

AN INSIDE LOOK AT THE DEATH OF FRONTIER AIRLINES

by Captain Billy Walker

(Part 2)

In ALPA's defense, Duffy could have done little with the way the Airline Pilots Association is structured with MEC autonomy. Certainly, with Roger Hall's continued reassurances ALPA national could do little more than pressure the UAL MEC.

The following day, one year ago today, August 28th, 1986 the UAL MEC listened to my appeal, turned their brotherly backs, and have ignored the plight of the Frontier family to this day.

Certainly, there were concerned UAL individuals expressing their dismay. They, along with the rest of us found it hard to believe their management would be so stupid as to toss the golden nugget, they perceived Frontier to be, to the likes of Francisco Lorenzo.

What then is UAL ALPA's guilt? They simply failed to judge their management's motives and misjudged their business acumen. For by throwing away Frontier's biggest assets, the employees, (as UAL V.P. Monte Lazerus cited in a bald faced lie to the Denver City Council) they ended up the big loser by losing the material goods as well. They actually catapulted Lorenzo into 1st place, controlling well over 22% of the U.S. domestic market share.

Incredible!

What a long plane ride home. Instead of being met by a lynch mob, I was greeted like a conquering hero. How enigmatic!

Yet the devastation felt by the Frontier family can only be appreciated by folks like ONA, Braniff, Transamerica, Transtar, Eastern, Midway and the others sickened by the effects of incompetent management.

With the blood of the Frontier employees oozing onto the United Airlines ramp there was only one option available.

I still had a phone number given me a year earlier. I placed a call to Mr. Lorenzo. The call was placed just prior to the annual Labor Day Parade in Denver. Ironically, the Frontier unions marching that day won 1st place. The only real win since before Al Feldman left to run Continental.

Lorenzo was not in, but returned my call a couple of days later. Again, a cordial positive visit. I confirmed the fact I owed him a steak dinner for the casual bet made regarding the outcome of the PEX merger with FAL. I allowed that our position had changed and I was not attempting to try posturing. But, if we could work a "fair and equitable" arrangement for the Frontier

employees it would mean a public relations coup of the century for Continental. I further agreed that the strike was over, that he had won, that it was time to put all that behind us and together fight the real enemy. Dick Ferris and United Airlines!

Lorenzo stated he felt good about our conversation and that the Frontier Captains should keep their seats if something was to work out. I stated that the earlier letter sent to Burr threatening dire consequences if he dared consider a merger with Lorenzo be ignored. I wanted to see all of our pilots receive a fair and equitable integration.

While Lorenzo made no further commitments he left me with a sense of promise. Amazing, here I was asking the very man, I had joined to fight against ever owning Frontier, for a job and to buy him dinner. Steak, no less.

Shortly, we were involved with the Prince of Darkness, John Adams, Vice President Human Resources, Continental Airlines in negotiations for what was to become the "Job Preservation and Litigation Agreement."

In roughly 4 weeks through night and day efforts we produced a very complicated document that was described by Adams in meetings with the Frontier employees as "fair and equitable." If

the FAL employees would be willing to waive their bankruptcy claims against Frontier and PeopleExpress along with Continental and ALPA they would be guaranteed a job. The pilots would "keep their seats." "Captains would be Captains - First Officers would be First Officers." Of course an arbitrator would decide the ultimate seniority integration if the two pilot groups were unwilling or unable to

resolve their positions.

In dealing with Adams we saw a tough, but fair minded man. We saw a man who had a reputation for dealing through omission rather than out-and-out lying. While deceptive practices with Lorenzo's operation was common knowledge, we felt that, while Adams was trying to stack the deck in favor of the "scabs," we would get a fair shake.

While rumors that Judges had been bought, a Arbitrator would not act improperly especially if we used the strike method of choosing one.

Wrong, again!

We were amazed with the speed the Lorenzo machine moved in achieving the "JPA" through employee ratification. Then dismayed at how they would drag their feet in implementing the small things of relative low cost already agreed to. Yet, many of these things were important to the individuals involved.

