

# FRONTIER NEWS



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

We are FLamily!

FALL

OCTOBER

2016

#65

## Frontier files Chapter 11

United rejects pilots' bid to reopen talks/6



4700 out of Work: Frontier Airlines, shut down since Sunday and facing pressure from creditors, filed for Chapter 11 bankruptcy reorganization in Denver federal court Thursday, leaving 4,700 workers nationwide without jobs.

People Express, owner of the Denver carrier, blamed the Air Line Pilots Association for Frontier's demise, saying the pilots' lack of flexibility made it impossible to complete a \$146 million sale of Frontier to United Airlines.

People Express said it does not expect to continue Frontier operations.

Cont'd on p.3



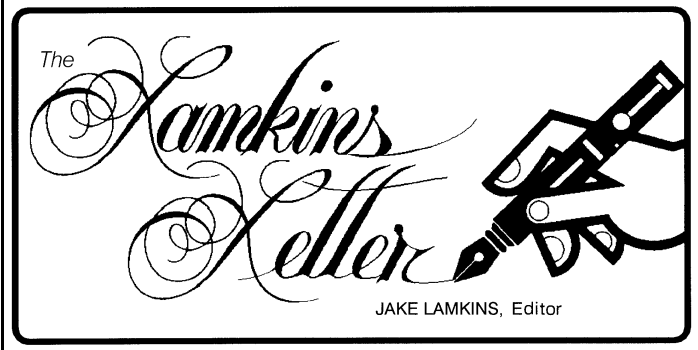
The **FRONTIER NEWS** is published quarterly and dedicated to ex-employees, friends, family and fans of the “old” Frontier Airlines which “died” on August 24, 1986 and was “buried” on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter 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 FLfamily.

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.



GJT station agent Jim Wilds has great faith in my longevity. He renewed his FL News subscription for 10 years. Here’s hoping we both make it, Jim, along with all our readers. DEN flight attendant Joy Alley Smith sent a nice donation to keep Frontier memories alive. So did that great pilot/flight attendant pair Dennis and Gloria Lacy.

As you can see below left our great supporter pilot Phil Stallings continues with his purchases of an ad in every issue of the newsletter. He began with the Spring 2004 edition (#15) and has not missed one since then - 50 issues. That adds up to \$3000 this great guy has given to keep the newsletter afloat. Hats off to you, Phil, your financial support is exceeded only by your friendship.

Several non-Frontier folks have expressed disbelief to me that we still have reunions 30 years after, keep in touch and support one another with life’s travails. My only explanation is that you had to be there. We were a unique group of people in a unique time in aviation and what we have has seldom been duplicated.

## 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](mailto:ExFAL@Yahoo.com)  
and <http://www.KansasCityCrewBase.com>  
Capt'n Phil Stallings, Webmaster,  
[RedRyder35@att.net](mailto:RedRyder35@att.net)  
Check the websites for FL news,  
notices on upcoming events,  
pictures and stories from the past.

### 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](mailto:ExFAL@Yahoo.com).

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"The Frontier acquisition was the victim of an unresponsive and inflexible pilot's union," said People Express Chairman Donald Burr in a statement.

People Express said its own operations will not be affected by the filing.

While Chapter 11 of the federal bankruptcy code will protect Frontier from its creditors, it also will allow People Express wide latitude in disposing of Frontier's assets or trying to sell Frontier to another carrier, said Hardin Holmes, a Denver bankruptcy lawyer representing Frontier.

"Under Chapter 11, Frontier had more options," he said.

Frontier filed bankruptcy petitions on behalf of the airline and two leasing subsidiaries, Frontier Leaseco One and Frontier Leaseco Two. Frontier Holdings Inc., the airline's parent firm, was not listed in the filing.

-DEN Post on Aug 29, 1986

### Frontier's fall portends rise of a few huge airlines

Frontier Airline's demise last week sent a tremor through the airline industry as observers wondered whether the nation's experiment with deregulation had gone too far.

The bankruptcy of a major regional carrier in the West left the skies over Denver dominated by two much larger competitors, Continental Airlines, newly emerged from its own bankruptcy reorganization, and United Airlines, the nation's biggest carrier.

The shutdown of Frontier, which likely will not operate again, also cast doubt on the future of the Denver carrier's owner, upstart People Express.

Moreover, most experts agree the industry is rapidly moving toward an oligopoly - domination by a handful of major players. In theory, they say, fare competition among major players, surviving regionals, and new low-cost entrants should assure bargain ticket prices for the flying public.

Yet whether an oligopoly will work in practice remains an open question. Alfred E. Kahn, architect of the 1978 airline deregulation as the Civil Aeronautics Board chairman under the Carter administration, told The New York Times last week that the current oligopoly is "uncomfortably tight."

"The threat of entry by new carriers should act as a policeman over deregulation," said Lee Howard, executive vice president of Airline Economics, a Washington, D.C., consulting firm. "But consolidation is still a hazard because there's just no experience in that area."

In the wake of Frontier's demise, experts see a moderating of the fare wars of last spring that produced flights for less than \$49 throughout the West as Frontier, Continental and United waged a battle for control.

"Denver had a bonanza for a while. But that will end," Howard said. However, he said that because of continued jockeying between United and Continental, Denver will remain a magnet for competition, a factor

(Continued on page 5)

## FRONTIER CHRONOLOGY

**February 1981** — Frontier announces that it had record profits of \$23.21 million on sales of \$468.86 million.

**January 1982** — The company lays off 220 workers in a cost-cutting move.

**February 1982** — The airline once again reports record earnings and revenues, marking the fifth year in a row that it has done so. Later in the month, the carrier laid off another 400 employees as a result of declining air traffic.

**June 1983** — Frontier pilots agree to a new labor contract that temporarily cuts their wages by 3 percent in an attempt to save the airline \$5 million.

**September 1983** — The airline announces it will seek more wage concessions from employees as a response to competition from low-cost Continental Airlines.

**November 1983** — Frontier flight attendants ask a federal mediator to help settle a contract that had been under negotiation for six months.

**December 1983** — Gencorp. announces it is considering selling its interest in Frontier Holdings, the parent company of Frontier Airlines.

**January 1984** — Frontier Horizons, a new, non-union subsidiary of Frontier, makes its first flight as unionized workers picket the airline in protest.

**February 1984** — Frontier pilots agree to an 11.6 percent wage cuts. The company installs a two-tier wage system that pays new pilots 65 percent of the pay of experienced pilots.

**April 1984** — The company reports a \$10.95 million first quarter loss, and said it will stop pouring free wine for passengers.

**May 1984** — Ticketing agents at the airline approve a new union contract that calls for an 11 percent wage cut and sharply lower pay for new employees.

**October 1984** — Frontier employees begin studying the possibility of purchasing the carrier through an employee stock ownership plan.

**November 1984** — A Los Angeles investor offers to buy the airline for \$222 million.

**December 1984** — A coalition of Frontier employees offers \$220.4 million to buy the airline.

**March 1985** — The airline reports that it lost \$31.1 million in 1984.

**April 1985** — The airline lays off 200 more employees. Texas Air Corp., parent of Continental Airlines, makes a \$185 million bid for Frontier. The bid is rejected.

**May 1985** — Frontier turns down a \$230 million takeover bid from Texas Air.

**July 1985** — Frontier's board approves the employee buy-out plan.

**September 1985** — Texas Air bids \$250 million for Frontier.

**October 1985** — People Express announces that it will buy Frontier for about \$300 million.

**June 23, 1986** — People Express says it is considering selling all or part of the company, including Frontier.

**June 24** — United Airlines expresses interest in buying Frontier from People Express.

**July 8** — Texas Air Corp. bids \$235.8 million to buy People Express, including Frontier.

**July 10** — People Express rejects the Texas Air bid, and agrees to sell Frontier to United for \$146 million. United stipulates that it will have to negotiate new contracts with all five unions at Frontier and have them ratified by Aug. 31 before the deal can be completed.

**July 11** — United says it will complete its purchase of Frontier by September.

**Aug. 12** — A pretax loss of \$32.7 million at Frontier contributes to a record loss at People Express.

**Aug. 1** — United says that a deadlock in talks with the Air Line Pilots Association threatens to jeopardize its purchase of Frontier.

**Aug. 15** — United and the pilots' union break off talks after the pilots reject a wage offer. The offer involved paying Frontier pilots less than what United pilots currently make, and bringing them up to parity with United pilots over a five-year period.

**Aug. 21** — Frontier officials say the airline could shut down because it did not have enough cash to make a \$5 million payment next due Tuesday.

**Aug. 23** — The airline begins making preparations for a weekend shutdown.



**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**

Was Sat, Aug 20, 2016, 10:30 am - 3:30 pm, \$15 admission  
Wings Over the Rockies Air & Space Museum  
Contacts:

Carolyn Boller, 303-364-3624, ckboller@comcast.net

Julie Dickman, jjdickman@gmail

Sue Lehotay, suelehotay@msn.com

**DFW MECHANICS GET-TOGETHER**

Happened 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-Eules Road, North Richland Hills, TX  
Contact:

Jim Ford, 817-268-3954, JEFord15@tx.rr.com

**FYV-FSM MEMORIAL PIGNIC**

Held Sat, Aug 27, 2016, 11am-3pm, FSM Burford Pavillion  
Contact:

Phil Green, 479-783-2981, nsbhg@att.net

Jake Lamkins, 479-879-8358, ExFAL@Yahoo.com

**LNK REUNION**

No info on a 2016 event.

Contact:

Gerald 'Cork' Guenther, 402-798-2102, saylor@inetnebr.com

**MCI FLIGHT CREW LAYOVER**

Was Thu - Sun, Sep 15 - 18, 2016

Hampton Inn, Lees Summit, MO

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**

Sun, Nov 13, 2016, 10:00 am - 3:00 pm, Desert Breeze Park in  
Chandler.

Contact:

Cyndy Camomile, 480-831-1660, cynhoff55@yahoo.com

Ginger Treptow, 480-813-4595, Peaches85233@q.com

**SLC PILOTS**

Luncheon, monthly, every third Thursday,  
11:30 am at Chuck Arama Buffet, 744 East 400 South, SLC

Contact:

New contact needed due to Jack Schade's flight west

**SLC REUNION**

No info on a 2016 event

Contacts:

Suspended pending new coordination

**REUNIONS NEWS****DEN REUNION**

It was great today to see some may Frontier folks---we had 375--which I think is the highest in recent memory. And thank you everyone who came and enjoyed.... it still amazes me how may folks attend each year...starting on the next one next week.

**-Carolyn Boller**

Kudos to Carolyn, Eric, Bev, Judy, and a bunch of other people whose names I don't even know. Thanks for making this reunion such a festive occasion for out of towners like me. See you all next year.

**-Warren VanderGalien**

I really had planned to come along this year. But my broken arm earlier this summer has set me back quite a bit financially and just couldn't afford the extra car rental and hotel bills this year. So sorry I missed it as it looks like everybody had a wonderful time.

**-Sarah Bara**

Thanks for all your good work. The reunion was wonderful.

**-Bob Wear**

You are amazing as always...what a wonderful job you do.

**-Lana Kelley**

Thank YOU for all you do!! Another great reunion!

**-Joanne Griffin**

Thank you Carolyn for putting in all the hard work so we can just roll in and enjoy . Great job as always!

**-Kayla Naima**

It was Awesome Carolyn! Thank You!!!

**-Lou Clark**

We rented a car to go to the FAL reunion in DEN. Get to the car company and they give us a Toyota Avalon instead of the Buick Lecross that I requested. We bring it home and load up and the car is out of gas.

So on the way to the filling station the air pressure light comes on so not only do I need gas but air also. Fill it up and put air in the tires. We head to GJT. About 10 miles out of LAS the tire pressure light comes on again. I said to hell with it, if it blows it blows.

We have been on the road for a couple of hours and both of us are hurting because the seats is hard as a bench. Get into GJT and check into the Clarion Inn and they gave our 1st floor room away and put us on the second floor. Needless to say I now have to have someone carry my oxygen equipment upstairs. We come

down stairs to the restaurant and there is a 45 minute wait for dinner. We go into the bar and order there. Get back up to our room and get ready for bed and the bed is like a brick.

When we got up in the morning I was having trouble breathing and every bone in my body hurt. I told Trish I don't think it's a good idea to go to DEN. She agreed. So we get someone to help us downstairs and go to the filling station to get gas and they have Palisade Peaches. So we bought the peaches, got in the car and returned back to LAS. Stopped at Beaver, Utah and got cheese from Cashe Valley Creamery.

I guess you could say we made a peach and cheese run.

**-Buck & Trish Hawk**

### FYV-FSM REUNION

We had another low turnout this year - less than last year. FLights west, illness and the "golden years" are taking their toll. Employees attending were station agents Ralph Beecham, Jack Chambers, Phil Green, Richard Horn, Jake Lamkins and Tony Worden; ticket counter agent Faul Farris and aircraft mechanics Ray Duckett and Darwin Haudrich. Family members brought the total attendance to 14.

BBQ and beans were excellent with several side dishes.

We set next year's date for the reunion on Sat., Aug 26, 2017. Next year will be our 50th gathering. Our yearly picnic began in 1968 and became a reunion a few days after the shutdown in 1986.

**-Jake Lamkins**

### MCI BIMONTHLY REUNIONS

Hello to all.....hope to see you at one of the next two gatherings for this year....September 17th and November 19th.

Both meetings will be at 11AM at the Barry Road HyVee Cafe: East on Barry Road 1 mile from Exit 8 on Interstate 29, to the intersection of Barry Road with St. Clair Avenue. East of St. Luke's Northland Hospital.

If anyone is coming from out of the KC area.....or if you have not attended in a long while...please RSVP.. I will announce your expected attendance.....so all who are able can come to visit with you.

Hope to see you there....

**-Rose Dragen**

Hello everyone.....just an FYI to say that John and Phyllis Peterson (FOE) will be joining us this Saturday (Sep 17) as well as first time attendee to the MCI Gatherings, Richard Wells!

We realize how fortunate we are to be able to get together with all of you to touch the past and relive some memories...sometimes hear a story we have never heard before!

Wishing good health to all, and hope to see as many as can make it at one of the two remaining visits this year.

Our FLIGHT CREWS are also meeting this weekend....Best Wishes for a great Reunion.

In attendance at our July Gathering were the following, Pat and Etta Mae Wildberger, Vic Preter, Clay Riecker, Rich and Kathy Metz, Mike and Rose Dragen, Glen and Ruth Lee Hastert, Dan Donovan, Judy and Frank Rottinghaus, Gary Wise, B.J. Blackerby, John and Phyllis Peterson, John and Francine Nordman, Bob Welch, Jim Asplund and Dave Mann....apologies if a name is omitted or misspelled.

