	4/25	ACF opened and CN moved from FTW to ACF except maintenance
1953	6/1	Service to COD starts
1953	12/16	CN's first stewardess class graduates
1954	Feb.	Jack Bradford, ultimate owner of CN, elected to the Board of Directors
1954	5/2	CN starts FSM service
1954	Sep.	ISN service starts
1954	9/15	BIS-BIL service begins, FL wins Williston Basin route- Service to start Sept. 15, 1954. Route between Billings/Bismarck via Miles City/Glendive/Wolf Point/Sidney/Williston and Dickinson.
1954	12/1	Ray Wilson fired by Myhre
1954	12/7	CN starts FYV service
1955	5/1	In May President Eisenhower authorized the issue of permanent certificates to the 13 existing feeder airlines, changing their designation to "local service carriers."
1956	2/1	CN starts FSM-FYV-STL service
1956	11/1	ALEA wins representation of the station agents et al at FL
1956	12/3	CN service segment began on WDG-LBL-COS-DEN
1957	4/11	FL signs first labor contract with ALAA, Air Line Agents Assn, later re-named ALEA, Air Line Employees Assn
1957	5/4	GUY is added to CN service
1957	6/29	CN starts HRO service
1957	10/28	LAA service initiated by CN
1958	3/21	Monarch co-founder Fred Bonfils dies, aged 62, at Denver
1958	4/18	Bud Maytag buys control of FL from a group headed by Emil Levin, Chicago industrialist
1958	May.	Construction starts on new CN hangar and general office building
1958	Jun.14	Service to TOP started by CN
1958	10/1	LSK and AWN service started
1958	12/10	FL wins 27 new cities in Seven States Case
1959	1/14	President Mac Myhre resigns from FL
1959	1/14	Bud Maytag becomes the 3rd president of FL, announces purchase of CV340 aircraft
1959	2/1	CN service to PVW and LBB started
1959	3/1	New service: STK-DEN, EAR-DEN, HSI-OMA, HSI-DEN, BIE-OMA, LNK-MKC, IML-DEN, IML-OMA, SNY-DEN, SNY-OMA, STJ-MKC, MKC-STJ, MKC-OMA
1959	4/1	New service: MOT-DEN, RAP-MOT, RAP-AIA, AIA-DEN, AIA-RAP, HSR-AIA, HSR-MOT, BFF-DEN & BFF-RAP
1959	4/12	New service: MOT-BIL
1959	6/15	Service to JAC started
1959	7/1	CV340 aircraft start flying, new service: CNY-DEN, ECS-CPR, ECS-RAP-DIK, GRI-OMA

1959 Aug. CN opens new HQs building at ACF which cost \$1,859,000
 1959 9/1 New service: BIL-GTF, LWT-SLC, LWT-GTF, GTF-SLC
 1959 9/26 Dedication of new CN office and hangar
 1959 11/2 New "Highline" service: HVR-BIS, HVR-GTF, GGW-BIS, GGW-GTF
 1959 11/9 Construction starts on new FL General Office on 39th Avenue
 1960 1/15 FL starts LEM-MOT LEM-CPR LEM-DIK service
 1960 11/1 Date approximate, sometime late in 1960 CN signed a contract with AA for 6 CV240s
 1960 ? CN opened new hangar, Amon Carter Field renamed Greater Southwest International Airport
 1960 9/23 FL moved into new HQs building 5900 East 39th Avenue
 1961 3/1 CN begins service with CV240s bought from AA
 1961 3/13 CN starts PUB-OKC and PPF service
 1961 4/3 GLD service started by CN
 1961 4/14 TBN service started by CN
 1962 3/26 Bud Maytag sells his FL stock (625,000 shares for \$3M) to Goldfield and buys NA
 1962 4/10 Lew Dymond elected to replace Maytag and becomes FL's 4th president
 1963 3/26 Jack Bradford buys controlling interest in CN
 1963 7/10 New service: COS-ABQ, COS-DEN, ALM-ELP, ALM-BIL, SAF-ABQ, SAF-DEN, ELP-BIL
 1963 10/2 CN signs first contract with ALEA
 1964 Jan. L. E. Glasgow succeeds Kahle to become CN's 2nd president
 1964 6/1 Convair 580 aircraft introduced on system. CV340/440s converted to turboprops.