It would take pages to outline the shabby operation former Frontier people were now experiencing. Frontier, even in her toughest time, did a much better job servicing the customer,

(Continued on page 2)

LARRY VANNOY
MURDERED
IN ARIZONA!

See page 7

maintaining equipment and walking tall. Where Frontier aircraft flew 12 hours daily, Continental was utilizing them half that. Naturally that made Frontier junior Captains fly as First Officers. Maybe an arbitrator would consider this in future arbitration proceedings.

In any event Continental did well through the idiocy of Ferris and his nefarious bunch. They acquired all the assets United gleaned from Frontier except a couple MD-80 delivery slots already disposed of.

However, Continental, in their desire to protect the CAL strike "scabs," blew what would have been a tremendous public relations coup.

On October 2nd, 1986 the pilots in attendance at the meeting describing the 'plus and minus' of the JPA unanimously directed me to sign that agreement. Following the initial ratification 492 pilots out of 558 former Frontier pilots elected to fly for Continental.

One year later...less than 390 former FAL pilots are on the Continental seniority list. When can aviation history show such an exodus. Possibly in the 30's with E.L. Cord's operation. Maybe today with the exodus at Eastern.

Actually, there are several of the aforementioned 390 who are on a medical leave of absence. Therefore the probable number of FAL pilots flying for Continental would be less. One more glaring example is in the perception that existed just following our being blasted out of existence by United. There would be hardly a FAL employee who did not blame all of ALPA for the sins of UAL ALPA.

However, with the "promotion" of ALPA or any union by Lorenzo in his meager efforts to offer moldy carrots to the CAL pilots, many are re-assessing their earlier views as of August 28, 1986.

What exists in the way of hope for the Frontier Family? There is some hope, albeit limited, that there will be some if not total re-arbitration of what has to be a totally unfair and "intellectually dishonest" award. Other avenues of legal review are apparently being pursued as well.

The indomitable spirit of the former employees of the safest airline in the world wide history of civil aviation will never die. Her people have blown to the four winds, but they remain together in spirit, personal contact, and in a brotherhood as right as right itself and as lasting as humanity.

We had a few "warts and pimples," but we could match our pride and professionalism with the best of 'em. As Congress evaluates the down side of deregulation and the lack of LPP's and other inalienable rights of the very people who made the sacrifices creating company's such as Frontier, you can bet they will refuse to correct their mistakes.

We were raped and murdered by United and further sodomized by Texas Air. If we get into the court room our proof of these facts will finally bring our Frontier family some monetary relief for the horrible damages caused by the callous acts of United Airlines and Texas Air.

Yet, as a profession we are as doomed as the Dinosaurs were... Unless we individually, and collectively resolve to abandon the

cannibalism so prevalent in our professional society today.

No reflection on great airlines like Hawaiian, Southwest and America West, but based on the most stringent measure of take-offs and landings Frontier holds the safest record in the world wide history of civil aviation. Frontier flew from coast to

coast, from Canada through Mexico, in and out of mountain valleys day and night in the worst of weather with mostly older aircraft and poor navigational aids, safely. Billions of miles carrying millions of passengers, safely. Frontier lost a single revenue passenger killed when an old DC-3 lost a battle to low level icing on approach into Miles City, Montana over 23 years ago.

This concludes the article written by Billy in 1987 on the first anniversary of Frontier's death. Next issue features an epilogue written by him in February, 1999.

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. 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 \$10 per year. Text ads are \$5 for 20 words, \$15 for a business card, \$20 for 1/8th page and \$40 for a quarter page. Tell others in the FLfamily about the FL NEWS. Give a subscription as a gift.



Former ALEA members with questions about their Frontier pensions can contact Principal Insurance Company at 1-800-944-8631 Ex. 4345
There are several options for drawing your pension including a 10 year roll over to your IRA account. Call them for details.



Does anybody know of a Frontier Airlines museum? If there isn't one, there should be.