Remember we have moved to the HyVee on Barry Road, just a few blocks east of I-29. Hope to see you soon,

**-Rose Dragen**

that will put a cap on fare increases.

Instead of unrestricted fare wars, observers believe all airlines will bring more sophisticated weapons to the battle, restricting the number of cheap seats on each flight. In smaller markets, where the demise of regionals such as Frontier reduces competition, sharply discounted fares could disappear, experts say.

As competitors drop by the wayside, the industry is expected to evolve into a network of as many as six powerful carriers, all very large, each dominating a portion of the nation's skies. Their chief competitors will be regional carriers with a lower cost structure, and new carriers that can mount a threat because of even lower costs.

Each of the major players will have several large "hubs" - cities that are fed by "spoke" routes from smaller locales. Each also will have a sophisticated computer system to manage passenger loads and fares, labor contracts that provide a competitive edge as expansion takes place, and the ability to use its size through marketing.

Today, say analysts, that elite club includes just five carriers: United, American, Delta, the newly formed combination of Northwest and Republic, plus Texas Air, assuming its merger with Eastern can be restructured to meet competition concerns voiced last week by the U.S. Department of Transportation.

People Express, now struggling to compete as a regional carrier in its core East Coast markets, might have been the sixth player had it been able to turn Frontier around and gain a foothold in the West.

With \$1 billion in cash and a strong earnings record, Dallas-based American remains one of the strongest of the five. In addition, said Roseann Tortora of First Boston Corp., "computer deals with Pan Am, Southwest and All Nippon" will benefit the carrier by adding business to its industry-leading Sabre computer reservation system.

Although United's well-documented labor problems helped sink the \$146 million purchase of Frontier, United has a strong balance sheet, said Betsy Snyder, an analyst at Merrill Lynch.

It also has geography in its favor with well-located hubs in Washington, D.C.; Chicago; Denver; and San Francisco. UAL Inc., United's parent company, is raising cash by selling limited partnerships in its Westin Hotels chain, she noted.

The Northwest/Republic combination, recently approved by the Department of Transportation, dominates a major city (Minneapolis) in a way no other carrier does, said Howard at Airline Economics. The two have an 80 percent market share, giving them a strong claim to the nation's northwestern tier.

"Delta is well run and its long-term debt is below the industry average," said David Sylvester, an analyst at Montgomery Securities Inc. in San Francisco. "It also has the youngest fleet in the industry," he added, a big plus in reducing fuel costs and increasing running times between overhauls.

Texas Air, which already owns New York Air and Continental and may soon acquire Eastern, is not as strong financially as the other four, said First Boston's Tortora.

There is "some Wall Street concern about the highly leveraged balance sheet," she said. On the positive side, however, analyst Sylvester notes Texas Air's \$700 million in cash. Continental's hubs in Denver, Houston and in the Far East represent good turf, he added.

**-Denver Post, Aug 30, 1986**



**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 2016 #64 ISSUE

**Ardell Arfsten,**

DEN vp-flight operations, 6/14/16, age 77

**Les Bendickson,**

POY RIW LAR CPR BFF GJT station agent, senior station agent, station manager, 7/14/16, age 88

**Susie Buckley,**

DEN flight attendant, 4/17/15, age 58

**Al Easom,**

DEN aircraft mechanic, 4/10/07, age 89

**GeorgAnn Ellis,**

DEN reservations agent, 1/16/16, age 75

**John Ensign,**

DEN ticket counter agent, 7/1/16, age 73, brain tumor

**Penny Burke Erdmann,**

DAL? flight attendant, 11/11/72, age 24

**Bob Hamilton,**

DEN reservations agent, 9/28/09, age 50

**Jerry Hamm,**

DAL DFW employee, need info, 8/25/16, age 71

**Mike Hudson,**

MEM ATL station agent, 7/8/16, age 61

**Sandy Swinger James,**

SLC flight attendant, 8/3/16, age 69

**Maggie Leicht,**

DEN accounting clerk and SLC reservations agent, 5/26/04, age 49, cancer

**A. J. Littlefield**

DEN lead aircraft mechanic, 9/5/15, age 81, cancer

**Edna May,**

PHX public affairs representative, 10/2/03, age 93

**Mac McLaughlin,**

DEN technical training instructor, need info

**Fran Richards,**

RAP station agent, 5/27/07, age 69

**Janet Sisk,**

DEN executive secretary, 7/19/16, age 75, cancer

**Kayleen Coon Stangor,**

DEN reservations agent, 10/15/99, age 41

**Jack Vaughn,**

DEN aircraft mechanic, 1/31/12, age 76

### Cherish Today

Yesterday is gone— It passed so quickly—  
It slipped away from me during the night while I slept.  
All that remains are the memories—  
mind pictures of the things I said and did.  
Soon the memories will fade too—  
they will vanish in the night  
Just like yesterday— Never to be remembered again.  
We are like that in life— Rising like a new dawn—  
Spending our time making memories in the sunlight—  
But too soon the night comes,  
and like our memories we slip away— To be forgotten.  
Cherish today!

—Jack Chambers, LIT station agent



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**JANET SISK****1981 - 1986****EXECUTIVE SECRETARY  
DEN**[http://FAL-1.tripod.com/Janet\\_Sisk.html](http://FAL-1.tripod.com/Janet_Sisk.html)

OBITUARY: Janet Sisk, May 12, 1941 - July 19, 2016



Janet Yvonne Sisk lost a hard fought battle with cancer on July 19, 2016. She put her faith in God and prayed and knew he would be with her along the journey.

Janet was born May 12, 1941 in the small town of Highmore, South Dakota to John and Eleanor Enger. She was one of 5 children her brothers and sisters were Anne Donlin, Bill, Jack and Don Enger.

She grew up in Miller, South Dakota.

In 1962 Janet married her high school sweetheart Francis Eugene Sisk. They started a family and had two boys John and Jim.

They moved the family to Colorado in 1965 and expanded their family with two more boys, Kenneth and Marc.

Janet stayed home and did not work during those years but then went back to work as a secretary in the local school district.

She moved on to work for Frontier Airlines as a top administrative assistant until their bankruptcy then went to work for Peat Marwick the accounting firm handling the Frontier bankruptcy ahead.

[-http://obits.dignitymemorial.com](http://obits.dignitymemorial.com)

**ARDELL ARFSTEN****1967 - 1986****PILOT, VICE PRESIDENT-FLIGHT OPERATIONS  
DEN**[http://FAL-1.tripod.com/Ardell\\_Arfsten.html](http://FAL-1.tripod.com/Ardell_Arfsten.html)

OBITUARY: Ardell Everitt Arfsten, September 2, 1938 - June 14, 2016, age 77, of Franktown CO, passed away June 14, 2016.

He was born in Franktown on September 2nd, 1938. He graduated from Douglas County High School in 1956.

He married his high school sweetheart, Patricia Oblander, on October 7th, 1956 and this October they would have celebrated their 60th anniversary.

Ardell had many careers over his life: farm hand, heavy machinery equipment operator, deputy sheriff, flight instructor, pilot, and airline executive.

He was a master craftsman, whether it was bluing and building his own guns, fine carpentry or just general fix it all knowledge. He was an exceptionally talented man and he inspired everyone who met him to exceed their own expectations of life...and his too.

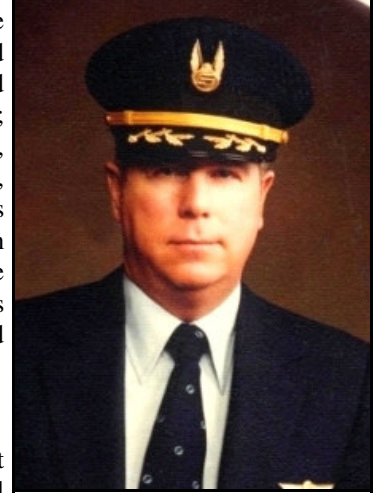
He is survived by his wife Patricia; his children Ron and his wife Kathy, Ronda, and Renee and her husband Brian; his grandchildren Rachel, Chrissy, Megan, Justin, Nathan, Collin and Lane; as well as his great grandchildren Kiari and Alex (and one more that's on the way). He was much loved during his life and will be greatly missed.

[-http://](http://obits.dignitymemorial.com)

[obits.dignitymemorial.com](http://obits.dignitymemorial.com)

Just wanted all to know that we had a wonderful "celebration of life" picnic for our dear friend Ardell Arfsten on Saturday, Jun 18. While the Chaplain was speaking an enormous eagle circled the house and headed west! What a beautiful moment knowing Ardell was doing his last fly by! He will be in all our hearts forever! God Speed, Ardell!

[-Linda Sciacca](#)

**MIKE HUDSON****1975 - 1986****STATION AGENT  
MEM ATL**[http://FAL-1.tripod.com/Mike\\_Hudson.html](http://FAL-1.tripod.com/Mike_Hudson.html)

OBITUARY: Michael Raylond Hudson, 61, of Clearwater, FL passed away July 8, 2016. He is survived by his loving family.

[-Tampa Bay Times on Jul 13, 2016](#)

Sad news. Michael R. Hudson suddenly flew West tonight. I worked with Mike in MEM '78-'79.

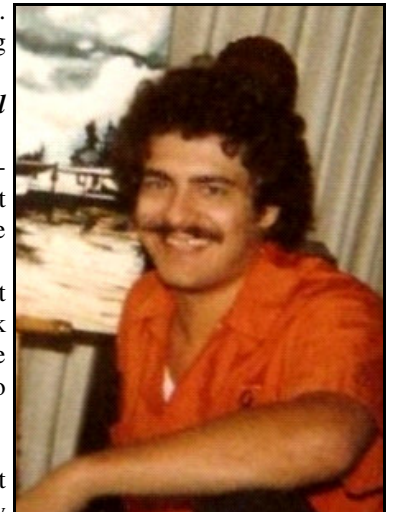
No idea what happened but it was posted on his Facebook page. Short illness, not sure what it was. He was far too young. RIP, Mike.

[-Gary Wingert](#)

I ended up in the restaurant and food industry for many years after taking furlough in Atlanta. I was with Steak and Ale in management and sales where I did very well.

I moved to FL in '96 at the passing of my father to help my Mom out and in '03 started my own business called ReelArt Studios producing collectible resin and bronze statues of comic book, pulp, classic illustration and literary characters. The business has been very successful with our products selling worldwide in local comic books stores and via online marketing through Dark Horse Comics.

[-Michael Hudson \(11/24/08\)](#)



## EDNA MAY

1950 - 1962

PUBLIC AFFAIRS REPRESENTATIVE

PHX

[http://FAL-1.tripod.com/Edna\\_May.html](http://FAL-1.tripod.com/Edna_May.html)

OBITUARY: May Edna B. May (Brezinski), age 92, passed away October 2, 2003. Employed by Frontier Airlines in Phoenix for 20 years.



Taught on Indian Reservation in Grand Portage. Assistant to the Dean of Law School at U of M, senior columnist and was a great advocate for seniors' rights.

Enjoyed travel and reading. Preceded in death by brother, Vester Brezinski; and sister, Grace Quam.

Survived by sister, Lavina Sula. No memorial service. 651-454-7285

Published on October 11, 2003.

-<http://www.startribune.com/>

(Edna hired on 5 days after Frontier's formation and was listed as PHX district sales manager on the Nov 1955 Frontier roster. Her obituary is wrong on two counts - she was 93 years old and she spent about 12 years with the company.)

## AL EASOM

1959 - 1983

AIRCRAFT MECHANIC

DEN

[http://FAL-1.tripod.com/Al\\_Easom.html](http://FAL-1.tripod.com/Al_Easom.html)

OBITUARY: Alfred Leroy Easom, Birth: Mar. 10, 1918, Colorado. Death: Apr. 10, 2007, Adams County, Colorado.

Served in the U.S. Navy as an Aviation Machinist Mate 1st Class. Father of two sons.

Parents: Elmer Elliot Easom (1881 - 1957) and Mabel Vineland Culbertson Easom (1892 - 1958)

Spouse: Marjorie Easom (1921 - 2007)\*

Note: Alfred and his wife passed away 19 days apart from each other

Siblings: Leslie Elmer Easom (1912 - 1963)\* Lyle James Easom (1914 - 2001)\* Marjorie Viola Easom Mayhew (1916 - 2009)\* George Charles Easom (1920 - 1951)\*

Burial: Fort Logan National Cemetery, Denver, Colorado.

-<http://www.findagrave.com>

( A L EASOM, DEN mechanic, DOB 3/10/18, DOH 4/27/59 per the Feb 1960 Frontier Roster.

A EASOM, Aircraft seniority date of 4/27/59 per the Nov 1980 FL/IAM Seniority List.

He is not on the May 1986 seniority list.

Al & Marjorie Easom at S Fig Ct Lakewood CO 80228 - 4861 Deliverable

per the Nov 2015 DENFL Reunion mailing list

He is not on the Nov 1984 Frontier Roster.

I'll guess he retired in 1983 when he turned 65 years of age until I get more specific information.)

## BOB HAMILTON

1978 - 1985

RESERVATIONS AGENT

DEN

[http://FAL-1.tripod.com/Bob\\_Hamilton.html](http://FAL-1.tripod.com/Bob_Hamilton.html)

OBITUARY: ROBERT DAVID HAMILTON - Bob Hamilton, of Central City, formerly of Denver, passed away peacefully on Sept. 28, 09 in his home.

He was preceded in death by his father, Ronald J. Hamilton. Bob is survived by his loving partner Esteban (Steve) Chavez, Central City; mother Marie Colleen, Little Canada, MN; brother Gary R. Hamilton, Palm Harbor, FL; sisters Barbara (Dr. Michael) Koszalka, Boise, ID, Cynthia (Jeffrey) McClurg, Pueblo, CO, Patricia (William) Picha, Vadnais Hts., MN, and Lori (Thomas) Nichols, Omaha, NE.

Bob is also survived by many nieces, nephews and dear friends.

A private family service will be held. A memorial fund has been set up in Bob's name at Mutual of Omaha Bank in Central City, CO.

To share a memory or a message of condolence to the family please visit [www.evergreenmemorialpark.com](http://www.evergreenmemorialpark.com).

-Denver Post on Oct. 4, 2009

Got this from Trisha who notified me at the reunion: I will look to see if by chance I have any old pictures that he might be in...I kind of doubt it but will look.

-Carolyn Boller

I remember Bob. Nice young man as I recall. Sorry to hear of his passing.

-Diane Kellett Olesky

## PENNY BURKE ERDMANN

1968 - 1972

FLIGHT ATTENDANT

DAL?

