

FRONTIER NEWS

SUMMER 2004

ISSUE # 16

Our 4th anniversary!
Only 4th anniversary!



Thanks for your support!
Thanks for your support!

THE DEMISE OF FRONTIER BY HANK LUND

I WORKED PART TIME WITH NWA IN FARGO WHILE ATTENDING COLLEGE. AFTER SERVING IN THE NAVY IN WWII, I RETURNED TO NWA AS A SUPERVISOR IN DET. SUBSEQUENTLY I SERVED AS STATION MANAGER IN CHI, DET, AND MSP BEFORE BECOMING SYSTEM DIRECTOR-GROUND SERVICES IN MSP.

I ACCEPTED THE FL POSITION OF DIRECTOR - GROUND SERVICES, AND PROPERTIES AND FACILITIES IN AUG. 1967. BETWEEN 67 AND 85 I SERVED AS VP SALES AND SERVICES, SR. VP AND GENERAL MANAGER - SALES AND SERVICE, STARTED AND HEADED UP TWO SUBSIDIARIES, FRONTIER SERVICES AND FRONTIER HORIZON AND FINALLY PRESIDENT AND CEO OF FRONTIER AIRLINES. AFTER DEPARTURE FROM FL I FOUNDED AND STARTED THE NEW FRONTIER IN 1993-94 - LAUNCHING IT ON JULY 5, 1994.

(When asked how a fellow named Maurice C. Lund got a nickname like Hank, he responded, "...the nickname "Hank" was started by one of my six brothers. He came home and found me herding the cow and doing some other chores on our small farm. I became 'Hank the hired man' and the choice spread quickly. I was probably 10 or 11 at that time. MAUREES (phonetically spelled) just didn't sell in our rural depression years.")

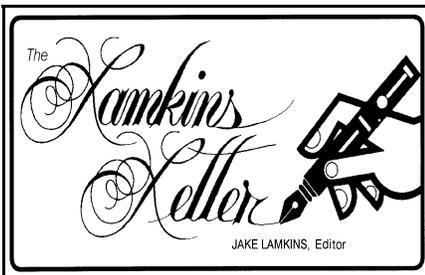
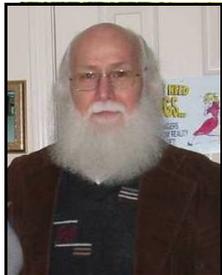
(continued on page 10)

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 \$10 per year. All back issues are available & cost \$2.50 each. First 14 issues on a CD \$5. 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. Tell others in the FLfamily about the FL NEWS. Give a gift subscription.

Masthead design by Craig Hansen, FLan & DEN graphic artist.



Darren Weeks sent a massive packet of information on the convair aircraft that CN & FL flew. I combined it with information I have to create a new 73 page Frontier Report. Walt Hatfield sent some photos of the GRI CV340 accident of Dec. 1962. I added those with newsclippings sent by the late Joe Craze and other data I have to make a 14 page Frontier Report. All the Reports are listed on page 20.

This issue marks the completion of four years of publishing the FL NEWS. It has been a remarkable personal journey. I started out by learning how to use new fangled computer software with money collected at the FYV-FSM Picnic and put out an 8 page first effort in the Fall of 2000. The FLfamily network has grown and grown in the ensuing years to now include a 440+ member online FL Club and a huge FL website network. Many, many thanks to all of you for your support. Special thanks to Ace Avakian, Billy Walker & Darwin Haudrich who made large donations early on and have aided in many other ways.

Hank Lund has responded to many requests to write an essay about FL's last years. You will find it very interesting. Maybe others on the Coalition will write their memoirs of those days too. Several have promised to do so.

Information in the "Gone West" items is necessarily heavily edited. Go to the online website (<http://FAL-1.tripod.com>) for much more info of them and other things FL.

Last month in the "gone west" section Gayle Bussinger's name was misspelled. Bassinger is incorrect.

There is not nearly enough space to print all the info FLolks have sent. I never lack for material and it's hard to decide what to put in and what to leave out. Thanks for your support!