 1964 6/1 FL stopped using turquoise crescent logo & changed to tan crescent & lowered arrow with arrival of CV580s
 1964 8/1 CN announces conversion of 6 CV240s and purchase of 4 more CV240s to also be converted
 1964 Nov. RKO General buys 55% of FL from Goldfield Corp for \$6,513,080
 1965 1/5 RKO General purchase of FL becomes effective, Kimball-O'Neil-Poor elected to board
 1965 May. Lamar Muse becomes CN's 3rd and last p[resident]
 1965 9/19 CN takes delivery of first CV600
 1965 10/30 Service to OLU started
 1965 12/1 CN inaugurates CV600 service DAL-FSM-FYV-TBN-STL
 1966 6/1 Floyd Ririe is first pilot to retire from FL, he dies over 30 years later!
 1966 9/30 Boeing 727-100 service started, 5 ordered with options on 5 more, 24F 72Y seating
 1966 10/9 New service: HDN-SLC, HDN-DEN
 1966 11/9 CN/OZ merger terminated due OZ's lack of financing
 1966 12/3 OKC new terminal dedicated
 1967 6/1 New service: WYS-DEN
 1967 6/13 New service: DEN-STL, MKC-STL, STL-GJT
 1967 6/13 DEN-STL jet service starts
 1967 10/1 Central bought and merged into Frontier, new service BZN-SLC, MSO-GTF
 1968 Jan. President's Assistant program started on jet service
 1968 2/9 Boeing 727-200s arrive, 5 ordered
 1968 3/1 New service with 727-200s: DEN-LAS, LAS-STL, PHX RR office opened about now
 1968 10/23 DC-3s retired from service
 1968 10/27 LIT-MEM service begins, MEM is the 116th city and TN the 16th state served by Frontier
 1969 1/3 Lew Dymond resigns as president
 1969 Jan. FL's 5th president, E. Paul Burke, takes office
 1969 3/1 Eleven CV600s from CN are parked and put up for sale
 1969 7/7 Begins using 737 aircraft on its routes
 1969 8/1 CRO moves from GSW hangar to DAL Sanford Building at 2405 Cedar Springs
 1969 10/2 Lawsuit Newmark v. RKO General settled in favor of FL, paid 12/1/70
 1970 Jul. 5 CV600s sold to Mandala Airlines for \$1.5M, 6 still for sale
 1970 Aug. ALEA has work slowdown
 1970 Sep. ALEA has 2nd slowdown, issues picket signs, prepares to strike
 1970 10/4 ALEA and FL agree to new contract, station agents top out at \$1000 per month for first time
 1970 10/25 Service OMA-MDW, OMA-PHX commences
 1970 Dec. Twin Otters start FL service

1970	12/1	FL paid \$8,474,044 in lawsuit against RKO General
1971	3/1	Beech 99s become part of fleet
1971	3/5	Al Feldman becomes FL's 6th President
1971	Apr.	Offices at 39th Avenue moved to hangar building on Smith Road
1971	9/4	WHY magazine, precursor to Frontier magazine, appears on aircraft
1971	9/15	Petroleum Club service inaugurated DAL-DEN-CPR, BIL, GTF
1971	Nov.	B727s sold to BN
1972	Mar.	Last 727-200s sold to BN
1972	4/13	First hijacking - FL 91 ABQ-PHX hijacked to LAX, hijacker surrendered to Capt. Willy Hurt later that day
1972	8/1	SAF closed due to unsafe runway conditions
1972	10/1	Twin Otter-300s announced to replace Beech 99s
1972	11/10	FL moved from MKC to new MCI airport
1972	12/1	FL moved DEN operations to concourse D
1972	12/8	Twin Otter service starts to SNY AIA CDR BFF
1973	1/29	Frontier makes history hiring female pilot Emily Howell Warner
1973	1/29	Frontier hires a black pilot the same day, Bob Ashby, who became the only Tuskegee Airman to be hired by a U. S. commercial passenger airline