[http://FAL-1.tripod.com/Penny\\_Burke\\_Erdmann.html](http://FAL-1.tripod.com/Penny_Burke_Erdmann.html)

OBITUARY: Penelope Mary Burke Erdmann, Birth: Mar.7, 1948 in San Antonio, Texas. Death: Nov. 11, 1972 in Irving, Texas, Daughter of C S Burke.

Burial: Wilbarger Memorial Park, Vernon, Texas,

-<http://www.findagrave.com>

(Not much info on Penny. She was in the flight attendant class of 3/3/68 and was married to pilot Bob Erdmann. I have a photo of the class but don't know which she is in it.)

## FRAN RICHARDS

1967 - 1986

STATION AGENT

RAP

[http://FAL-1.tripod.com/Fran\\_Richards.html](http://FAL-1.tripod.com/Fran_Richards.html)

OBITUARY: Francis A. Richards, January 19, 1938 - May 27, 2007, age 69, of Rapid City, died Sunday, May 27, 2007 at his residence. Francis was born on Jan. 19, 1938 in Ridge, MT to Arnold and Margie Richards. He worked 27 years for Frontier Airlines and 8 years for the WorkWarehouse.

He is survived by his wife, Elaine Richards of Rapid City; one daughter, DeLynn (Pete) Tollefsrud of Spearfish, SD; one son, Mark Richards of Rapid City; step children, Clint Hartshorn of Amery, WI, Chris (Dave) Colburn of Buffalo Gap, WY, and Eric Hartshorn of Upton, WY; 4 grandchildren; 6 step grand-



children; extended family of aunts, uncles, and cousins; Lifelong special friends, Carol, Edsel, and Roe of Rapid City.

Cremation has taken place per Frans request. Private family services will be held at a later date.

**-<http://kirkfuneralhome.com>**

(F A RICHARDS, Emp# 07439, RAPOO, Address in Hermosa SD per the Nov 1984 Frontier Roster.

F A RICHARDS, Emp# 07439, ORG# 3404 - RAP, DOB 1/19/38, DOH and station agent seniority date of 11/6/67 per the Oct 1986 FL/ALEA Seniority List.

Fran's obituary errs in saying he had 27 years with Frontier. It was actually almost 19 years.)

## **JACK VAUGHN**

**1961 - 1986**

**AIRCRAFT MECHANIC, GENERAL FOREMAN  
DEN**

[http://FAL-1.tripod.com/Jack\\_Vaughn.html](http://FAL-1.tripod.com/Jack_Vaughn.html)

**OBITUARY:** Jack Lee Vaughn was born June 16, 1935 in Coalton, Oklahoma. He went to rest in the palm of God's hand January 31, 2012 at the age of 76.



Jack met the love of his life, Fontella, in 1956 while attending Spartan School of Aeronautics in Tulsa, Oklahoma. They married soon after and moved to Michigan where Jack started his 38 year career as a commercial aircraft mechanic.

Extensive traveling and happiness marked Jack and Fontella's 56 year marriage.

Jack was an avid Jaguar enthusiast and reigned as the first president of the Carolina

Jaguar Club. He eventually completed a frame-up restoration of his 1952 XK120 Roadster.

He also enjoyed fishing throughout the United States, elk hunting in the Colorado Rockies and pheasant hunting with friends and family in Nebraska.

His legacy of love lives on through his wife Leola Fontella, son Jack Willard and his wife Leslie Vaughn, daughter Marilyn and her husband Alan Swanson, brother Ben and his wife Doris, brother Ken and his wife Marilyn, sister Geraldine and her husband John, brother Willard and his wife Sharon.

He was "Papa" to granddaughter Lauren and husband Joel Johnson, and grandsons Paul Swanson and Brian Swanson.

A memorial service will be held 3:00pm, Saturday, February 11, 2012, at Crown Heights Baptist Church. Some of Jack's most admiral qualities were his loyalty, love and devotion. Not many people have friendships that span over 60 years. Dale Jessie was Jack's loyal lifelong friend. In Jack's family and circle of friends, if someone needed help, Jack was there. Period. No question. How will we go on without you? God has you in His care, we are glad you are free from pain and rejoicing in Heaven.

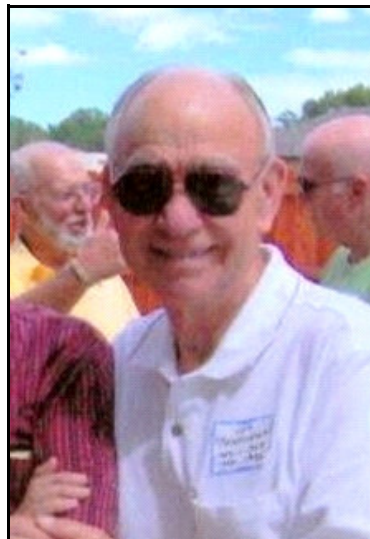
**-Published in The Oklahoman on Feb. 10, 2012**

## **LES BENDICKSON**

**1954 - 1986**

**STATION AGENT, STATION MANAGER  
CNE GUP POY RIW LAR CPR BFF GJT**

[http://FAL-1.tripod.com/Les\\_Bendickson.html](http://FAL-1.tripod.com/Les_Bendickson.html)



**Obituary:** Leslie Dwaine Bendickson, 88, of Grand Junction, Colorado, died Thursday, July 14, 2016, at LaVilla Grande Care Center.

He is survived by his loving wife of 62 years, Mae; daughter, Lori Bendickson of Grand Junction; son, Mark (Beth) Bendickson of Hillsboro, Oregon; sisters, Carol (Don) Olsen of Ivanhoe, Minnesota, and Barbara (Norris) Oerter of Hendricks, Minnesota; and many nieces and nephews.

Les was born on November 2, 1927, in Wood Lake,

Minnesota, the second of five children to Harold and Lillian (Jeseritz) Bendickson. After graduating from high school, he enlisted in the U.S. Air Force in 1946.

Following his military service, he acquired his pilot's license and returned to farming. He then attended airline school in Kansas City, and began a long career as a station manager for Frontier Airlines and later United Express.

He married Mae Horn in 1954, and they lived in Wyoming for ten years before moving to Scottsbluff, Nebraska, where they raised their family. After 20 years, they moved to Grand Junction, Colorado, where he retired in 1989. Because of the benefit of working for an airline, they were able to travel extensively, fulfilling their life's motto of "Live with Wings".

The family would like to thank The Residence at Grand Mesa, LaVilla Grande Care Center, and HopeWest for the love and care shown to Les.

Services will be held on Tuesday, July 26, 2016, at 11:00 a.m. at the First Presbyterian Church. Military honors will be at 3:00 p.m. at Veteran's Memorial Cemetery of Western Colorado.

Memorial contributions to HopeWest, 3090B N. 12th Street, Grand Junction, CO 81506.

**-<http://www.legacy.com/obituaries>**

**MAGGIE LEICHT**

**1979 - 1985**

**ACCOUNTING CLERK, RESERVATIONS AGENT  
DEN SLC**

[http://FAL-1.tripod.com/Maggie\\_Leicht.html](http://FAL-1.tripod.com/Maggie_Leicht.html)

Margaret E. Leicht, Born July 18, 1954, Died from cancer on May 26, 2004. Known as Maggie Leicht. She was the Denver ticket counter auditor when I first met her.

**-Jim Fender**

Margaret E Leicht, DOB: July 18, 1954, Date of Death: May 26, 2004, Age at Death: 49 years, 10 months, 8 days, Last known residence: Nampa, Idaho

**-SSDI**

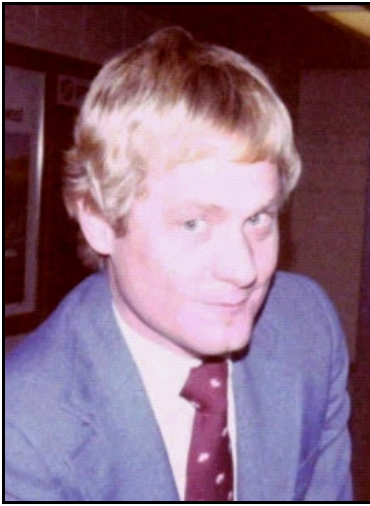
## JOHN ENSIGN

1977 - 1986

TICKET COUNTER AGENT  
DEN

[http://FAL-1.tripod.com/John\\_Ensign.html](http://FAL-1.tripod.com/John_Ensign.html)

John Ensign is seriously ill with a brain tumor. and at the



moment will probably be moved to hospice soon.. he was a TCA and Senior agent in Denver I think between about 78 to 86.. at FL .he then went to CO so there will be people that know him from both Airlines

He is unable at this time to respond to phone calls or facebook messages but his friends read him any thoughts and wishes he gets thru facebook..

He is aware of current and past memories but his ability to form the words he wants to

say takes time.... I know hearing from the olde gang would help him with this chapter in his life.

**-Eric Mason, (4/15/16)**

Just to let you know John Ensign passed this morning So I think I can get maybe more info. But u can put it out to our FLamily. He just turned 73.

**-Eric Mason (7/1/16)**

A celebration of life will be held in memory of John Ensign on July 23 at 2 PM. Location: Charlie Browns restaurant located at 980 Grant Street Denver Colorado. Enjoy our food and drink. RSVP appreciated, but not required.

**-Henry Gutierrez**

*(Never could find an obituary for John.)*

## GEORGANN ELLIS

1967 - 1986

RESERVATIONS AGENT  
DEN

[http://FAL-1.tripod.com/GeorgAnn\\_Ellis.html](http://FAL-1.tripod.com/GeorgAnn_Ellis.html)

OBITUARY: GeorgAnn Ellis, Oct. 26, 1940-Jan. 16, 2016, Age: 75, Residence: Westminster, CO

GeorgAnn Ellis passed away on Jan. 16, 2016, at her home.

GeorgAnn was born Oct. 26, 1940, in Colorado Springs to James Ellis and Georga (Struble) Ellis. She was raised in Greeley and graduated from Greeley Central High School in 1958. During high school, she was active in Pep Club and Rainbow Girls. She attended Nebraska Wesleyan College for two years.

She retired after 20 years with Frontier Airlines as a telephone reservationist. She also enjoyed traveling, reading and the Avalanche. She had several poodles through the years that she treasured.

She is survived by her stepbrother, James Jamison; stepsisters, Lois (Jamison) Darst and Carol (Jamison) Mellin; cousins, Steve and James Force; and dear friend, Constance Martindale.

GeorgAnn was preceded in death by her parents; stepmother, Margaret Ellis; uncle, Edwin Ellis; and Charlene (Ellis) Force. A graveside Celebration of Life will be held at 11 a.m., Satur-

day, Feb. 6, 2016, at Olinger Crown Hill Cemetery, in Lakewood.

**-Carolyn Boller**

## MAC MCLAUGHLIN

1971 - 1986

AIRCRAFT CLEANER, TRAINING INSTRUCTOR  
DEN

[http://FAL-1.tripod.com/Mac\\_McLaughlin.html](http://FAL-1.tripod.com/Mac_McLaughlin.html)

I heard about Mac's passing several months ago. I was very



sad to hear that but not totally surprised because of his declining health since he had a stroke several years ago.

It's sad that there are fewer and fewer people I know at every Frontier reunion.

P.S. I just realized that the way I heard about Mac's passing was that I called his home about 6 or 8 months ago (or maybe longer) and his wife answered and told me.

It's possible I may have a photo or two of him while he and I were in the Cayman Islands for Boeing around 25

years ago, but it would take some effort to find it. Sorry I can't be of more help!

**-Dave Owens**

*(I MCLAUGHLIN, Emp# 10832, DENMT, Address in Aurora, CO, per the Nov 1984 Frontier Roster.*

*Mac McLaughlin, DENMT, no title shown, per the Nov 1977 - Jan 1983 Frontier telephone directories.*

*The emp # 10800s were assigned around Aug 1971 so I'll show that as his DOH until specific info is received.*

*I MCLAUGHLIN, Retained cleaner seniority of 9 mos 12 days, per the Nov 1980 FL/IAM Seniority List.*

*He is not shown on the May 1986 FL/IAM seniority list.*

*I J MCLAUGHTON, Emp# 10832, Address in Renton, WA, per the Aug 1990 Frontier Roster.*

*Need his obituary, his date of hire, birth date and date of death.)*

## KAYLEEN COON STANGOR

1979 - 1986

RESERVATIONS AGENT  
DEN

[http://FAL-1.tripod.com/Kayleen\\_Coon\\_Stangor.html](http://FAL-1.tripod.com/Kayleen_Coon_Stangor.html)

One of the Res gals told me at the reunion that Kaylee Coon Stangor died on October 18, 1999.

**-Carolyn Boller**

*(K L COON, F, DOB 11/13/57, DOH 5/29/79 per the Dec 1984 Pension records.*

*K L COON, Emp# 15628, Reservations agent seniority date of 5/29/79, per the Jan 1980 FL/ALEA Seniority List.*

*K L STANGOR, Emp# 15628 ORG#2230 - DENRK, Reservations agent seniority date of 5/29/79, DOB 11/13/57, DOH 5/29/79 per the Oct 1986 FL/ALEA Seniority List.*

*SSDI: Kayleen L Stangor, DOB November 13, 1957, DOD October 15, 1999, Age at Death: 41 years, 11 months, 2 days, Last known residence: Tucson, Arizona)*



## SUSIE BUCKLEY

**1979 - 1985**

**FLIGHT ATTENDANT  
DEN**

[http://FAL-1.tripod.com/Susie\\_Buckley.html](http://FAL-1.tripod.com/Susie_Buckley.html)

OBITUARY: Susan Marie Buckley was born on October 19, 1956 to Phyllis (Hemberger) Buckley and James O. Buckley and passed on April 17, 2015. Susie is preceded in death by her mother, Phyllis, and her brother, James P. Buckley. She is survived by her father, Jim, siblings, Randall L. Buckley and Kelly A. Woody, five nephews, two nieces and countless extended family and friends who adored her.



Known for her incredible sense of humor, charisma, generous heart, craftiness,

and iconic status as a winner of the Showcase Showdown, Susie will be missed by family, friends, flight attendants, teachers, students, and those associated with the print and label industry.

A Rosary will be held on Monday, May 11, 2015 at Most Precious Blood Church in Denver at 6pm. The funeral Mass will be held at Most Precious Blood Church on Tuesday, May 12, 2015 at 10:30am.

A Celebration of Life and Prayer Service will be held in Phoenix, Arizona at the Phoenix Marriott Tempe at the Buttes on Saturday, May 30th, at 11am. In lieu of flowers, please send donations to Andre House of Hospitality (homeless shelter), 1203 W. Polk St., Phoenix, AZ 85007.