TIMETABLE



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

BILLINGS

TBA - Looking for a coordinator and/or volunteers to organize it.

COLORADO SPRINGS

Not held in 2004

Contact Deanna Hinkle, ddbiscuit@juno.com, 719-226-1932

DALLAS-FT WORTH REUNION

Saturday, October 30, 2004, at 6pm: Los Vaqueros Restaurant, 2629 North Main St., Ft. Worth, TX. Mexican Buffet \$12.50, includes tax and gratuity. (Non-alcoholic beverages included in price)

Contacts: Bill Blackmon, 817-788-1110, BBmon@juno.com, Jim Ford, 817-268-3954, JEFord15@comcast.net

DENFL GOLF TOURNAMENT

Held Fri, June 25, 2004 at 10am, Aurora Hills Golf Club, Aurora, CO.

Contact: Bob Reisig 303-755-6106, BoJos42@aol.com for info

THE PARTY BEFORE THE DEN PICNIC

Was Fri, June 25, 2004 at Diane Hall's Club House, 6pm. In Denver at 10391 Little Turtle which is off E. Evans Ave.

Contact Diane at 303-751-3489 or constew1@msn.com for info.

DENVER REUNION PICNIC

Held June 26, Picnic facility at the Aurora Reservoir, Contact: Carolyn Boller, 1293 Revere St., Aurora, CO 80011, 303-364-3624, CKBoller@aol.com

FLIGHT CREW REUNION & LAYOVER

May 13-15, 2005. Theme will be "Viagra, Thunderstorms and Turbulence..... What They Have In Common"

Contact Jo Delle Burwell, JoDelleBurwell@comcast.net

Phone: (H)816/373-5647 (C)816/665-6023 or

PhilStallings.redryder@midwest.net

FRONTIER AIRLINES RETIRED PILOTS

(The FL Retired Pilots Assn quarterly newsletter is available for a \$15 annual subscription. Contact Ace Avakian, 17 Oak Ridge Drive, Castle Rock, CO 80104-2129 or AceAvak@aol.com)

DFW: Luncheon, every odd month, 3rd Monday, noon @ Ernies, 8206 Bedford-Euleess Road, North Richland Hills, TX

Contacts: Bill Blackmon 817-788-1110, BBmon@juno.com or Jim Ford 817-268-3954, JEFord15@comcast.net

DEN: Luncheon, every second Tuesday, 11:30am at Mr. Panda Chinese Restaurant (North Room)

2852 S. Havana, Aurora, CO

Contacts: Ace Avakian 303-688-3852, AceAvak@aol.com or

Jim Hanson 303 750 6478, ntmillword@aol.com

SLC: Luncheon, every third Thursday, 11:30am at Chuck Arama Buffet, 744 East 400 South, Salt Lake City, UT

Contact: Jack Schade 801-277-5479, CaptainJack20@juno.com

FRONTIER BASH

Saturday & Sunday, September 18 & 19, 2004

Contact: Rusty Lambert, 6633 Ann Drive, Murchison, TX, 903-852-3970

RustyLGolf@cs.com (See ad on page 3)

FYV-FSM MEMORIAL PIGNIC

Saturday, August 21, 2004, 11am-5pm, Burford Pavillion near the FSM airport.

Contacts: Phil Green, 2101 Packard Pl., Ft. Smith, AR 72901, 501-783-2981,

SusiGreen0609@aol.com or Jake Lamkins, 365 Wallin Mountain Road, West Fork, AR 72774, 501-839-8556, ExFAL@Yahoo.com (Ad on page 3)

KANSAS CITY REUNION

Should take place in the Fall, 2004. Details later.

Was held Saturday, September 20th, 2003 - 12 noon - 3pm at Barry Platte Park

Contact: Rose Dragen, preferably via e-mail: mdragen@juno.com or call 816/741-1995.

PHOENIX REUNION

2004 TBA: The event needs a coordinator/volunteers to organize it.

ST. LOUIS

TBA: It was decided at the 2001 meeting to hold the event every 5 years.