Frontier Fleet Still Flying!

by Darrell Robson

(Darrell was an agent from 1965-86 in GDV, LNK, MOT, BIL & BZN)

Would you like to see the aircraft of the Frontier fleet still flying? Well, I'm here to say that it is possible (at least in a virtual setting). By using a couple of programs created by Microsoft©, you can do this. The latest is called Microsoft Flight Simulator 2000 and comes in two versions. One is called "Standard" and the other is "Professional". The price for the Standard version is approximately \$50.00 and the Professional edition is about \$70.00. The main differences between the two is that the Professional version comes with a few more aircraft, a few more highly detailed city sceneries, and some additional sounds as well as some video clips.

An earlier version, called Flight Simulator 98, is also available for prices varying from \$15 to \$20. This program is not nearly as sophisticated, simply due to the advances in computer technology.

I believe that every aircraft and paint scheme that Frontier flew are available for flight simulation, with the exceptions of a DC-3 and the Beech 99. There are at least two individuals that I know of that are working on a B99 and will be made available when completed. These aircraft are available as add-on aircraft which can be downloaded from various sites on the Internet. At the bottom of this article there will be a list of Internet sites that currently have these files available for downloading.

There are several designers and painters that have created these great looking aircraft. Probably the most notable of these is Frank Safranek who is also a member of the FL Alumni club.

The aircraft seen here were created for Flight Simulator 98 but work quite well in the FS2000 versions and are all provided for free download by these great designers and painters. Without their love of this hobby of flight simming and the countless hours spent by them in the creation of not just the Frontier fleet but many others as well, the enjoyment of consumers of flight sim products would be greatly diminished. My thanks go out to them for their efforts!



This CV-580 is just one of Franks' great renditions. There is also one available in the Crescent scheme.



Frank has also painted/created the Boeing 727s, in both a -100 configuration, shown on the left, and the -200 series aircraft shown on the right. Probably my favorite of all the aircraft I have in my flight simulator hangar is the B727-291 in Frontier colors. Come to think about it, it was my favorite Frontier

aircraft to Non-Rev on.

Those first class seats were great!

Another one of



Franks' renditions is this DHC-6 Twin Otter, all painted up in the last paint scheme.

A favorite is this

MD82 which was created by a group of designers called "The Project Freeware Group". This is a group of very talented people who have produced flight simulator aircraft in huge numbers and provided their talents for all to enjoy entirely free of charge.



Also available is this Frontier/AerLingus version of a B737 - created by Brian Quayle and painted by Rafael Zimmerman - and a Twin Otter in the Crescent scheme.



Also available, but not shown, is a CV-340 and a Dart CV-600.

Most of these aircraft

are available at my web page, at <http://flightsimners.net/airport/dkrobson1>. Just click on the "Downloads" button and you will be taken directly to the file links. Also avail-



able there are a couple of screen savers that I have created using both screen shots from flight simulators and photos that have been made available by various people.

Other sites to download Frontier aircraft, including various renditions of the "New" Frontier, include: <http://www.avsim.com>, <http://flightsim.com> and Project Freeware at <http://avsim.com/projectfreeware>.

As you can see, Frontier still lives on thanks to these designers/painters and their creative efforts. If anyone is interested in more information about these magnificent things called "Flight Simulators", please feel free to contact me at dkrobson1@home.com. I would very much enjoy hearing from any of you.

I'm still "Taking off with an old friend".

Coming soon!
The history of the "suicide 3"
A FL DC3 that hit a car,
then a mountain and
later crashed and burned.
The saga of SN 65276!



FRONTIER CENTERFOLD

Arizona Airways was first incorporated in September, 1942 to operate a flight school for the U.S. Navy. The Navy rated it the best school in its region. It became a common carrier by air on September 17, 1945. The first scheduled flights began on March 17, 1946 from Phoenix to Bisbee. Service to Prescott, Yuma and the Grand Canyon started April 7. The company began operations into Kingman and Flagstaff on June 2 and Clifton-Morenci two days later.

AZ purchased three C-47s through the War Assets Office with Billy Walker's dad Pic acting as broker. They were aircraft NC75028 (shown above), NC64910 and NC65385. Note the cargo door in the photo.