*-Denver Post on May 7, 2015*

## JERRY HAMM

**1973 - 1974**

**NEED INFO  
DAL DFW**

[http://FAL-1.tripod.com/Jerry\\_Hamm.html](http://FAL-1.tripod.com/Jerry_Hamm.html)

OBITUARY: Jerry Robert Hamm was born on November 3, 1944 in Fort Smith, Ark. to Jo Maude McNamara and Gene Hamm. Mr. and Mrs. Hamm moved to Fayetteville, Ark. where Jerry was raised with his two sisters, Judy Jean and Susan Kay. He was sworn into the Air Force on his seventeenth birthday in 1961.

Jerry moved to Dallas, Texas to work for Frontier Airlines in 1973. He met Martha Lee Hudgel and the couple was married July 6, 1974.

Jerry and Martha returned to Jerry's hometown of Fayetteville, Ark. to care for Jerry's ailing father and raise their children. Jerry resided in Fayetteville, Ark. until his death, August 25, 2016.

He was preceded in death by his parents, his younger sister, Susan Kay Hamm, and his brother-in-law, Wayne Greenwood.

Jerry is survived by his wife of 42 years, Martha Hamm; his sister, Judy Greenwood; his niece, Jill Greenwood; nephew, Chris Greenwood; his son, Eric Hamm; his daughter, Hilary Tedford and son-in-law, Chris Tedford; his daughter, April

Hamm; his sons, Shea Hamm and Alex Hamm.

A memorial service will be held at 2 p.m. Friday, September 2, 2016 at Beard's Funeral Chapel.

*-http://m.arkansasonline.com*

## SANDY SWINGLER JAMES

**1966 - 1967**

**FLIGHT ATTENDANT  
SLC**

[http://FAL-1.tripod.com/Sandy\\_Swinger\\_James.html](http://FAL-1.tripod.com/Sandy_Swinger_James.html)

OBITUARY: Sandra Lou James passed away Wednesday morning, August 3, 2016 at OhioHealth Mansfield Hospital following an unexpected illness. She was 69.



Sandy was born May 3, 1947 to parents Dale & Martha (Baker) Swingler in Mansfield.

After she was graduated from Madison High School with the class of 1965, she took to the skies as a stewardess for Frontier Airlines. On April 30, 2007, she married John James.

Sandy was always laughing and smiling. She devoted her

recent years to taking care of her parents. Family and friends will miss her loving, responsible, and caring personality.

She is survived by her loving husband John James of Lexington, son and daughter-in-law Joe & Tracy Jensen of Santa Clara, UT; grandchildren Nicholas Jensen (on a mission), Lucas Jensen, Erica Jensen, and Jacob Jensen; her mother Martha Swingler of Lexington; brother and sister-in-law Michael Dale & Linda Swingler of Austin, TX; two step-daughters Kimberly Hay and Kerri Hamilton; four step-grandchildren; one step-great grandchild; her best friend of 50 years Dot Turner of Mansfield.

Friends may call 10-12 p.m. Saturday, August 6, 2016 in the Lexington Avenue Snyder Funeral Home where a funeral service honoring her life will begin at 12 noon. Pastor Dave Davenport will officiate and burial will follow in Mansfield Memorial Park.

*-News Journal on Aug. 5, 2016*

## A. J. LITTLEFIELD

**1963 - 1986**

**AIRCRAFT MECHANIC, LEAD MECHANIC  
DEN**

[http://FAL-1.tripod.com/AJ\\_Littlefield.html](http://FAL-1.tripod.com/AJ_Littlefield.html)

I would like to let you and all of our Frontier family that A.J. Littlefield passed away Monday (Sep 5, 2016). Had been battling cancer for a while now. A.J. was Lead Mechanic on DEN line mostly on the grave yard shift. He was originally from the Chicago area which he got lot of hell for especially during some election votes. Kept the grave shift on some what straight and narrow but always had the plane for the morning trip. Was a long time member of Brighton Elks Lodge # 1586 and past exalted ruler. Will be missed by a lot of FAL family. Thanks for passing this on..

*-John Hines*

*(Still need an obituary for A. J.)*

## YOUNGEST FOLKS GONE WEST BY AGE

### Celeste Reid

MLS station manager, 4/17/81, age 21, aircraft crash  
5/20/1959 - 4/17/1981  
21 yrs, 10 mos, 28 days

### Dorothy Ruth Reif

BIL flight attendant, 3/12/64, age 22, DC-3 crash at MLS  
?/?/1941 - 3/12/1964  
22 yrs, ? mos, ? days

### Carol Johnson

DEN flight attendant, Jan71, age 23, auto accident  
?/?/1948? - 1/?/1971  
23 yrs. ? mos, ? days

### Barbara Petty

DAL flight attendant, 3/21/73, age 23, heart failure  
4/7/1949 - 3/21/1973  
23 yrs, 11 mos, 14 days

### Penny Burke Erdmann

DAL? flight attendant, 11/11/1972  
3/7/1948 - 11/11/1972  
24 yrs, 8 mos, 4 days

### Dan Jacoby

GSW pilot, 4/10/63, age 24, aircraft crash  
4/17/1938 - 4/10/1963  
24 yrs, 11 mos, 23 days

### Ray Horrell

SLC reservation agent, 2/2/85, age 25  
12/29/1959 - 2/2/1985  
25 yrs, 1 mon, 4 days

### Charlie Gayles

DEN manager-spares planning, 8/8/81, age 25, auto accident  
1/9/1956 - 8/8/1981  
25 yrs, 6 mos, 30 days

### Dan Gough

BIL pilot, 3/12/64, age 25, DC-3 crash at MLS  
?/?/1938 - 3/12/1964  
25 yrs, ? mos, ? days

### Wayne Johnston

DEN payroll manager, 12/5/64, age 26, auto accident  
9/7/1938 - 12/5/1964  
26 yrs, 2 mos, 28 days

### Gayle Bussinger

MLS station agent, 3/12/64, age 27, DC-3 crash at MLS  
1/21/1937 - 3/12/1964  
27 yrs, 1 mon, 19 days

### Jay Shah

DEN mechanic, 2/13/80, age 27, ramp accident  
6/11/1952 - 2/13/1980  
27 yrs, 8 mos, 2 days

### Bernie Kersen

DEN mechanic, 3/15/72, age 28, auto accident  
8/29/1943 - 3/15/1972  
28 yrs, 6 mos, 15 days

### Cindy Donielson

AMA MKC DEN flight attendant, age 28  
6/8/1945 - 2/15/1974  
28 yrs, 8 mos, 7 days

### Karen Allen

STL ticket counter agent, 10/28/76, age 29, during childbirth  
9/16/1947 - 10/28/1976  
29 yrs, 1 mon, 12 days

### AJ VanVeldhuizen

RNO SCK station agent, 10/15/1993, age 29  
6/21/1964 - 10/15/1993  
29 yrs, 3 mos, 24 days

### Will Pliska

MCI reservation agent, 9/7/76, age 29, motorcycle accident  
11/4/1946 - 9/7/1976  
29 yrs, 10 mos, 3 days

### Ernie Alderete

DEN flight attendant, Jun 1981, age 29  
9/7/1951 - 6/1981  
29 yrs, 9 mos

### Dan "Smitty" Smith

DEN station agent, 9/2/86, age 30, motorcycle accident  
11/27/1955 - 9/2/1986  
30 yrs, 9 mos, 6 days

### Bill Kilian

DEN station agent, 11/24/76, age 31, killed by gun in luggage  
2/10/1945 - 11/24/1976  
31 yrs, 9 mos, 14 days

### Duane Dillard

DEN pilot, 11/19/74, age 32  
12/31/1942 - 11/19/1974  
31 yrs, 10 mos, 19 days

### Harold Worrell

DEN mechanic, Apr84, age 32  
1/3/1952 - 4/?/1984  
32 yrs, 3 mos

### Christine Denning

STL marketing rep, 12/13/80, age 32  
7/17/1948 - 12/13/1980  
32 yrs, 4 mos, 26 days

### Kent Retchless

DEN LAS station agent, 10/1/1987, age 32  
2/9/1955 - 10/1/1987  
32 yrs, 7 mos, 22 days



**Jimmy Fanning**

FSM DEN cleaner, Jun84, age 32  
11/2/1951 - 6/?/1984  
32 yrs, 7 mos

**Morris Leach**

DEN mechanic, 6/30/58, age 32, ramp accident  
?/?/1926 - 6/30/1958  
32 yrs, ? mos

**Dennis Klock**

DEN pilot, 2/28/79, age 33, air crash  
10/30/1945 - 2/28/1979  
33 yrs, 3 mos, 29 days

**Rick Cochran**

DEN 12/21/67, age 33, DC3 crash at DEN  
6/28/1934 - 12/21/1967  
33 yrs, 5 mos, 23 days

**Don Jansen**

TOP station manager, 5/21/68, age 33, auto accident  
11/25/1934 - 5/21/1968  
33 yrs, 5 mos, 26 days

**Marty Favor**

MKC mechanic, 5/6/66, age 33  
10/7/1932 - 5/6/1966  
33 yrs, 6 mos, 29 days

**Andy Andersen**

DEN aircraft mechanic, May89, age 33  
8/10/1955 - 5/?/1989  
33 yrs, 9 mos

**Joe Hill**

PHX pilot, 2/24/59, age 33, cancer  
5/3/1925 - 2/24/1959  
33 yrs, 9 mos, 21 days

**Mickey Ishida**

DEN clerk, 1/21/62, age 33, heart disease  
2/8/1928 - 1/21/1962  
33 yrs, 11 mos, 13 days

**Charlie Hirsig**

LAR founder-Summit Airways, 1/15/45, age 34, aircraft crash  
1/11/1911 - 1/15/1945  
34 yrs, 4 days

**Denny Meyer**

DEN pilot, 1/18/78, age 34, Otter crash at PUB  
12/7/1943 - 1/18/1978  
34 yrs, 1 mon, 11 days

**Fred Van Weerd**

SLC cleaner, 10/8/72, age 34, heart attack  
8/8/1938 - 10/8/1972  
34 yrs, 2 mos

**Rocky Crane**

pilot, 12/21/67, age 34, DC3 crash at DEN  
7/7/1933 - 12/21/1967  
34 yrs, 5 mos, 14 days

**Diane McLaughlin**

DEN flight attendant, 8/2/85, age 34, Delta Airlines crash  
2/2/1951 - 8/2/1985  
34 yrs, 6 mos

**Dave Allison**

DFW station agent, 7/11/80, age 34, motorcycle accident  
9/24/1945 - 7/11/1980  
34 yrs, 9 mos, 17 days

**Lee Smart**

DEN flight attendant, age 35  
11/18/1954 - 12/16/1989  
35 yrs, 28 days

**William Poe**

SLC pilot, 5/27/72, age 35  
3/31/1937 - 5/27/1972  
35 yrs, 1 mon, 27 days

**Dale Glenn**

pilot, 1/18/78, age 35, Otter crash at PUB  
10/12/1942 - 1/18/1978  
35 yrs, 3 mos, 6 days

**John Montgomery**

DEN flight attendant, age 35  
11/11/1956 - 4/21/1992  
35 yrs, 5 mos, 10 days

**Jack Griffin**

pilot, 10/4/74, age 35, aircraft crash  
2/13/1939 - 10/4/1974  
35 yrs, 7 mos, 21 days

**Jim Booth**

DEN JAC RNO station agent, 6/12/82, age 35, cancer  
10/19/1946 - 6/12/1982  
35 yrs, 7 mos, 24 days

**Dale Epperson**

aircraft mechanic, 11/25/82, age 35  
1/26/1947 - 11/25/1982  
35 yrs, 9 mos, 30 days

**Doug White**

DEN mechanic, 4/9/77, age 35, drowning  
4/29/1941 - 4/9/1977  
35 yrs, 11 mos, 11 days

A total of 47 FLOlks have flown west who are 35 years old & younger. Accidents have taken the majority of them. Aircraft crashes account for 13 deaths while 6 died in car wrecks and 3 passed away from motorcycle accidents. Three were killed in DEN ramp accidents: one was shot by a gun in checked luggage, another walked into a DC-3 turning prop and the third was run over by a provisioning truck.

## AFTER FRONTIER'S DEATH

I took a different path and bounced around like a rubber ball...thru the late 80s, the 90s...and on down the road. Tough recovery but I made it.

### **-Dan Price, station agent**

I semi-retired for over two years, got married, fathered a wonderful daughter then went to work at the FYV post office in Oct 1988. Retired for good in Aug 2003.

### **-Jake Lamkins, senior station agent**

I went back East, finished my PhD, Reagan had destroyed the economy, papa Bush was doing worse, I couldn't get a job, so went after an MD and had to fight for my right to be there as a woman. Made me a damn good doctor and Warrior!

### **-Pam Frank Corvelli, flight attendant**

I too bounced around with a bad back and selling assets just to survive while my wife was the bread winner. Began a career in sales in 1987 traveled the world and retired 20 yrs later. Life has been good to me. I feel very blessed.

### **-Jim Oby, station agent**

I "retired" one year prior, but in my eyes that move was the end of the Frontier Airlines we loved!

### **-Crystal Collins Rush, flight attendant**

It took me 3 months to find a new job. Took a job with the State of Nebraska in LNK working with troubled youth. It was definitely a career change. Went back to New Hampshire in 1987. Went to work for the State doing the same thing and retired in 1999. Afterwards did part time work.

### **-Jeff Mills, station agent (BIS LNK)**

That's why I took a LOA, packed up, moved to Maui 31 yrs ago and never came back.

### **-Jerry Piller, station agent**

Had 19 yrs and just made SSA 5 mo before we went out in DEN. No way would I work at CO for entry level wages. Enrolled at Colorado Aero Tech, got my A&P, best thing I ever done.

### **-Gene Hoskovec, station agent**

Been working for CO since the UA merger!

### **-Doug Berkey, ticket counter agent**

I worked in TUS and they offered me part time in EWR and I had to pay for my move. As promised they offered me a job.

### **-Greg Davis, station agent**

I actually interviewed with CO in July of 1986 when I found out they were going to start flying to BIL in Sept. I was offered the job as the GM for CO in BIL the first part of August. When the shutdown occurred, I was contacted by the CO Regional Director at the time to advise me that the job offer still stood, however they pay level that was originally agreed to prior to the shutdown had now been reduced by 30%. They had us all over a barrel as I really did not have any other option at the time. That did teach me a life lesson however, as I never again put all my eggs in one basket and from that day forward I made sure we were always debt free and I had more than two other job options available to me. I can't really complain as CO was very good to me over my 25 years with them.