TUCSON GOLF TOURNAMENT

It was Sat-Sun, May 8-9, 2004, Green Valley, AZ. Make your plans for 2005 - Apr 30 & May 1.

Contact: Ron Butler @ 520-762-5084, RButler24@worldnet.net

(If you know of a FL event that is not listed here, please let us know about it so it can be printed in the newsletter and posted on the internet at the FL website.)

14th Annual FRONTIER BASH

Rusty, Austin, Gary,
Ron and Eddie
extend an invitation to
all Frontier exs.

and their guests to join us for
FOOD-BOOZE-TALL
TALES-POKER-GOLF
SEPTEMBER 18th & 19th.

Contact Rusty Lambert @
rustylgolf@cs.com
or 903-582-7094

JAKE, LARRY & PHIL INVITE YOU TO THE 36TH FSM FYV FL MEMORIAL PIGNIC

SATURDAY, AUGUST 21, 2004

BURFORD PAVILLION

NEAR THE FSM AIRPORT

11:00 A.M. - 5 P.M.

BRING A POTLUCK ENTREE.

BBQ CHICKEN, BAKED BEANS,

BEER AND SODA ARE PROVIDED.

WE ARE STILL GETTING TOGETHER

TO RE-NEW FRIENDSHIPS

AND TALK ABOUT WHAT IT WAS LIKE

TO WORK FOR A GREAT AIRLINE.

ALL EX-FL EMPLOYEES, FAMILIES & FRIENDS
ARE INVITED.

FOR INFO AND/OR DIRECTIONS:

PHIL GREEN, FSM, 479-783-2981,

SUSIGREEN0609@AOL.COM

LARRY THOMAS, FSM, 479-452-8174,

LETHOMAS39@MSN.COM

JAKE LAMKINS, FYV, 479-839-8556,

EXFAL@YAHOO.COM

REUNIONS

TUS GOLF TOURNEY, May 8-9

We had a great tourney, had 70 golfers and 86 for dinner. Only about 18 were old Frontier people. The weather was fantastic. The FL people were Bob Bailey, Ed Bryant, Dan Price, Dave Ross, Rod Slack, Don Hockenbury, Rusty Lambert, Gary Mackie, John Spivey, Bev Weed Bedsaul, Chuck Blair, Ed Trimble, Ray Ganske, Earl Morency, Keith Slater, Leo Schuster & Gene McCaleb

-Ron Butler, Tucson AZ, RButler24@worldnet.net

MCI FLIGHT CREWS, May 21-23

Attendees were Debbie and David Baldwin, Letha (Weldon) & Ed Barnthouse, Patty Benton, Ann (Freese) Bozarth, JoDelle (Davidson) Burwell, Barb Carroll, Jenny Chiddix, Laura (Jones) Colvin, Lori (Espinoza) Day, Sue (Judd) Evans, Sue (Cahill) Gilmore, Cindy & Ted Hady, Sharlene Hall, Lisa Sachetta-Ison, Anita (Linam) Kunst, Liz Lane, Deanna (Burleigh) Larson, Gwen Mahler, Dee (Patton) McGee, Carol (Shanklin) Neff, Sally Rimer, Gracie Scantlin, Judy (Saladino) Sellmeyer, Beth (Taylor) Stein, Randy Stoddard, Barbara Wechsler, Lorraine & Charles Williams, Barb & Joe Womack, Jack "Beetle" & Linda Bailey, Dick Bombard, Jack Bozarth, Dale Buss, Harvie & Marie Chaddock, Roy Decha, Weldon Finney, Jack "Frosty" Frost, Mike Gadow, Ron & Sharon Gallop, Frank Geysio, John Green, Mike & Arlene Hampton, Jim Harcrow & Barbara Wechsler, Eastwood & Debbie Herin, Tom Hollister, Bob Kanive, Rusty Lambert, Howard Logan, Frank & Dawn Malone, Fred McDowell, Neil Miller, Bill & Carol (Shanklin) Neff, Ron Norton, Skip Pennyweight, Don Powell, Art Rainbolt, Clay Riecker, Bob Samson, West Sanders, Dan Scantlin, Phil Stallings, Hugh & Ann Thornton, Steve Tidler, John Tyler, Hal & Shirley Wheeler, Randy Wright.