1973	10/23	Oil embargo crisis, flight schedules reduced
1974	1/13	DFW airport opens
1974	Mar.	Frontier Magazine's first issue published, previously called WHY?
1974	10/28	New service FCA-MSO
1974	10/28	MOT-YWG flights start, first international service
1976		TOP operation moved to FOE
1976	6/1	First jet service to FOE
1977	9/1	First flight DEN-SMF
1977	11/6	First flight LNK-MDW
1977	9/1	The Sep/Oct FL News announced that a "new look" was coming, New DEN-SMF service started
1978	4/30	The new Frontier logo is dedicated - it features a stylized "F" icon which was designed by Saul Bass and Associates of Los Angeles
1978	6/1	Service started DEN-GEG
1978	7/24	Frontier hires their second female pilot, Cindy Morgan, per Oct 78 FL News
1978	9/20	Frontier hires their first female aircraft mechanic, Jean McMichael
1978	8/12	Non stop LIT ICT service started
1978	11/3	First flight ELP to GDL & MZT Mexico
1978	12/15	DTW service begins
1979	3/1	Service deleted at HSI EAR MCK & OLU
1979	4/27	SLC-GEG commences
1979	5/1	DFW-SHV flights begin
1979	5/1	RDD service from SMF started
1979	5/11	Monarch co-founder Ray Wilson dies at age 78 in Denver
1979	5/4	First flight, LIT-JAN
1979	5/24	DTW-TOL service begins
1979	6/1	BOI service begins
1979	6/15	HOT service dropped
1979	7/1	New service SLC-EUG
1979	7/16	Start GEG-YVR flights
1979	8/9	FLG dropped from service
1979	9/1	WDG & PNC dropped from service
1979	9/30	Service to SVC & ALM dropped
1979	11/8	BIL-HLN service begins
1979	11/8	Service starts MSO-HLN
1979	11/8	ABQ-ZIH flights commence
1979	11/8	Flights ELP-ZIH get started
1980	2/1	Glen Ryland becomes 7 th president, service to MDW is deleted, service to LEX begins
1980	5/1	DEN-HOU service started and SMF-SCK

1980	6/30	Service to the "highline" is dropped: HVR LWT GGW OLF ISN SDY MLS & GDV
1980	8/1	MLC is dropped from service, last one man station
1980	9/21	New ATL terminal opens with FL a tenant
1980	10/1	Jet service starts at LBF
1980	11/30	Nebraska stations of CDR SNY & AIA cease operations, Twin Otters are retired
1980	12/1	New service, DEN-DSM-LNK, service to JAN is dropped
1980	12/15	LAS-SNA flights begin
1981	3/1	First flight, DEN to RNO
1981	5/1	Service begins to LAX YXE & YQR
1981	5/1	New service: DEN-LAX
1981	6/1	AMA & LBL closed down, JAC gets 737 jet service
1981	6/12	FL files with SEC to sell \$40M in debentures to buy aircraft and general corporate purposes
1981	6	JetMates begin service at DEN
1981	7/1	New service to OAK FSD MSN, FL magazine has 10 th anniversary
1981	8/9	Former FL President Al Feldman dies in Los Angeles at age 53
1981	9/1	GUP service is terminated
1981	9/30	New service: FSD-MSN
1981	10/1	Service dropped at GUP
1981	10/1	First flight DEN-MSN
1981	10/1	DEN-FSD service begins
1981	11/1	DEN-SEA service starts
1981	11/15	Service dropped at LAW
1981	11/19	ALEA and FL sign new contract
1981	11/30	ALEA contract ratified with a 98% yes vote
1982		Profit of \$32M in 1981 announced
1982		Frontier bought the Western hangar at DEN
1982	1/31	Drops service to FYV HRO and TBN
1982	3/1	Service dropped at COD WRL and VEL
1982	3/16	ABQ-PVR flights start
1982	4/1	Service dropped at ALS CEZ GUC HDN and PUB
1982	4/22	Shareholders vote to establish holding company
1982	4/30	DEN-SAN service starts
1982	5/6	Frontier Holdings formed with Frontier Airlines its primary subsidiary
1982	5/20	First FL flight using DC-9-80 aircraft
1982	5/31	Last CV580 flight made, FL had flown them since 1964 - 18 years, FL935 OMA-LNK-LBF-BFF-DEN terminating 7:30pm crewed by Capt. Jerry Hagen, FO Tom Sponsler and FA Marisa Zamora