### **-Joe Barker, station manager**

My step-father, Harold Ruppel, (who was director-inspection) went on to work for Continental for a little while. He found working there was nothing like working at Frontier and decided it was time to retire.

### **-Bill Buse**

It was a job offer that could be refused. Thank goodness SATO offered also.

### **-Lana Wiehe, SATO agent**

It was a sad day in all of our lives, but I think we have moved on in 30 years. It was a terrible loss and I cried every day driving to the Travel Agency I worked at for 11 years. It was never the same. I can still cry, but feel I have to just move on and make the best of it. I also didn't get passes so those that did were lucky.

### **-Ginger Treptow, senior ticket counter agent**

I received a call for H. Lee Davis, DEN Mgr. in Oct. 86. He asked if I was willing to collect everything that FAL had on the D concourse and take it to the hanger for a sale. I asked if Jerry Baker could help me and H. Lee said yes. I went to the Airport the next day and advised the Security people what I was doing. I was assigned a security officer and we started collecting everything on the concourse and a lot of the stuff in the offices. We had the sale set for the first weekend of Dec. 1986. The items I found thrown away in garbage cans at the GO was criminal. I collected most of it and help run the sale. It was a lot of work but well worth it.

### **-Buck Hawk, senior station agent**

I remember in the days leading up to the sale Carol Luther boxing up numerous items for the Western Historical Archives at the Denver Library that otherwise would've gone to the dumpster, and I was able to procure several boxes of audio & video tapes (ranging from commercials to board meetings) that CAL didn't want the public to buy.

### **-Lance Ross, Stapleton InnerLine reporter**

Ramon Roubideaux, an attorney who also happens to be an American Indian, coined a phrase back in the early 1970s which described those people whose minds still operated as if we were living in the 1870s. Roubideaux said: Those people are suffering from 'frontier mentality.'

The word frontier always left a bad taste in the mouths of most Indians. It conjured up pictures of blue-coated cavalymen leading the wagons of the pioneers across Indian country while our ancestors could only watch in silent fury.

But there was one Frontier I sort of had a special place in my heart for but like a warrior grown tired of the constant struggle, even this Frontier bit the dust last week.

When I first started to work in Indian affairs about 16 years ago I had to travel to Denver on one of my first assignments. I was booked aboard Frontier Airlines. Since this was only the second time I had ever flown, I was a little bit apprehensive.

As it turned out, the food, the service and the willingness of the flight crew to put a nervous customer at ease, made me a fan of, and a new customer to, Frontier Airlines.

When times were good and there were plenty of federal dollars available to purchase airline tickets for tribal chairmen, council members, tribal employees and Bureau of Indian Affairs personnel, the skies above America were filled with American Indians of all sizes, shapes, colors and attire. Indian conferences were held almost weekly from Bangor, Maine, to San Diego, Calif.

Frontier Airlines flew the western skies for 36 years. They landed in remote areas near Indian reservations and, in a way, brought the Indian a lot closer to the outside world.

I don't know of another airline with the safety record of Frontier. In 36 years of flying, covering millions of miles in the process, only one passenger lost his life because of an accident. That record is almost unbelievable.



Last Sunday I stood on the balcony of a downtown Denver hotel and watched the labor unions of the Mile High city parade through the streets.

Aside from Rep. Pat Schroeder, D-Colo., walking out in front of a contingent of her supporters, the most impressive group in that parade was the flight crews from Frontier Airlines. Carrying a banner that read, "Frontier — We won't forget you," the marchers drew thunderous applause from the crowd lining the sidewalks.

All the whys and why nots will be analyzed by the experts and a reason will be found why this wonderful airline went the way of the dodo birds, but I don't believe all of the hard facts and dry statistics will ever be able to tell the real reasons for the demise of Frontier.

It is sad that an airline that was people oriented was acquired by an airline called People and then turned into something that bordered on anti-people.

This summer I took my last flight on Frontier Airlines. It was one of the worst flights I have ever taken in my life. When I scheduled my next flight I told my secretary to get me on any flight except Frontier.

As long as Frontier treated people like people I was one of their staunchest travelers, but when I was treated like a piece of meat on my last Frontier flight, I resigned from the Frontier fan club.

It's sad to see a great airline go down the tubes, but to me, it was even sadder to see a great airline become a mediocre one.

-Tim Giago, publisher of the Lakota Times.

## Judge Rejects Frontier Settlement

March 27, 1987 | By United Press International

DENVER — A federal judge has rejected a \$60.7 million bankruptcy settlement for defunct Frontier Airlines.

The settlement would have given Continental Airlines, a subsidiary of Texas Air Corp., permanent control of two hangars, six gates and other Frontier assets at Denver's Stapleton International Airport.

Continental, in exchange, would pay \$55 million in cash and issue up to \$5.7 million in vouchers to assume Frontier's ticket liabilities.

The settlement also would have given \$40 million in cash to United Airlines, which failed in its bid to buy Frontier.

Judge Charles E. Matheson appeared Wednesday to agree with former Frontier employees who challenged the settlement.

They argued they still are owed millions of dollars from an 1985 agreement with People Express Inc., which bought Frontier and promised no furloughs for four years.

Texas Air later bought both Frontier and People Express.

Frontier attorneys claimed a \$60.7 million payment would allow the bankrupt airline to pay its creditors in full.

Matheson said he did not agree that the proposed settlement "was in the best interest" of all Frontier's creditors.

He noted the settlement would increase Frontier's assets to about \$100 million, but its liabilities would also rise to \$300 million if employee claims were taken into account.

-<http://articles.chicagotribune.com/>

News item from Jul 1998 when the bankruptcy was declared closed.

## COLORADO AND THE WEST

### Debts paid, Frontier says

Frontier Estate, the entity remaining from defunct Frontier Airlines, yesterday said all claims allowed by the bankruptcy court have been paid at 100¢ on the dollar, with interest. The claims totaled about \$79 million in cash and notes, and \$8 million in interest. Frontier has set aside cash reserves to pay remaining disputed claims once they have been resolved. Frontier stopped operating in August 1986. Continental Airlines purchased the airline's stock and assets after Frontier filed for Chapter 11 bankruptcy protection.

## MEMORIES OF 3 DECADES

by *Otto Smith*

During mid 1980s and early 1990s, unprecedented events occurred in the airline industry. I called it "The Great Airline Consolidation of 1986." The event could also be called the Great Airline Melt Down of 1986. These events were caused by too much capacity, too much competition among mismanaged airlines run by overpaid employees and unqualified overpaid management. In the 80s, most major airlines were in deep financial trouble and were on the verge of bankruptcy. Both big New York banks and Wall Street were also exposed to big losses, if the epidemic continued and airlines failed. Several major airlines were considered too sick to recover.

In the early to mid '80s, the "NY financial army" seemed to declare war on their west coast airline customers. Continental and Western were two of their largest west coast customers, both were considered beyond financial help. In desperation, CO attempted to do their banking business with California based banks. The NY money machine jumped in with both feet. They were not about to lose control of any their airline customers to west coast banks.

The west coast airline clean up started with CO in the early '80s. Bob Six had over extended CO's money supply, route system and failed to repay loans...on time. Big NY money machine was not in any position to send CO more money. They called in Lorenzo and his Texas Air Corp. militia to "evaluate CO's situation." Texas Air management group had previous experience with the Texas International Airline mess. NY gave Texas Air Corp. priority on CO case. Texas International Air was directed to acquire and gained control of CO using the magical term "debtor in possession." During 1986, four west coast based airlines quickly came "under new management." A major realignment of the airline industry was needed. CO was controlled by Texas Air Corp, WA was merged into Delta. PSA was bought by USAir, AirCal was bought by American. In the Midwest, TWA also acquired Ozark in 1986. FL was only a small part of a much larger plan.

The last week of August (2016) has brought back many memories for me. If I remember correctly, on August 24, 3 decades ago, we witnessed the Chapter 7 filing that brought the sad end of Frontier Airlines. Since then, both time and CO have been good to me, personally. Sept 1, '86 was hire date with CO at their LAX HQ. However, the non rev DEN LAX commute was no fun. CO needed all the help they could get and they treated me well. After some persuasion on my part, I return to DEN in early Dec. '86. When I returned to DEN, I occupied my same FL office on the third floor...with my same phone #. I lost 19 years of FL "seniority" and "benefits" but gained a 16% salary increase. Many times during that Dec. of '86, the security guard and I were the only people in the entire building and hangar. It was very quiet with no sign of humans. At the time, CO had not received "blessing" from the bankruptcy judge and did not legally occupy any FL facilities. I was a squatter.

By moving back to DEN, I bet my job on CO winning their "law suit" against UA. I was happy that CO won that one. In late Dec and early Jan. 87, the name "Continental's Frontier" began appearing on fuselages of ex-FL planes. That was the first visible sign ...the war was over. Frontier's name was removed from the hangar, however, CO never replaced it with their name.

I remained with CO in DEN until Jan. '95, when they closed the old FL hangar facility and my job was relocated to Houston. After 9 years with CO, I didn't chase the job and I was unemployed.

In late Jan. '87, BJ Blackerby, FL's flight sim engineer, was also hired by CO and returned to DEN from PSA. We were the first 2 newly hired CO employees legally working in the old FL hangar. Occasionally we saw each other in the empty hallways. It was a strange feeling ...like working in a very silent tomb. After Lorenzo won his law suit against UA, things changed fast. The old FL offices and hangar started a new life as CO property. In early spring of '87, CO's maintenance dept. moved in and quickly hired many new mechanics. By the summer of '87, FL's hangar facility was back operating at 100 % capacity and many offices were filling...without old FL employees.

NY banks and Wall Street had total control of the "Great Airline Consolidation of 1986." I followed their "maneuvering and shuffling of airline assets" closely. Lorenzo was a good soldier for the NY financial interests because he obeyed orders! In the late 60s. Wall Street and the NY money machine set up Texas Air Holdings in an effort to prevent Howard Hughes from gaining control of more airlines. Texas Air money could step in and "help" failing carriers from Hughes ownership. Early on, Lorenzo attempted to "get control" of TWA on his own, but he failed. He didn't know he was second in line for TW. Carl Icahn was one of Wall Streets biggest predators and he had first dibs on TW by a back door purchase of TW stock. However, Icahn never intended to operate the airline. He sold off assets and stole TWs over funded pension money. He quickly reduced TW to a boneless carcass.

When NY power brokers and Wall Street decided to kill off Eastern Airlines, they moved in fast. OOOPS! EA's totally unqualified CEO, Frank Bormann, (ex astronaut) committed corporate suicide. He gave real EA stock to the employees, IAM and other union members. He was out so fast, he didn't say bye! That was the last rock to drop on EA. NY money machine called in Lorenzo to take over EA. He didn't want any part of EA, but now, he had no choice. NY told him EA was his to handle "any way" he wanted. He was given an ultimatum "clean up the Eastern Airline mess or else !"

NY "sweetened the deal." Lorenzo would get a package. That package included CO, EA, NYAir, People Express and FL. During the month of Sept '86, the airline world was shocked to learn of this unprecedented Wall Street's consolidation deal. Five failed and failing airlines fell under Frank Lorenzo's control within hours. Wall Street made sure United's Dick Ferris and PEX Don Burr would not be invited to the party. Both PEX and FL were already spoken for" and included in Lorenzo's package. "The Great Airline Consolidation of 1986" was proceeding as planned.

When FL's IAM union members did not obey Gerald O'Neill's order to surrender and take a pay cuts, O'Neill realized he had lost control. His vindictive mind set was to sell off FL's assets and part it out. From his past history with the Rubber Workers Union, that option probably would have happened regardless of IAM's position. O'Neill's plan would eliminate unions and separate FL employees ...people...from being included in any merger. O'Neill sale of FL to PEX was a non event. By that time, both FL and PEX were under Texas Air control.



O'Neill's B737 sale to UA deal included a special bonus...free UA paint jobs. After the sale of B737s, O'Neill sent a message to FLs IAM. FL IAM members stripped FLs name and logo and repainted the 737s with UA's paint scheme... while inside FLs hangar. UA did not buy the paint. This was done as an insult and show IAM who was boss. O'Neill got his revenge! O'Neill sold FL's MD-80 fleet and the newest B 737s to UA for less than market value. This sale of equipment was suppose "to give FL operating capital."

The sale of a public owned corporation assets for less than market value is a Federal crime. O'Neill hired Joe O'Gorman from UA as FL's new president. FL then leased back the MD-80 fleet from their biggest competitor for higher than market price. After Joe O (some would say) deliberately wrecked FL, the sky fell in. Joe O quickly returned back to UA and his previous job. Later, O'Gorman pulled the same con on another airline. He was hired as president by USAir and drove them to the edge of bankruptcy. After he was fired from USAir, again he returned back to UA.

FL was murdered by too many outside forces. However, FL's real problem came from not only outside but also from within. FL was the victim of an unqualified insane owner. It was Gerry O! Also, there was no real experienced airline management within FL. FL was raw meat on the floor of Wall Street and the NY vultures ate it for breakfast. There was money to be made by stock market manipulation and buying and selling of airline stock. Wall Street got their percent and made millions.

During a flight from SEA to DEN, Bill Wayne personally told me "Feldman, Ryland and himself were sent to in to close FL down." All three came to FL from Gen Corp's failed Aero Jet Nuclear Division in Sacramento. Wayne and I were seated side by side when Wayne told me this. It was as close to a face to face conversation as I wanted with him. The FL shut down info came directly from Wayne's mouth and a complete surprise to me. That info came before he had 3 consecutive Martinis. However, after Wayne's conversation, the Wall Street Journal ran several articles stating RKO and Gen Corp's planned to "spin off the plunging airline." With news like that and a vindictive owner like Gerry O, old FL was doomed. Gerry O NEVER planned to sell ANY of his companies to ANY employee group.

In 1985 Business Week mag had a short article about GenCorp during a rare interview with Gerry O. The subject of the article was about the upcoming Rubber Workers labor contract with GenCorp. The writer/reporter asked Gerry O a simple question "how's your negotiations with the Rubber Worker's Union going?" Gerry's answer was also simple, he said "I DON'T NEGOTIATE!" That's a direct quote from the printed article. For many years, Business

Week Magazine annually rated best run US corporations. General Tire...later transformed into Gen Corp was consistently at the bottom of BWs list.

By the time Feldman was hired by Bob Six to be CO's president, it was too late! By that time, Wall Street had already given control of CO to Lorenzo because CO was flat broke. For some unknown reason, Feldman was slow to pick up. He "got the message" when Lorenzo sold Feldman's Saber Liner and fancy Mercedes. We know how that situation ended.