-Jo Delle Burwell, Lee's Summit MO,
jodelleburwell@comcast.net

-Phil Stallings, Mt. Carmet IL, RedRyder@midwest.net

It WAS a wonderful weekend - a good reminder of just how much our years together gave and are still giving us! What a warm fuzzy feeling to see folks you haven't seen, in some cases 20+ years, and take up where you left off....it was like we never stopped taking off and landing together (pardon the expression!!). Gosh, I didn't know how very much I missed that side splitting, insane laughter!!!!

-Sue Evans, Lee's Summit MO, SueEvans@sbcglobal

DEN REUNIONS, Jun 25-26

I made it to the reunion. It was a bit of a drive. You would not want to have a couple of drinks and have to drive home. I did not see anyone drinking anything but pop. I had brought a couple drinks but I went to the flight attendant party the night before so I did not feel like having one. It was a good turn out - most of the same people make it each year. It gets harder and harder to recognize people every year even with name tags. I think most enjoyed themselves.

-Kayla Naima, Palm Springs CA, KaylaNaima@msn.com

The FL reunion here was fun. I had four ex-flight attendants at my home for a four day slumber party. I am POOPED!! How on earth did we party all night and fly all day on the Convair????? Does youth have anything to do with it?

-Lanette Duncan, Golden CO, LD60003@aol.com

DEATHS REPORTED

OR UPDATED SINCE THE SPRING ISSUE

Charles Carter, DEN avionics mechanic, 3/17/95, age 84
 Fred E. Elliott, DEN Director-Maintenance, 8/2/94, age 81
 Tom Harding, DEN station agent, 5/25/04, age 63
 Hilary Hosman, MCI senior agent, 2/15/90, age 61
 Buck Jennings, CN, need more info
 Harry Logsdon, GSW DFW DEN pilot, 10/15/88, age 67
 Chet Lubben, Manager of Sales, 6/17/04, 96
 Al Mooney, DEN pilot, 8/21/72, age 46, motorcycle accident
 Jim Moore, station manager, 6/15/99, age 66
 Les Moss, DFW pilot, Jul1984, age 73
 Pappy O'Drain, communications manager, 12/4/95, age 72
 Jackie Pfeiffer, RAP BIL RNO SAN SNA station agent,
 4/24/04, age 59, heart disease
 Karl Penner, DEN pilot, 3/22/69, age 37, Cessna crash
 Ken Perkins, GEG station agent, 4/26/00, age 72, heart attack
 Red Rickert, DEN lead mechanic, 3/29/00, age 80
 James Russell, CN agent, 6/9/02, age 62, cancer
 Bud Shepherd, BIL station agent, 6/3/04, age 77
 Ron Slater, DEN BOI station agent, 4/20/04, age 62
 Paul Stevenson, DEN station agent, 3/10/04, age 58
 Samantha Ewing Taulli, flight attendant, 4/26/04, age 58
 Johnnie Walker, PHX pilot, 12/18/69, age 56

FRED E. ELLIOTT

I would like to set the record straight. I am living and retired in beautiful Florida - the info you have is about my dad, Fred E. Elliott, who worked in maintenance. In fact, he helped start the original Frontier as he started with Monarch Airlines back in the 40's. He was director of maintenance, major overhaul, for a lot of years. He retired around the same time I started with Central Airlines in 1964. My father was born 11-23-1912 & died 8-2-1994. He had many friends at Frontier. I am sure that a lot of folks are still alive that knew him and a lot of folks still alive still know me.

Thanks again for updating my information and keeping us informed about the Frontier Family.

-Fred W. Elliott, Inverness FL, tyler2i@yahoo.com

(Thanks for setting the record straight, Fred, and your many FLriends are delighted with the news you're still kicking!)