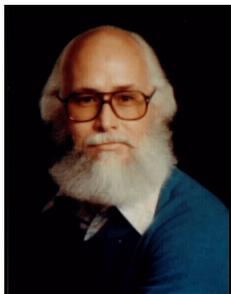
H.O. "Rocky" Nelson was Founder and President of AZ from its founding in 1942 until its merger with Challenger and Monarch Airlines June 1, 1950 to form Frontier Airlines, headquartered in DEN. He had previously been President of Nelson

Engineering Corp. from 1932 til 1941. The two largest shareholders in the new airline were Nelson (8050 shares - \$80,000) and Vice President Johnny Bulla (4000 shares - \$40,000). The Goldwater family had \$21,000 invested and Barry Goldwater was a "silent partner". His brother Bob was on the Board Of Directors along with J.J. Clancy, J.R. Heron, Maurice Hackett, Bill Beatus, Jim Maffeo, J.D. Merrill, Bill Chamberlain, E.C. Lockleer, Columbus Giragi, L.R. Inwood, Joe Bartles, J.B. Van Buren Wittman and hotel magnate Del Webb. During March, 1947, the 15,000th passenger was carried. The Airline was chosen as the official transportation for the major league baseball teams training in Arizona during this period. Pursers, who sold tickets enroute, were regular members of the flight crews. After the merger, Rocky became a regional vice president for Frontier. He unexpectedly died of a heart attack on March 6, 1951 when he was 46 years old.



THE FUTURE OF STAPLETON

Nearly a decade after being abandoned for the new Denver airport, there is finally a plan in place about what to do with the 7.5 square miles of land that comprised Stapleton Airport. In the next 30 years Stapleton will be developed into a community of 12,000 homes, 10 million square feet of offices, 3 million square feet of shopping and 1100 acres of parks and open space. There will be about 30,000 residents and over 35,000 workers. Work on the project started late last year and a Summer Grand Opening is planned later this year. You can get a brochure by writing Forest City Stapleton, Inc., 1401 17th Street, Suite 510, DEN 80202 or calling 303-382-1800. E-mail them at info@StapletonDenver.com . Their website is StapletonDenver.com



Many thanks to everyone for your support of this effort. Billy Walker especially deserves our thanks for his monetary help and his article on the death of Frontier. He, along with Ken Schultz, furnished most of the info on Arizona Airways on page 4. Thanks also to Darrell Robson and Carol Stillman who bought quarter page ads and Craig Hansen who created and donated so many of the graphic images we'll be using. He did the headers on the front and back pages. If you believe what we're doing is worthwhile, please subscribe so we can keep it going. Tell your FL friends about it, give gift subscriptions, pass along your copy of the NEWS.

Time is taking its toll on our numbers and the names of the deceased keep coming in. If you have information on any deaths in the FLamily, please let us know so we can publish the information for their many friends they worked with at Frontier.

Also let us know about any FL gatherings and we'll post them in the Timetable. Opportunities to renew and refresh friendships from the years past at Frontier should not be passed up. We want as many as possible to know about them.



TIME TABLE

This is the information we currently have. Coordinators of FL events, please let us know the details so we can post it.

DEN REUNION PICNIC

June 30, 2001 at Cherry Creek State Park, 10:30am-4pm. Contact Lanette Duncan at 5901 El Diente Ct., Golden, CO, 303-216-0600, LD60003@aol.com

FRONTIER AIRLINES RETIRED PILOTS

DFW: Luncheon, every odd month, 3rd Monday, noon @ Ernies, 8206 Bedford-Eules Road, North Richland Hills, TX
Contacts: Don Adams 817-282-3542, Bill Blackmon 817-282-3105
 DEN: Luncheon, every second Tuesday, 11:30am @ Mr. Panda Chinese Restaurant, 2852 S. Havana, Aurora, CO
Contacts: Ace Avakian 303-688-3852, Jim Hanson 303 750 6478
 SLC: Luncheon, every third Thursday (except Jun-Aug), 11:30am @ Little America, 500 Main St., Salt Lake City, UT
Contact: Jack Schade 801-277-5479

FRONTIER BASH

September 16-17, 2001. Coordinator is Rusty Lambert, 6790 Ann Drive, Murchison, TX, RLambert11@compuserve.com

FYV-FSM MEMORIAL PIGNIC

August 25, Sat., 11am-5pm, Burford Pavillion near FSM airport. Coordinators are Phil Green, 2101 Packard Pl., Ft. Smith, AR 72901, 501-783-2981 or Jake Lamkins, 365 Wallin Mountain Road, West Fork, AR 72774, 501-839-8556, JakeLamkins@hotmail.com

PHOENIX PICNIC - need info

KANSAS CITY REUNION - need info

How many of you remember when the hare krishnas got so bad at DEN that the FL folks started carrying clickers (the kind kids play with) to harass them and keep them away?