The source and much of the above information came to me from several old CO employees while I was a working in LAX. Also Bob Olivas\* added many inside details. Bob was Douglas's super salesman and "closer." I was told by others, "way back when, Don Douglas hired him." Bob and I became friends during his many trips to DEN. It was during the time of FL's MD-80 purchase. I furnished him and his staff detailed airport data and route info. Bob eventually convinced Ryland to buy MD-80s... if FL intended to serve SNA. The MD-80 purchase must have been a painful experience for Ryland because he only bought 3 aircraft in the original purchase.

After FL's demise, Bob became CO's sales rep. While I was working in LA, I met Bob by accident in CO's employee cafeteria. We had lunch together on several occasions during my time in LAX. During our lunch conversations, I learned many details of the industry and found them to be astoundingly complete. His knowledge of the industry convinced me he was also a big part of its history. His knowledge of the airline business was well beyond my comprehension. His comments filled in many blanks and his info dove-tailed perfectly with what I remembered as historical facts. It was good to see an old friend when you're a long way from home.

During the "Great Airline Consolidation", three airlines were targeted and totally killed off. They were EA, PAN AM, and FL. By design, these airlines were "dead ended." Their employees were forced out the door and separated from company assets. If these employees wanted to remain in the airline business, they were new hires at the bottom and required to start over. What a great business we were in?

\*I cant confirm that Bob was hired by Donald Douglas, maybe its part of his legend. I know Bob was an old time Douglas employee and top salesman ...over 30 + years with them. Bob was involved with most Douglas sales world wide and he was known as "The Closer." He had an unusual memory for names, dates and details that fit the "inside business" facts. He filled in too many blanks on my side of the FL disaster to not have been knowledgeable of big \$ side of the business.

(Otto was an engineer who worked in the Flight Operations Department as an Aircraft Performance Analyst.)



It's hard to believe it was almost 50 years ago when I began my career with Frontier Airlines and it is still with great sadness as I sit here and remember that devastating day when I went to work and was told to go home. It was over. The greatest company I have ever worked for closed shop in August of 1986 -- 30 years ago.

Fifty years ago I was 21 years of age and moved my family to Moab, Utah. A brand new job awaited me. Weeks earlier, I had gone through the hiring stage in Denver and was told. "You're officially a station agent. Your first day on the job: The day after Christmas, December 26, 1966."

To be honest, I was scared to death the first day I signaled in and parked my first CV580. I was a reluctant station agent. I might have missed the mark as the plane came to a stop and the stairs suddenly, like an accordion opening its wings, dropped to the ground.

And to be honest, everything happened so fast, I barely had time to catch my breath. With one engine roaring, I proceeded to deplane passengers, board passengers, load the freight and mail, figure the payload, hand the paperwork to the crew, reverse the steps to its rightful position and signal the Captain to start the remaining propeller.

It all happened in seven minutes. A one-engine stop. I remember admiring my work as I watched the CV580 roar down the runway and disappear into the clouds.

I miss that day. I'll never forget it.

I would move on from that one-man station in Utah and proudly worked for the company in Tucson, in Phoenix, in Omaha and in Sacramento.

All my airline friends and fellow Frontier employees have similar stories. Frontier Airlines offered us a life...a comfortable life...a life we all miss dearly. The airline may be gone, but we certainly have our memories.

**-Dan Price, Frontier Airlines Station Agent (1966-1986)**

Your story is very similar to my start with FL only it was in ALS and there were 5 of us. I would go back to those days in a heartbeat - it was challenging, fun and the people we worked with were all top notch. The best little airline that ever flew.

**-Joe Barker**

I agree with both of you... The company, and group of people I worked for and with, were the best I've experienced... and especially, Dan, when you and Dave Ross came up to Sacramento. Those were really fun work and golf playing days... I miss all of that to this day!

**-J.D. Newton**

What a group! I can still see the smiling face of Charlie Clark!

**-Dan Price**

Charlie is still in SMF... Retired from State of CA.

**-J.D. Newton**

There were a few of us there. We worked one-man shifts and I worked with more than one manager in my short time there. One of them was Art Keck, who is no longer with us and one of my fellow agents in Moab was Harold Oliver. Great times. And the relief agents who came and went were a crazy bunch.

**-Dan Price**

My experience was similar but much more hectic. When I started Aug 24, 1964 FYV had a multi-ops M-F about 6 p.m. when we had 5 flights in half an hour. DC-3s were 5 min and CV240 7-8 minutes ground time. There were transfers between flights which added to the confusion.

I can't remember what I had for supper last night but the DC-3 ATOG was 25,346 lbs!

**-Jake Lamkins**

My dad (*Bill*) loved his years with Frontier. He was proud of his work and his employer. Many fond memories from OKC and PHX. :)

**-Rick Newnum**

Rick, your dad was the best. I will never forget him. An honest, solid individual. I know you're proud of him. We, the PHX station, we certainly were.

**-Dan Price**

I so appreciated your remarks. I think you summed it up for all of us who worked and loved Frontier. I was 21 when I started in March of 1959. I started out in BIS. March 1959. Went to LNK Nov. 1959-1986. Have been back to LNK a few times to see friends and attend FL Reunions.

I'm 78 now. There are times in ones life that are transforming. My marriage (55 years). My 2 children, 4 grandchildren and Frontier.

**-Jeff Mills**

I remember the same day in August of 1986, also was told not to come to work. Just Memories now, our 2016 PHX Reunion will be the Last . I think 30 years from the End is enough.

**-Ginger Treptow**

I know it's tough having the reunion year after year. But as you can tell from these post, people still care. You and Cyndy have done a great job over the years and deserve so much thanks for all the PHX reunions.

**-Dan Price**

We have decided to do the FYV-FSM FL Reunion until The Last Man Standing! I hate to see the larger stations giving it up.

**-Jake Lamkins**

I was just a kid in the 60's but I always loved Frontier, my Dad (*Don*) worked in Tucson for many years. Did you work with him?

**-Joseph Dail Koughn**

Yes, I worked with Don, back in the late 60s and early 70s. I great guy. I think he was our union rep. I was a young 23-year-old when I knew your dad.

**-Dan Price**

He was a Union Rep and as I have researched many articles I have learned more of his involvement in the Union. He was a busy man working many hours at Frontier and supporting 6 children and wife. When I was a teenager I worked at Sky Chefs.

Do you remember Conrad Rimmel? He was the funniest person. I used to mow Ken Hett's grass. He lived right down the alley from us.

**-Joseph Dail Koughn**

(*Don Koughn was the FL/ALEA Master Chairman when Frontier bought Central Airlines in Oct 1967.*)

Conrad was a legend in his own time and I was just a rookie. I worked with him at the Tucson ticket counter in the 60s and 70s.

**-Dan Price**

(*Several FLolks mentioned above have flown west:*

*Bill Newnum - [http://FAL-1.tripod.com/Bill\\_Newnum.html](http://FAL-1.tripod.com/Bill_Newnum.html),*

*Conrad Rimmel- [http://FAL-1.tripod.com/Conrad\\_Rimmel.html](http://FAL-1.tripod.com/Conrad_Rimmel.html),*

*Ken Hett - [http://FAL-1.tripod.com/Ken\\_Hett.html](http://FAL-1.tripod.com/Ken_Hett.html),*

*Art Keck - [http://FAL-1.tripod.com/Art\\_Keck.html](http://FAL-1.tripod.com/Art_Keck.html) and*

*Don Koughn - [http://FAL-1.tripod.com/Don\\_Koughn.html](http://FAL-1.tripod.com/Don_Koughn.html))*



I was 7 1/2 yrs in metal shop. Left about one year before bankruptcy. Fully retired working garden and yard work. Also have fully equipt wood working shop making adirondack chairs. Home most every day at 7833 Webster Way, Arvada CO. Any and all ex Frontier workers welcome to visit. Will turn 95 in July.

**-Robert (Bob) Weeks**

I began with Frontier Dec 18, 1950 as a stewardess until March 10, 1963. Then I became a reservations agent Mar 11, 1963 until Frontier folded on Aug 26, 1986 - I had 36 years with **Frontier**.

**-Dolores (Dee) Lanick Fulscher**

I had a letter Jun 13, 2016 from pilot Les Harper's daughter renewing his FL newsletter subscription. Les was 100 years old last Apr 6.

Pilot George Ceshker is still with us as far as I know and he will be 101 years old on Oct 7!

They both retired in Dec 1975.

**-Jake Lamkins**

I appreciate and enjoy the newsletter very much. I keep current on a lot of things. I worked 20 years in reservations (1965-1985) and retired one year before Frontier' closing. Been enjoying life since.

**-Midge (Bundy) Taylor**

Best wishes for a milestone birthday to my "Colorado Mom" Midge (Bundy) Taylor on Aug. 27, 2016. Midge was in Denver Reservations when she retired from FL. Deb Berkey and my family have been blessed to have Midge in our lives since day 1 at FL in 1978. Happy Birthday Midge, we love ya!

**-Doug Berkey**

Midge trained me in tariffs in PHX res, then we moved on to DEN res together. Love that lady!

**-Diane Kellett Olesky**

She was my first supervisor in Res...always a sweet lady!!!!!!!!!!!!!!!!!!!! And always remembers everyone!!!!

**-Bev Cummiskey**

*(Midge always sends extra money with her newsletter renewals to help with expenses and keep subscription rates low.)*

The Frontier Airlines Acquisition by People Express article written by Gregory R Stearns was a good read. A lot of happening that I was unaware of. Thanks for publishing it.

**-Ray Marney**

The average Frontier Airlines (the real one, 1946-1986) pilot, despite his sometimes swaggering exterior, is very much capable of such feelings as love, affection, intimacy and caring. These feelings just don't involve anyone else.

**-Phil Stallings**

*(I can just see Phil's grin and tongue in cheek look when he sent this.)*

Dec 23, 1967 I left MSP to SFO. My first leg was on Herman the Duck Airlines (NC), a Convair 440 MSP to OMA. Next leg was on FRONTIER - BEST AIRLINES EVER. Flew from OMA to DEN on a Convair 580 - good flight, good service and made it to DEN right on time. Changed flights in DEN to another CV580 from DEN to SLC with stops in Wyoming. One city in WY we had to wait for the snow plow to clear the runway - it was snowing quite hard. We landed at SLC late. The agent

was fantastic. He told me Frontier would feed me and put me up over night and he upgraded my flight on a United 727 to first class. The airlines today could take some lessons from all the great people at Frontier who made each person feel like part of their family. I miss the DC3 and CV580.

**-Terry Tanner, a FLan**

When FL went bankrupt I decided to stay in CID because I had a house there and jobs were as good or better than other places.

I worked as a handyman until Nov 1986 when I went to work for a trucking company as their shop manager. I worked for them until Mar 1989. I was putting in 70 to 80 hours a week and they did not pay me overtime.

I handymaned again for five months and then went to work for a heavy equipment operator as an office clerk, doing billing and filing. In 1990 I changed to the shipping and receiving department where I worked until Feb 2002 when the job was downsized.

Since I was close to retirement age no one wanted to hire me so I retired. My wife and I spent time visiting grandchildren in Kansas and other family in Oklahoma. I also did some fishing and gardening.

I am now suffering from the time when I was young and thought that I was indestructible. In Aug 2015 I had back surgery for a herniated disc and in Nov 2015 another surgery. And now it looks like I will need another surgery.

Other than that I am doing fine. I miss Frontier and all the people I worked with and knew. I have no e-mail address, but my mailing address is as follows, if someone would like to get in contact with me.

Wayne A. Teakell, 6007 Eastview Ave. S.W.  
Cedar Rapids, IA. 52404-1019 Phone 319-396-1134

**-Wayne Teakell**

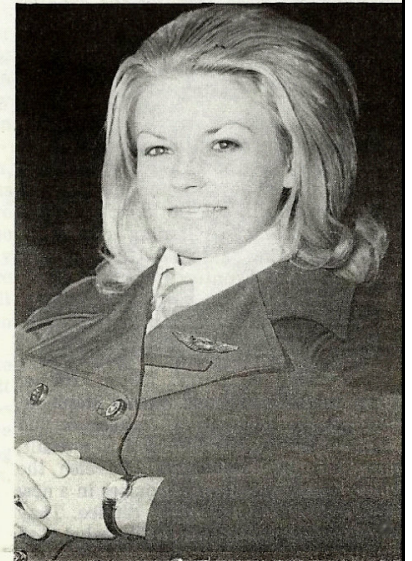
*(Wayne's career started in OKC with CN in 1961 as a station agent and over the next 25 years he was a senior station agent, assistant station manager and station manager at MKC MCI CYS OAK and CID.)*

## stewardess of the month

JOY ALLEY has been honored by Frontier Airlines as Stewardess of the Month for September 1972.

She was selected on the basis of the number of compliments received from both her flight crews and passengers.

Joy's hobbies include country and western music and hunting. She has served with Frontier since 1966 and is currently based in Kansas City.



*Joy sent a terrific donation to help with printing and internet expenses. She lives in the SEA area now. Best wishes and many thanks, Joy!*





# Sunliner News

VOL. 12—NOS. 5 AND 6

Published by Frontier Airlines

NOVEMBER-DECEMBER, 1963

## TURBO-JET ENGINES DUE CONVAIRS



Future Frontier Jet Engine



Present Piston Engine

### Frontier "Turbo-Liner" Service Set For June

Frontier Airlines plans to install turbo-jet engines by General Motors Allison Division in its Convair fleet beginning January of 1964 and to have a plane ready for service by the following June. Announcement of the Frontier jet modification, to be known as the Convair 580 Turbo-Liner, was made by the airline's president, Lewis W. Dymond.

Dymond said Frontier has contracted with the Allison Division of General Motors for a modernization package that will include the Allison 3,750-horsepower, jet-powered engines and a general modification of aircraft systems including airborne starting, cooling and heating equipment available for ground use. The initial agreement involves an investment of \$3.2 million for the modification of four airplanes. Financing arrangements are now being concluded with the Bank of New York.

#### FASTER, SMOOTHER

"We intend to provide our passengers with modern, jet-age equipment for faster, smoother service," said Dymond. "During our evaluation, we reviewed many types of aircraft and decided on the Allison installation for several reasons. The superb performance of the aircraft with the proven dependability of the more powerful engines dictated its choice from a safety and economic standpoint. We felt we would have a more comfortable aircraft—one that would be quieter in the air and one that would offer exceptionally-good short field take-off and landing characteristics.

"In a series of demonstration flights for our Board of Directors, engineering, flight operations and maintenance staffs earlier this month," Dymond said, "we were able to verify to our complete satisfaction the extremely favorable performance estimates that had been furnished us by Allison."

With a cruising speed of over 350 miles per hour, the jet-powered Convair will be the fastest twin-engined aircraft in scheduled service by any airline in the area served by Frontier. Dymond said the Convair, in a proposed 52-seat configuration, will have a block-to-block speed approximately 100 miles an hour faster than current piston-engine Convair equipment.