1982	6/1	DEN-FAT flights begin
1982	11/20	First SAN-PSP flights start
1982	12/15	DEN-IND-CMH begins
1983		Profit of \$17M for 1982 announced.
1983	1/6	DEN-SGF service commences
1983	3/3	Start up DEN-PDX and BOI-PSC service
1983	3/3	PDX-EUG service starts
1983	6/1	FSD-SUX service begins
1983	8/9	Frontier Holdings announces plans for non-union airline, Frontier Horizon
1983	Sep.	CO files bankruptcy first time, Frontier employees picket Hqs over Frontier Horizon
1983	9/7	SUX-CID and DSM-CID links added
1983	Sep.	Frontier unions picket Frontier Hqs over Frontier Horizon start-up.
1983	10/17	Combs Airways leases 9 FL CV580s to start FL Commuter
1983	11/18	DEN-MAF-ABI flight begin
1983	12/1	FL Commuter starts up using FL CV580s from DEN to CYS LAR RIW RKS RIW
1984	1/9	Frontier Horizon inaugurates service - DEN-DCA DEN-SFO & DEN-ORD with 727s
1984	3/1	FH begins DEN-LGA service
1984	3/29	General Tire forms a holding company called GenCorp, RKO General is a subsidiary
1984	5/1	Chick Stevens downgraded at FRONTIER magazine, by Jan86 shown as "founder" tho still getting articles

in occasionally

1984	6/8	DEN-RFD, MSN-RFD and CID-RFD service started
1984	6/16	Frontier Airlines pilot Emily Warner and co-pilot Barbara Cook make history by directing the first all-female commercial airline crew, on a flight from Denver to Lexington, Kentucky.
1984	6/27	Announced plans to cease service to 20 cities on Oct 1
1984	9/1	New customer service & ramp uniforms introduced
1984	10/1	DEN-MSP & DEN-MKE service starts
1984	10/1	Service dropped to FSM LIT FAT DRO ATL IND SUX FOE LEX DTW JLN HLN GRI GFK FMN CMH TOL MEM ABI PSC
1984	11/5	Glen Ryland resigns and Hank Lund becomes FL's 8 th president
1984	12/15	FL Services start bus shuttle service to Keystone, Vail, Copper Mountain, Breckenridge & Winter Park, to run til 4/7/85
1985		Loss of \$31M for 1984 announced
1985	1/1	FH goes DEN-TPA & MCO
1985	Feb.	FL Commuter ceases operations after opposition from the Employee Coalition
1985	3/2	Frontier reports \$31.1M loss for 1984
1985	4/1	FL Horizon ceases operations after opposition from the Employee Coalition - consolidated back into FL
1985	4/1	FL DEN-IAD service started, replacing dropped FH service
1985	4/25	Hank Lund resigns and Joe O'Gorman becomes FL's 9 th president
1985	8/20	FL sold last nine CV580s to Metro Airlines
1985	10/5	People Express buys FL (11/85 FL Monthly says FL Holdings approves sale on 10/8/85 at \$24 per share - \$298M)
1985	10/28	PX and FL announce joint fare program to over 1300 city pairs
1985	10/30	Last CV580 delivered to Metro Airlines
1986	Jan.	Larry Martin becomes FL's 10 th and final president
1986	3/13	Premium class service started on FL
1986	8/24	Frontier ceases operations on a Sunday morning
1986	8/28	Frontier files chapter 11 bankruptcy
1986	9/15	Texas Air agrees to buy People Express for about \$125 million in securities, and to acquire the assets of Frontier.
1986	10/24	CO buys FL and PEX
1987	2/1	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	5/31	Frontier finally liquidated & paperwork finished per H. Lee Davis, exactly 40 years after its founding
1990	12/3	CO files chapter 11 bankruptcy (again)
1993	4/28	CO emerges from chapter 11 bankruptcy, FL disappears from their corporate structure
1994	7/5	New Frontier Airlines starts service
1995	2/28	New DEN airport opens
1997	7/4	Central founder Keith Kahle dies in Fort Worth aged 87, names ex-Central employees honorary pallbearers
1998	7/22	U.S. Bankruptcy Court, District Of Colorado, closes the Chapter 11 case of Frontier Airlines
2001	4/22	FL hangar and general office building on Smith Road in Denver is dynamited and totally demolished