E-LIST

We're going to have a list of e-mail addresses to help the FLamily stay in touch with one another. If you want your name and address listed, send them to FAL-1@lycos.com

Steve Gustafson.....FleetNut@juno.com
 Dave Koepp.....dwk23@juno.com
 Al Krauter.....AlKrauter@home.com
 Rusty Lambert.....RLambert11@compuserve.com
 Jake Lamkins.....JakeLamkins@hotmail.com
 Darrell Robson.....DKRobson1@home.com
 Ken Schultz.....FLHistory@aol.com

LETTERS

Letters may be edited and paraphrased for space

In going through the obituaries, I noticed one name that is missing: Ramon Spiars. Not sure of date he passed on, but think it was 1994 or 1995. Ray was Senior Agent for me in SEA when we closed. He later worked for CO for about 5 years then was retired at the time of his death.

I went from FL to CO as operations manager (title was Group Supervisor), then returned to MSO in 1991 - only to have CO pull out in 1994. After a short stint in IAH, MAF and TPA, I returned to MSO as City Manager for the new Frontier (F9). F9 then pulled out of MSO in 1995, so I went to SLC for a few months, then to DEN HQs. I spent the last almost 2 years as Vice President of Customer Service and Station Operations - then retired in September this year. I think I should have done this before, but I really enjoyed the last years in DEN.

Thanks, **-Red Barringer** (FL 1956-1986)

The IQ Zoo, an animal performance show in Hot Springs, regularly shipped and received animals. I got to know the signs when this one old goose was ready to "let loose" and would get out of its way. Once I turned the cage around just in the nick of time, only to look back and see James Greer had been in the line of fire.

Another time the TI agent was hollering and gesturing from their airplane for me to come help him. I thought for sure there was a fire in the cabin, but when I got on board saw that a shipment of mice had gotten loose. Others came to help and we rounded them up - well, most of them anyway.

The fence at Hot Springs was covered with beautiful climbing red roses and when our flight landed I always gave the "stew" a rose. Once I forgot until I noticed she wouldn't close the door on the plane til she got her rose. I didn't forget again - how would I explain that delay.

-Bill Sanders (Agent HOT LIT)



Central Airlines DC-3 at Hot Springs @ 1955

I was shocked I knew so many of my fellow workers who have died. There are two that were omitted: Donald Jansen - station manager at TOP died in an auto accident about 6 months after the merger of Central (with FL). Myron Kamarad of PHX, SNA & SAN died of cancer 3-4 years ago. Also, Gordon White was killed in an accident 6-26-83, 39 years old, 3 days shy of 40 - I was pallbearer at his funeral.

I stayed in SAN after FL and worked for SATO. I returned to BZN to work for the new Frontier. They were here 18 months and decided to fly in larger markets. I now work for the city of Bozeman. Thank you for your efforts to keep the old family informed. **-Loren Holmgren** (Agent BZN SAN)

My daughter gave me a copy of the FL NEWS and I took it to the FL PHX Reunion Party 10-29-00. Had a great time; I was station manager here for 4 years 1964-68 and we also took care of Res for PHX/TUS. Chuck Demoney was Regional Sales Manager then. We were also a pilot/stewardess base and had 3 mechanics. The fueling operation was under the station manager too. Altogether we had 80 or so FL personnel. Andy Hushock, one of my best friends since 1949, was chief pilot and we shared an office.