The increased speed coupled with decreased maintenance costs will permit the operation of this aircraft at no increased plane mile cost, thereby further enhancing the company.

### Frontier Board Declares First Stock Dividend

SANTA FE, New Mexico—Frontier's president, Lewis W. Dymond, announced at the Board of Directors quarterly meeting in Santa Fe that the airline has declared a special 25 per cent stock dividend. The dividend will be payable December 19 to stockholders on record as of November 18, 1963.

In declaring the dividend, the first in the company's 17-year history, the directors took into account the vastly improved earnings record of the company.

For Frontier Airlines the first nine months ending September 30 resulted in an operating profit of \$1,554,514 as compared with \$505,960 for the same period in 1962. Retained earnings for the nine months, after income taxes, Civil Aeronautics Board profit sharing and miscellaneous items (all total \$788,000 this year against \$68,000 in 1962) are \$640,192 as compared with \$354,678 for last year. This represents an increase of 80 per cent. Per share earnings rose from 37¢ to 67¢.

Detailing the nine months' results, Dymond pointed out that for the third quarter of 1963 Frontier's operating profits increased to \$639,910 this year from \$312,882 in 1962. Net profit for the third quarter totaled \$237,378 as against \$184,369 in the same period last year.





# Skywriter



VOL. XV NO. 6, 7

— CENTRAL AIRLINES, INC. —

JULY-AUGUST, 1965

## DART TRAINING UNDERWAY

### MECHANICS SCHOOL BEING CONDUCTED

With the arrival of the first Dart 600 due on August 22, Central is currently engaged in one of the most intensive training programs in its history.

The training program consists of 80 hours of classroom work—half to the basic Rolls-Royce engine and half to the aircraft itself.

The training school, begun in early June, is a joint effort between Central's training department, Rolls-Royce and Convair. Rolls-Royce Instruction School of Montreal has provided two instructors and Convair Division of General Dynamics in San Diego also has supplied two.

A maximum effort is being made to qualify all mechanics at Central's maintenance bases through which the first Dart 600 will be flying, along with all maintenance personnel in Fort Worth.

Additional training will also be made available to cover the auxiliary power unit and the new heating and cooling system. This training will be conducted by Air Research.

Current training plans are to bring to Fort Worth all out-station maintenance personnel with the exception of those based in Kansas City. Because of the number of mechanics involved, the training will be conducted in Kansas City.

Already "graduated" from the training school are: from Fort Worth—Raymond Butler, Edgar Allmond, H. R. Walling, B. T. Moncrief, M. C. Russell, O. L. Broome, Alven Covington, D. H. Cecil, Frank Wasco, E. G. King, Jon Bartram, James A. Linebarger, Don Hardage, William Able, Dan Thrasher, John Shaffer, Weldon Marv, Lloyd James, Darnell Schmidt, Herbert Pratt, Robert Adams and Guy Vernon.

From Dallas—James Finney; from Fort Smith—Robert Bishop; from Oklahoma City—Brady White and H. K. Rankin; from St. Louis—William Clouse; from Little Rock—Fred Perry and A. V. Smith; from Kansas City—M. L. William; from Tulsa—Maxwell Bunnell; from Denver—Claude Tidwell; and



**FUTURE JET?**— Central president M. Lamar Muse stands beside painting of Boeing 737 in Central colors while attending a Boeing Company presentation of the 737.

## Central Looks at New Boeing 737

President M. Lamar Muse attended a Boeing Company preview of their 737 and was interviewed by Hugh Aynesworth, aviation editor of the *Dallas Morning News*. Here is Aynesworth's story:

M. Lamar Muse, new president of Central Airlines, told *The Dallas News* that within four years Central hopes to have short-range pure jets in use on its top routes.

Muse met recently with Boeing Company officials at Arlington's Inn of The Six Flags for a close look at detailed studies and mock-ups of the new Boeing 737.

Muse said Central will get its initial Dart 600 (the new Rolls-Royce-powered version of the from Amarillo—Norman Trimmer.

famous Convair airliner series) turboprop into service by late October of this year.

All 10 of Central's Dart 600s are to be delivered by mid-1966, he said, when Central will be able to cut back its DC3 fleet to "five or six planes."

Then, Muse said, all the DC3s will be phased out before Central purchases a medium-range aircraft.

Three planes currently are battling for the business in short- to - medium - range craft. They are Boeing's 737, British Aircraft Corp.'s One - 1' and Douglas Aircraft's DC9.

Muse, a former vice-president of Southern Airways, assistant vice-president of American Airlines and secretary-treasurer of Trans-Texas Airways, said the Dart 600 opened up a whole new

era with Central.

He said by 1967 his personal goal was to see Central fly twice as many passengers as the airline did in 1964. That would be more than 750,000 passengers.

"Long before 1970," said Muse, "we will be flying 1,000,000 a year."

Which of the jets does he prefer at this point?

"We haven't finished detailed studies on any of them," he replied. "There are things I prefer on the DC9 and there are things I prefer on the Boeing 737. We will have to study closely and it will be some time before we make our decision."

The three short- to - medium-range jets all cost in the neighborhood of \$3,000,000 each equipped.





# Frontier Daily

SPECIAL DAILY

SPECIAL DAILY

SPECIAL DAILY

FRIDAY AUGUST 15, 1986

The following was released by United Airlines today around noon:

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## UNITED BLAMES PILOTS FOR COLLAPSE OF NEGOTIATIONS

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UNITED SAID TODAY IT DEEPLY REGRETS THE SELF-SERVING STANCE TAKEN BY THE UNITED AIR LINE PILOTS ASSOCIATION (ALPA) WHICH STYMIED UNITED'S PLANNED ACQUISITION OF FRONTIER FOR \$146 MILLION.

DAVID PRINGLE, SENIOR VICE PRESIDENT-HUMAN RESOURCES AND UNITED'S CHIEF NEGOTIATOR, SAID, "WE URGENTLY WANTED TO ACQUIRE FRONTIER AND ALL OF ITS 4,700 EMPLOYEES. THE ACQUISITION WOULD HAVE ENABLED UNITED TO GROW RAPIDLY AT OUR SECOND LARGEST HUB, DENVER.

"THE COMPANY PUT AN OFFER ON THE TABLE YESTERDAY WHICH PROVIDED A COMPLETE SALARY MERGER IN FIVE YEARS (AN INCREASE FOR FRONTIER PILOTS OF APPROXIMATELY 70 PERCENT) WITH UNITED PILOTS. ADDITIONALLY, ALL FRONTIER PILOTS WOULD HAVE RECEIVED ALL FUTURE INCREASES NEGOTIATED FOR UNITED PILOTS BEGINNING WITH A 3 1/2 PERCENT INCREASE THIS APRIL. FURTHER, THE COMPANY OFFERED TO EXEMPT ANY SETTLEMENT FROM PREJUDICING FUTURE NEGOTIATIONS AND ARBITRATIONS AND VOLUNTEERED TO LET THE UNION REDRAFT THAT EXEMPTION.

"THE UNION REFUSED TO MOVE FROM ITS ORIGINAL POSITION OF AN 18 MONTH MERGER...IN FACT, REFUSED TO MOVE 'EVEN ONE DAY.' UNITED FINDS THE UNION'S POSITION INEXCUSABLE AND INDEFENSIBLE.

"THIS UNION HAS, FOR ITS OWN INTERNAL POLITICAL REASONS, DESTROYED THE CAREER OF MORE THAN 4,000 FRONTIER EMPLOYEES AND THEIR FAMILIES," PRINGLE SAID.

PRINGLE SAID UNITED OPENED NEGOTIATIONS WITH THE PILOT GROUP AT THE REQUEST OF A COALITION OF FOUR FRONTIER UNIONS. THE UNITED AND FRONTIER ALPA LEADERS DECIDED UNITED ALPA WOULD NEGOTIATE ON BEHALF OF UNITED AND FRONTIER PILOTS.



FRINGLE SAID UNITED RECOGNIZED EARLY AND STATED--AT THE TIME OF THE ACQUISITION ANNOUNCEMENT IN MID-JULY--THAT IT WOULD BE NECESSARY TO KEEP FRONTIER'S LABOR COST STRUCTURE IN PLACE AND INCREASE IT OVER A PERIOD OF TIME.

HE SAID UNITED RECOGNIZED IT WOULD TAKE A TREMENDOUS FINANCIAL INVESTMENT TO TURN AROUND A FAILING AIRLINE, AND THAT INVESTMENT WOULD INCLUDE SUCH AREAS AS PILOT TRAINING,

IMPLEMENTATION OF CERTAIN CHANGES IN THE FRONTIER AIRCRAFT COCKPITS (SOMETHING ALPA URGENTLY WANTED) AND THE COST OF GENERALLY BRINGING FRONTIER'S FLEET OF PLANES UP TO UNITED'S STANDARDS.

UNITED, IN FRAMING ITS PURCHASE OFFER, MADE THE ASSUMPTION THAT THE FRONTIER PILOTS WOULD WORK AT THEIR CURRENT THREE-YEAR CONTRACT AND WOULD THEN NEGOTIATE A REASONABLE PHASE-IN WITH UNITED'S RATES.

HE SAID UNITED ACQUIRED A SERIES OF PHYSICAL ASSETS (GATES, HANGARS AND LANDING SLOTS) FOR MORE THAN \$50 MILLION SOLELY AS A MEANS OF INFUSING CAPITAL INTO PEOPLE EXPRESS, PARENT COMPANY OF FRONTIER AND ITSELF A CARRIER IN DIRE FINANCIAL STRAITS. PRINGLE SAID UNITED'S OBJECTIVE ALL ALONG HAS BEEN TO ACQUIRE ALL OF FRONTIER, NOT MERELY ITS ASSETS, BECAUSE IT WOULD FACILITATE MORE RAPID EXPANSION THAN COULD BE EXPECTED THROUGH INTERNAL GROWTH.

"WE DID ABSOLUTELY EVERYTHING ANY PRUDENT MANAGEMENT WOULD DO OVER THE PAST MONTH TO STRUCTURE A SENSIBLE LABOR AGREEMENT WITH THE PILOT GROUP," PRINGLE SAID. "WE MADE SEVERAL DIFFERENT OFFERS ADDRESSING ALPA'S CONCERNS WITH REASONABLE TERMS TO THE FRONTIER PILOTS. BUT ALPA REJECTED ALL OF THEM. ALPA'S SOLE OFFER OF AN 18-MONTH MERGER (WITH NEARLY A 70 PERCENT SALARY INCREASE), WAS EXORBITANTLY EXPENSIVE AND WOULD NOT HAVE GIVEN UNITED THE TIME ESSENTIAL TO REVERSE THE FORTUNES OF FRONTIER. AS A CONSEQUENCE OF THIS UNNECESSARY IMPASSE, TIME HAS RUN OUT AND A GOLDEN OPPORTUNITY HAS BEEN LOST.

"WE SINCERELY BELIEVE THAT UNITED HAS BEEN COMPLETELY OPEN AND FORTHCOMING IN ALL OF ITS DEALINGS IN THIS NEGOTIATION PROCESS. WE HAVE ATTEMPTED TO BE RESPONSIVE TO THE NEEDS OF BOTH FRONTIER EMPLOYEES AND OUR OWN PILOTS. WE STOOD READY TO ACCEPT ANY REASONABLE OFFER.

"WE FELT THERE WAS A GREAT DEAL OF ACCOMMODATION IN STRUCTURING OUR OFFERS. WE RECOGNIZED NOT ONLY THE IMPORTANCE OF THESE TALKS TO THE FUTURE OF UNITED, BUT ALSO TO 4,700 FRONTIER EMPLOYEES AND THEIR FAMILIES," PRINGLE SAID. "WE FIND IT INCONCEIVABLE THAT THE UNITED ALPA REFUSED TO MOVE THEIR OFFER...EVEN ONE DAY...OR ONE PERCENTAGE POINT. NO REASONABLE PERSON CAN EXPECT A 70 PERCENT SALARY INCREASE WITHIN 18 MONTHS IN A FAILING COMPANY."

#### RUMOR CONTROL

Contrary to rumor, there are no plans to shut down Frontier's operations. We plan a full schedule of operations pending completion of the proposed sale to United.

Concerning negotiations, both sides stand ready to resume talks at the appropriate time.

CORPORATE COMMUNICATIONS  
DENG P

## BANKRUPTCY COMPLICATIONS

*by Scott E. Dial*

During a recent Frontier Airlines gathering, one of the main topics of conversation was the overall implications of bankruptcy upon the employees. Questions of 'who,' 'what,' 'where,' 'when,' and 'why' are being asked by former employees as well as interested observers of the airline industry.

In wrapping up a story on the latest developments of Texas Air Corps effort to acquire Frontier assets and hire its employees, Stapleton InnerLine talked with a legal consultant who has worked for Frontier unions for three years. Because of his ongoing role with Frontier negotiations he spoke on the conditions of anonymity. He also made it clear to us that he is not a bankruptcy lawyer, however, he has shared some of his observations and opinions with us which might shed some light on bankruptcy procedures.

"In a Chapter II reorganization, when you file for bankruptcy that automatically blocks anyone from filing additional lawsuits against you. After that, a creditors committee is formed.

"In Chapter 11, the existing ownership of the airline remains in what is called 'the debtor in possession.' That means they still run the company and make the decisions.

### *PHOTO OF CO DC-10 SHOWN*

*Increases have been scheduled system-wide for Continental and their continued growth is coming regardless of what happens to Frontier. Texas Air the parent company of Continental is in the process of acquiring Eastern Airlines and would like to pick up the assets of Frontier, including former employees, making it the largest air line holding company in the U.S.*

"If they intend to emerge from bankruptcy and try to "reorganize" they simply and basically reschedule their debt. They then have to put together a plan of how their creditors are going to be paid. That plan then has to be approved by the court which looks heavily to the creditors committee for approval.

"Now, in Frontier's situation, it has always been everyone's assumption that what PEOPLEExpress intended (taking the Texas Air transaction out for a minute) was for Frontier to go from Chapter II to Chapter 7, which is liquidation. In that situation, the creditors committee, for all intents and purposes, takes control and makes the basic decisions on liquidation of the assets in order to make sure most of the debts are paid.

"Essentially the reason the company would file Chapter II first, is to maintain control for some period of time either to do what PEOPLEExpress has done, which is to sell, or to reorganize, which is what Texas Air has gradually done with Continental."

Turning to the make-up of the creditors committee, he continued: "The creditors committee is appointed by the court, usually with the approval of the debtor in possession. Usually on the creditors committee you'll find the unions and employees represented in some fashion. Because in bankruptcy, certain claims of the employees come first, i.e., if you are owed back pay that's the first thing paid out. That's the first claim.

"Then you would have outstanding bills, or for example in an airline bankruptcy the ticket clearing house is a focal point. Usually whichever airlines would have the highest claims through the clearing house on tickets that had been used on their airline and issued by a failing carrier, such as Frontier, would be on the creditor committee. And you would have suppliers on that committee such as gas companies. The next group that would be represented would be any bankers, or anyone who holds secured debts.

"If you have any unsecured debts, and I don't know if Frontier had any of those, they would be represented on the committee. And finally, if you had a large number of outstanding lawsuits against the airline, they would usually be represented by the plaintiff on the committee."

When asked how the \$260 million suit filed by the Frontier unions against PEOPLEExpress for alleged violation of a "no furlough" clause in the October 1985 sales agreement would be handled by the creditors committee, the consultant responded that he really didn't know the answer.

"They filed against both Frontier and PEOPLEExpress I believe. The suit against PEOPLEExpress is a factor by itself and would not affect the bankruptcy, I believe. As to the suit against Frontier itself, I can't tell you where that will fit into the payment order. I know that \$260 million is an aggregate of a variety of claims arising from the October 17, 1985 agreement between the unions and PEOPLEExpress, (which contained the 'no furlough' clause).

"I can't tell you if the court would look at that agreement as a guaranteed pay for 'X' amount of time and therefore put it at the top of the list. My thought is that the court would have to prioritize those claims as to where each one of those claims would fall in line for payment.

"Normally wages go at the top of the list. But it is rather an unusual circumstance for the ownership of an airline to have those kind of management agreements - about how the company will be managed - and for how long. But if the court and creditors committee looks favorably upon these claims, they could be moved to the top of the list. But the clause is so unusual, that a special ruling might have to be made on its merit," concluded the consultant.

In a related matter, Denver attorney Hardin Holmes has filed a motion in U.S. Bankruptcy Court for approval of an asset transfer between Frontier and Texas Air Corp. or one of its subsidiaries, probably Continental.

At presstime, negotiations have resumed between the Frontier unions and Continental management. According to Continental spokesman, Bruce Hicks, the sessions will continue until something happens.

In the meantime, Frontier employees are searching for more answers to their questions concerning the Frontier bankruptcy proceedings. And the Frontier unions are trying to provide as much of that information as possible.

**-Stapleton Innerline on Sep 26, 1986**



## THE STATION AGENT'S DAY

Your attention kind people while I relate  
of a species of man well cursed in his fate  
Just an airline station agent is how he is known  
a jack of all trades but master of none

He arrives at the airfield at an unearthly hour  
appearing to all like a poor wilted flower  
Signs on the teletype printer with "Good morning all  
stations"  
"What's good about it" snarls his online relations.

Then he girds his loins for some kind of action  
and turns to the weather machine for some slight satisfac-  
tion  
But he recoils in dismay for its hardly enticing  
precipitation, low ceilings, low visibility and some icing.

He leaps for the phone to call passengers aplenty  
prays he'll reach them at home - theres all of twenty  
Though his movements are quick and his dialing is deft  
he is way too late because half of them have left.

His mind reels in confusion and he feels awfully faint  
shall he quit then and there or appeal to a saint  
There's no time to ponder this queer twist of fate  
they descend on the counter with eyes full of hate.

Shall he beg for forgiveness or stand strong and true  
and go down with colors flying although all black & blue  
He decides on the latter and prepares to catch hell  
whence from operations comes the sound of a bell.

He spins to the teletype printer like each movements his  
last  
it's the flight dispatcher with a hurried weather forecast  
He sticks in the carbons as the phones start to ring  
from one to the other he's like a bird on the wing.

Follows a call from the tower and one from the weather  
then all the damned phones start ringing together  
He answers them all all then goes for his cash  
jumps up from the safe and turns like a flash.

He meets the crew coming and they start to complain  
"Flight's late - you should call us" the same old refrain  
He grips his cash firmly and strides toward the front  
mumbling to himself "I won't say it, I won't."

The passengers keep hollering that they want to go  
he could sure tell them where, if they'd like to know  
But he strives for control and returned to the teletype  
printer looking for the world like a half-winded sprinter.

The message there fills him with cold consternation  
flight twos hours deferred - possible cancellation  
The passengers scream and really get hot  
we'll sue this line pal, you're in a hot spot.

But he doesn't argue just uses his brains  
acts real diplomatic and checks on the trains  
Then right in the middle of making some change  
flight 50 is there, "calling in range."

He runs to the radio and gives with a setting  
leaves the passengers there, just stewing and fretting  
ATC clears the flight to its outer marker  
and the ugly old sky is getting darker and darker.

Then the doors swing open and in strolls the mech  
his movements are slow and deliberate as heck  
When dealing in words - he's real, real thrifty  
"left mag, right engine, dropping probably three-fifty."

And so it goes, each day and each night  
something new and demanding on every flight  
Reservations to handle and load computations  
everything from ticket counter to flight operations.

There's mail, express and air freight in swarms  
he sticks out his neck and signs all the forms,  
then, if some money comes up missing in any amount  
accounting sends notice "charged to your account."

If you think I'm kidding just visit a station  
it's the same old thing all over the nation  
When a new duty is found to make the airline function  
it's the station agent's job without any compunction.

He gives all the answers and like the fork with its tine  
he's the sharp end between public and airline  
And with duties increasing from day to day  
he's aware of the increase in all but his pay.

But there's one consolation in the vale of tears  
St. Peter will greet him at the end of his years  
"I watched you down there, come in and rest well  
you were a station agent, you've had your hell!"

*(This poem was found in a box of Frontier memorabilia  
saved from a dumpster that was sent to me. No author is  
given and judging from the rough draft, erasures and  
notes it appears to be an original work. I like to imagine  
it was written by a lone station agent in a small station  
whiling away the time until a customer appeared or the  
flight arrival neared. Frontier employed 1497 station  
agents in Jul 1982 before it's decline and death.)*

## FRONTIER LEGACY LIVES ON



Special to The Denver Post /Scott Dial

# Consumer was secret to success

### Facebook posts on Sep 5, 2016

Does anyone remember a Frontier group marching in the Labor Day parade in 1986? I sure do! Lots of cheering from the crowd as we passed.

**-Bob Wear**

Yes. I was also in the parade. We handed out sheets of paper thanking everyone for their support and also highlighted some of Frontier's major accomplishments.

**-Sarah Bee**

Here are two articles about it.

**-Jake Lamkins**

Thanks, Jake. We are still marching together.

**-Bob Wear**

Thanks for posting this, Jake. Denver was in a state of shock, along with the rest of us,

**-Jack Cagle**

Yes I do...and we got first place--I have the trophy at my house.

**-Carolyn Boller**

Photo?

**-Dee Martenson**

I will give it a try.

**-Carolyn Boller**

Yes, I remember those who wore uniforms to work in wore them in the parade, the parade was quite moving for those of us that walk and also for the crowds. It was a very proud day.

**-Trish Swanson-Hawk**

Gene and I marched in that parade, crying and laughing all the way.

**-Jeanne Hanson**

Jolie Haas Larder and I were. I cried the whole time!

**-Lisa Kerr Zeman**

This is the trophy won by the FAL group in the 1986 DALF Labor Day parade. The inscription says FIRST PLACE, 1986 DALF LABOR DAY PARADE, FRONTIER UNIONS COALITION.

**-Carolyn Boller**





**FRONTIER REPORTS FOR SALE***(Costs are 20¢ per page to cover expenses for envelopes, postage & copying.)*

Air Mail Route Info, excerpt from 1978 book, 20 pages  
 AZ Brief To CAB 1946, 42 pages  
 AZ-Monarch Merger Application 1949, 52 pages  
 AZ-Monarch Merger Application 1950, 32 pages  
 AZ Stock Offer 1948, 23 pages  
 Challenger Airlines Employees Directory, 7/15/48, 25 pages  
 Challenger Airlines Prospectus, 9/3/47, 37 pages  
 Challenger Airlines Prospectus, 8/4/48, 40 pages  
 Challenger Airlines Stockholders Report, 9/30/49, 8 pages  
 CN ALEA Seniority List, 1/1/62, 9 pages  
 CN Corporate History, Boards of Directors 1944-67, 66 pages  
 CN Files on a CD, \$5  
 CN Inauguration Brochure, Dec 1954, 5 pages  
 CN Open House Brochure, Sep 1959, 5 pages  
 CN Packet, Articles & seniority list, 75 pages  
 Convair Aircraft Packet, Articles & charts, 73 pages  
 DC-3 A/C Roster (inc. predecessors) & Check List, 11 pages  
 DEN Accident (12/21/67) Report & news clippings, 11 pages  
 DEN station roster, 6/1/70, 5 pages  
 DEN station roster, 8/9/86, 12 pages  
 FLamily files on a CD, \$5  
 FL 1955 Timetable/Srty-Personnel Lists, 43 pages  
 FL AFA Seniority List, 2/1/81, 17 pages  
 FL AFA Seniority List, 2/1/86, 15 pages  
 FL ALEA Seniority List, 2/1/65, 7 pages  
 FL ALEA Seniority List, 1/1/66, 8 pages  
 FL ALEA Seniority List, 8/1/66, 10 pages  
 FL ALEA Seniority List, 1/1/74, 30 pages  
 FL ALEA Seniority List, 7/1/84, 55 pages  
 FL ALEA Seniority List, 1/1/86, 48 pages  
 FL ALPA Seniority Lists, 1955-72-81-85 37 pages  
 FL ALPA Seniority List, 10/28/67, CN/FL merger, 6 pages

FL ALPA Seniority List, 9/1/86, 11 pages  
 FL-CO Job Preservation & Litigation packet, 10/2/86, 66 pages  
 FL Files on a CD, \$5 each  
 FL History & Stuff on a CD, \$5  
 FL History, articles, photos, etc. , 49 pages  
 FL IAM Personnel Roster, 7/1/67, 6 pages  
 FL IAM Seniority List, 11/1/74, 22 pages  
 FL IAM Seniority List, 11/1/76, 26 pages  
 FL NEWS printed back issues, \$3 each  
 FL NEWS back issues copied on a CD, \$5 each  
 FL NEWS, May & Aug, '69 introducing 737s, 20 pages  
 FL Obituaries on a CD, \$5  
 FL TWU Seniority Lists, dispatchers 1966-68 , 7 pages  
 FL's Death, articles & essays, 63 pages  
 GRI Accident (12/21/62) Report & news clippings, 19 pages  
 GXY Incident (11/24/71) Beech 99 engine lost, 16 pages  
 Ken Schultz' Obituary List (Rev. 3/22/08), 11 pages  
 MLS Accident (3/12/64) Reports, news clippings, 41 pages  
 MLS Accident (3/12/64) Reports on a CD, \$5 each  
 Personnel Roster, Stations-Sales-FAs, 8/15/63, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 9/15/63, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 10/15/63, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 12/15/63, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 1/15/64, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 2/15/64, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 3/15/64, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 4/15/66, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 7/15/66, 7 pages  
 PHX Accident (4/21/57) Report & news clippings, 30 pages  
 PHX Accident (4/21/57) Reports on a CD, \$5 each  
 Quick Reference Directory, Nov 77, 13 pages  
 Quick Reference Directory, Jan 83, 18 pages  
 Telephone List, 6/12/67, 5 pages  
 Telephone List, 11/25/85, 6 pages

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\$5 for 20 words. \$10 for 40 words, \$15 for a business card, \$20 for 1/8 page, \$40 for 1/4 page, \$60 for 1/2 page and \$100 for a full page. Subscriptions are \$12 per year. All income goes to publishing the NEWS. Please make checks out to Jake Lamkins.

**NEW PREMIUM SPACE ON THE BACK PAGE FOR YOUR AD.** 65% of a full page on glossy finish for \$75. Ad fees and all income help keep the subscription rates low and pay for internet charges for our websites. Thank you.



**Frontier Airlines DC-3 Kansas City Municipal Airport 1962**



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A newsletter for the ex-employees, families and friends of the "old" Frontier Airlines: 1946 - 1986

## Heads held high amid bitterness, sorrow

By Peter G. Chronis  
and Bill Meyers  
Denver Post Staff Writers

Denver Post  
Aug 29, 1986

Frontier Airlines employees acted like there had been a death in the family.

"I've just been thinking about what to do with the rest of my life," said Capt. Archie Van Beek Sr., a Frontier Airlines pilot for 14 years after he heard about the airline's Chapter 11 bankruptcy filing. "I have two more sons I'd like to put through college, but I don't know if I'll be able."

Frontier is the only airline Van Beek has worked for, and his sorrow was reflected in his voice as he recounted his feelings about the Denver-based airline's fate.

"I think that United (Airlines) didn't want us to survive," Van Beek said. "I think they wanted People Express (Frontier's parent) and Frontier out of business. Without two airlines in Denver, it makes life easier. It's a dog-eat-dog world in the airline industry, and it seems as though employees aren't important anymore."

Capt. Harold Osborn, 48, who had flown with Frontier almost 20 years, said he also thinks "United Airlines' management forced an issue. . . . All they they wanted was Frontier out of the picture."

United Airlines, however, said Thursday it would hold an open house for Frontier employees from 10 a.m. until 4 p.m. Saturday at the Stouffer's Concourse Hotel on Quebec Street to discuss possible job openings.

As teary-eyed Frontier employees gathered at a press conference at Stapleton International Airport Thursday night, some expressed optimism that they could find jobs with other airlines.

"We're all leaving our best friends," said Shawn Anderson, 22, a flight attendant for only a year. But, she said, "Frontier people are survivors."

Another flight attendant showed up draped with a sandwich-board type sign that read "Sky Goddess for rent. Have wings . . . will fly."

"This is my tenth airline," said Bandi Coons, 45. Coons, who has worked for Frontier for 10 years, said she loves her career. "I don't like it, I love it."

However, Pilot Jim Buick, 45, said he doubts if he can find a job with a flight crew because of his age.

"We're all very disappointed that United and their pilots' union let us down so badly," said Mike Knight, a Frontier flight attendant

who had been answering phones round-the-clock at the Association of Flight Attendants' Denver-area offices. "But after being held hostage for the last six days, we can get on with our lives."

Knight and several other Frontier attendants stayed by the phones.

"I've never worked with such a great bunch of professionals in my life, people who could endure so much heartache," he said. "No matter how much bad news, the girls and guys at Frontier kept their heads held high. There might have been tears in their eyes, but they never groveled.

"Frontier people are great people, and it's kind of sad to think you may not see some of them again," said Van Beek."