It was a great party, about 70, and many of my agents were there: Bob Fish, Vern Crawley, John Koehler, Dave Ross, Bob Kelsh & Dave Brown. Others attending were Chuck & Helen Blair, Linda Casey-Hamla, Walt Hatfield, Ray Johnston, George Sims, Brad Hurd, Bill Wayland, Billy Walker, George Vega, Billy Watkins & Frank Smith

Max Willis, Sr. Agent then, passed away a couple years ago as did Al Mosley, another PHX Sr. Agent.

I attended Bert Clark's funeral on Oct. 27, 1998. The eulogy was given by old pilot friend Boyd Stevens. Ev Aden was there. **-Cal Reese** (Manager, System Lost&Found)

My name is Ollie Brunz. I started with Frontier on 7-14-50 and retired 9-30-84 with 34 plus years at various stations and titles. For the last 11 years my wife and I have wintered in Yuma, AZ and live in Spokane, WA in the summer.

I received my first issue of the NEWS in a round about way from Loren Holmgren to Darlene Spieler who started as a stewardess in the 50s and later was a TCA in BIL when I was manager there. I was happy to get the information as I knew several of the deceased and had some of them in the stations I managed. It was very interesting to read Billy Walker's account of how the Frontier family got the shaft while CO & UA got the mine.

I am enclosing \$20 to help defray costs. I would like to see FRONTIER NEWS continue as this is the only way I have of getting any Frontier news.

-Ollie Brunz (Manager, BIL)

The Frontier Bash 2000 was a very good golf tournament. The number attending was low because everyone thought it would be too hot. It was 85 on Sat. and 84 on Sun! The prizes were spread around and 17 people took home loot. It was voted to keep the same date next year (2001). The biggest problem is getting correct addresses. I mail out 300 flyers and get back almost a third with wrong addresses. Put my e-mail in the NEWS and request any address changes. **-Rusty Lambert** (Captain based in DFW & DEN) *(See Rusty's ad on page 8. Please let us at the NEWS know of any address changes too - Thanks)*

Retired FL Captain Tex Searle has written a 308 page paperback book about the "good old days" when the DC-3 was FL's workhorse. It's delightful reading and has some great photos. Send Tex \$12.95 at 351 S. 300 E., Orem, UT 84058. You won't be sorry. Makes a great gift too. Free autographs!

LARRY VANNOY MURDERED

Larry worked as a mechanic for Frontier about 25 years in SLC and DEN. His wife Nancy worked SLCRK and DENRK from 1973 until 1986. They moved to PHX in 1986 after the bankruptcy so Larry could work for America West. He retired over a year ago as maintenance supervisor. He and Nancy lived in Ahwatukee and had been active in the Recreation Center there since 1988. Last November 11 Larry was elected to the Board of Directors and on November 18 he was honored at the Center for his work there.

Several hours afterwards at about 10:30 p.m., while sitting in his livingroom, Larry heard his truck start up. He yelled for Nancy to call 911 and ran out the front door. His truck, with 3 men in it, was leaving his driveway. Larry ran and jumped into the bed of the truck. He yelled for help as the truck was driven to a side road near the Gila River Indian Reservation. There he was attacked by the three men and one of them killed him with repeated blows to the head and neck with a machete and his body was dragged away from the road.

Just before dawn the police investigating the case stopped a truck matching the description of Larry's truck and found blood in it. Two men were arrested then and the third caught not long afterwards. The three, ages 15, 21 & 25, have been charged with kidnapping, murder and armed robbery. One of the suspects had been put on 4 years probation just the month before and reportedly had a criminal file 3 inches thick.

A large memorial service was held for Larry, who was 66, at the Ahwatukee Recreation Center on November 25, 2000. Nancy was interviewed on TV not long afterwards and said the hardest part was that she never got to say goodbye.

Deaths In The FLamily

More deaths in the FLamily have occurred or been discovered since the list was published in the Fall issue:

Agents

Chuck Dessauer, 9/18/90, age 52
 Donald Jansen, May68, age 33, auto accident
 Myron Kamarad, 12/22/94, age 64, cancer
 Max Willis, 12/22/99, age 83
 Melvin Hullet, Nov86, age 53
 Elton Dial, 11/20/00, age 72, heart attack
 Ray Spiars, 1/6/96, age 64
 Ora Nestleroad, 8/12/00, brain cancer

Maintenance

Larry Lorz, Aug86, age 46, cancer
 Steve Bruley, Apr78, age 42, leukemia
 Gary Horning, Feb75, age 27, auto accident
 Ron Ferris, Jun93, age 48, cancer
 Larry Vannoy, 11/18/00, age 66, murdered

Pilots

Jim Stelter, 11/18/00, age 72, heart attack
 Boyd Stevens, 12/22/00, age 78, pneumonia

Management

Nancy Hedrick Mitchell, 8/22/00, age 53, pneumonia
 Unconfirmed reports on the deaths of Bill Sharkey, Keith Taylor and Dave Richards. Advise any information on these folks or any others you know of.

IN MEMORIAM NANCY HEDRICK MITCHELL 1946 - 2000



Nancy Hedrick started to work for Frontier at MCI in 1972. Later that year she became a CSR. Then in 1974 she was promoted to Asst Manager at MCI and held that position until she resigned in 1976. She married Mickey Mitchell, another MCI Asst. Manager, and they moved to PUB where Mickey became FL City Manager. Nancy moved to ATL in 1980 when Mickey became City Manager there and started to work for PI as a secretary in the FA department. She became a flight attendant for PI in 1984 then subsequently with USAir when they bought PI. She continued flying until July 2000. She had a slight stroke in 1998 and the medication she began taking had an adverse effect on her liver. Her health worsened in August and while in Emory University Hospital awaiting a liver transplant she contracted pneumonia and passed away two days later on August 22, 2000. She was 53 and is survived by her husband Mickey Mitchell, her parents, four brothers and two sisters.

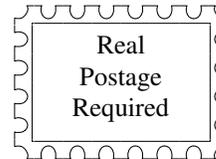
IN MEMORIAM ELTON DIAL 1928 - 2000



Elton began working for Central Airlines in 1957 and worked in FYV as an agent, senior agent and acting station manager until it was closed in January, 1982. He worked as an agent in HOU and then in SGF until the Crash came in 1986. Afterwards he concentrated on his poultry farm west of FYV and was in his yard when a heart attack killed him on November 20, 2000, at age 72. He had told everybody at the FYV-FSM FL PIGNic the previous August that he was selling out and intended to spend some time traveling. We told him that at age 72 he deserved it. There were two things about Elton one remembers. His slow drawl and gentlemanly manners - you very rarely saw him upset. He could handle just about any situation on the ticket counter and frequently bailed out the younger agents who were losing their cool with an irate customer. He was always willing to lend a hand at whatever needed to be done. The most important thing in his life was his family. Two years ago Elton and Ruth celebrated their 50th wedding anniversary and their four children hosted a large banquet for them. Afterwards they took a cruise in the Caribbean. Elton turned 70 that same year. He's survived by his wife Ruth and four children.



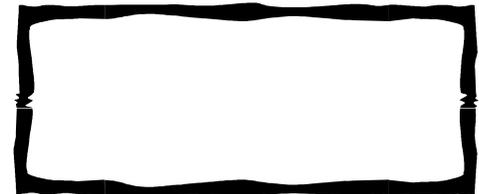
A newsletter for the ex-employees, families and friends of the "old" Frontier Airlines: 1946 - 1986



JAKE LAMKINS, Editor
 365 Wallin Mountain Road
 West Fork, Arkansas 72774
 E-Mail: FAL-1@lycos.com
 Website: <http://FAL-1.tripod.com>



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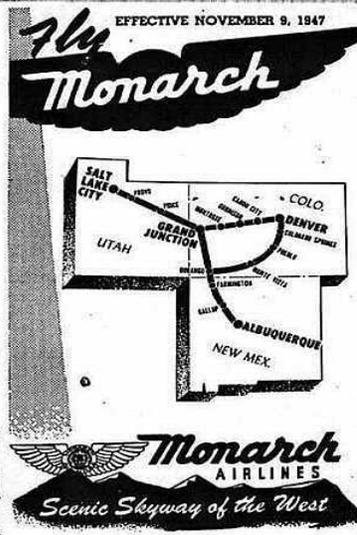
TELEPHONE
MONARCH
 IN YOUR CITY
 Information Promptly
 Reservations Immediately

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INFORMATION—RESERVATIONS

City	Office-Airport	Telephone
Alamosa	Municipal	398-1 8811
Albuquerque	Kirtland Field	1169
Canon City	Fremont County	MAIN 2372
Colorado Springs	Petersen Field	
Delta	Montrose	Montrose 76
Denver	Municipal	DEExt 5441
Durango	Stephenson Aitfield	665
Farmington	New City-County	155-W
Florence	Municipal	Florence 21
Gallup	Fremont County	596-R2
Grand Junction	Thunderbird	2463
Gunnison	Walker Field	
Monte Vista	Gunnison	Q-W
Montrose	Municipal	Monte Vista 557W
Provo	Monte Vista Municipal	
Pueblo	Montrose 78	859R1
Salt Lake City	Carbon County	2812W
	Municipal	7688
	Municipal No. 1	9-4111

Airport Transporations Request Monarch Air Lines
 LOCAL AGENT



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

BETWEEN	Alamosa	Albuquerque	Canon City	Colorado Springs	Denver	Durango	Farmington	Grand Junction	Gunnison	Monte Vista	Montrose	Provo	Pueblo	Salt Lake City
ALAMOSA	20.70	26.90	27.00	12.90	7.10	9.35	18.80	18.80	23.50	20.20	22.55	25.10	7.60	25.10
ALBUQUERQUE	20.70	26.90	27.00	12.90	7.10	9.35	18.80	18.80	23.50	20.20	22.55	25.10	7.60	25.10
CANON CITY	20.70	26.90	27.00	12.90	7.10	9.35	18.80	18.80	23.50	20.20	22.55	25.10	7.60	25.10
COLORADO SPRINGS	9.60	26.90	27.00	12.90	7.10	9.35	18.80	18.80	23.50	20.20	22.55	25.10	7.60	25.10
DENVER	12.90	27.00	27.00	12.90	7.10	9.35	18.80	18.80	23.50	20.20	22.55	25.10	7.60	25.10
DURANGO	7.10	19.40	20.00	18.35	2.15	4.35	11.85	18.55	23.10	19.80	18.65	23.55	16.85	23.45
FARMINGTON	9.35	11.45	11.45	18.85	20.50	2.15	6.70	9.70	16.40	13.10	16.50	21.40	14.70	23.45
GALLUP	19.80	6.90	6.90	23.40	25.05	6.70	4.55	16.40	23.10	19.80	23.20	26.10	21.40	26.15
GRAND JUNCTION	16.80	39.10	10.75	15.40	11.95	9.70	11.85	16.40	6.70	16.80	3.40	6.80	11.70	17.90
GUNNISON	23.50	30.90	6.50	14.40	10.75	16.40	18.55	23.10	6.70	23.50	3.90	13.50	18.40	18.60
MUNTE VISTA	20.20	26.10	10.40	14.45	10.80	13.10	15.25	19.80	3.40	3.90	20.30	10.20	15.10	9.40
MONTROSE	22.55	30.10	17.55	23.25	17.50	16.30	18.65	23.20	6.80	13.50	32.55	16.30	4.90	23.45
PRICE	25.10	31.00	19.10	23.75	19.10	21.40	23.55	28.10	11.70	18.40	35.10	15.10	4.90	24.95
PROVO	7.60	26.80	2.30	8.85	14.70	10.85	21.40	37.80	14.60	7.40	16.65	23.45	24.95	24.95
PUEBLO	19.10	32.95	19.10	22.75	19.10	23.45	25.60	30.15	13.75	19.10	25.10	17.35	6.95	2.05
SALT LAKE CITY	25.10	32.95	19.10	22.75	19.10	23.45	25.60	30.15	13.75	19.10	25.10	17.35	6.95	2.05

***Through fares not quoted. Round Trip Fares are twice one way fares. Add 15% Federal Tax.

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 RLambert11@compuserve.com

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