KARL PENNER

Karl sang in a barbershop quartet. He was killed with the quartet enroute to a gig when their small aircraft crashed south of PUB around Walsenberg. It may have been in the Sangre de Cristo Mountains. Everybody onboard was killed. Not sure of the date but it was before the FL bankruptcy. I flew with him when I was a FA.

-Pat Williams-Harter, Gilbert AZ

KARL PENNER, Born 09 Dec 1931, Died Mar 1969, Age 37

-SSDI

NTSB ID: DEN69A0040: Event occurred Saturday, March 22, 1969 Time 1448, in LAVETA, CO. Aircraft: CESSNA 310I, registration: N8011M, FILE 3-0663, INJURIES CR1 PX5, PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION. PLT OVER FLEW VOR INTERSECTION. STRUCK MT PEAK IN FLT PATH.

-NTSB website

GONE WEST

We salute these FLriends on their final voyage. They are not dead until we forget them. More info at <http://FAL-1.tripod.com>



BUCK JENNINGS

My late husband worked for Central, I think in 1962-3. His name was Richard Jennings but he always went by Buck. That would be interesting if you knew him.

-Susan Jennings, Las Vegas NV

JIM MOORE

My father, Lawrence Weeks, was a station agent in Great Bend, Ada, Paris, Lawton, Gallup and finally DFW. I had the privilege to work for Jim Moore in Houston, TX when he was General Manager for IATA and I grew very close to him and his wife. I'm assuming that this is Jim Moore who was in mid-management with Frontier Airlines and had retired to Ardmore, Oklahoma to play golf and spend time with his family. As life would have it, Jim became my boss and friend, just as he had my father during the airline days.

-Dewayne Weeks, Grapevine TX

14. J.W. Moore 9-1-51 ADM

-CN Seniority List dated May 19, 1953

JIMMY W MOORE, Born 11 Mar 1933, Died 15 Jun 1999
 Age 66, At 73430 (Burneyville, Love, OK) SSN issued in Oklahoma -SSDI

PAPPY O'DRAIN

J.F. "Pappy" O'Drain, died
 Dec 4, 1995

-Ken Schultz, Wheat Ridge CO

J F O'DRAIN, Born 25 Mar
 1923, Died 04 Dec 1995

Age 72 At 80011, Aurora,
 Adams, CO, SSN issued in
 Texas -SSDI

(Pappy was a communications
 manager in GSW & DEN)



AL MOONEY

-FL NEWS, Sep 1972

**Cycle Accident Fatal
To Frontier Pilot**

Denver-based pilot, Captain A.S. Mooney, died suddenly following a motorcycle accident in Denver, August 21. Captain Mooney, 46, had just recently celebrated his 25th anniversary with Frontier. He is survived by his wife, Barbara, and five children. They are John, 21, Coleen, 18, Laura, 18, Mary, 12 and Mike, 8.

BUD SHEPHERD

Otto M. Shepherd was born in El Dorado, Kan., on May 23, 1927. He passed away in Billings on June 3, 2004. Otto married Donna June Wiles on July 14, 1950. Together, they had one daughter, Melody. He served two years in the U.S. Army during the Korean Conflict. They moved to Wyoming and Montana in 1959, where he worked for Frontier Airlines. (*Bud was a station agent*)

Otto was a member of the Moose Lodge #558 and the American Legion. He enjoyed hunting, fishing, music and wood-working.

He is survived by his wife Donna of Billings; one daughter, Melody and her husband Terry Larson; Terry's children, Robin (Earl) and Kevin (Laura); six grandchildren; one sister, Rosie; one brother, Jr., and many nieces and nephews.

-Sent by Dee Martenson, Billings MT,
AdSanta@bresnan.net

SAMANTHA TAULLI

Samantha (Ewing) Taulli, a 20+ year flight attendant, is in intensive care at North Aurora Medical Center at 750 Potomac Street in Aurora and not expected to make it.

Her husband George (*FL mechanic*)

called me yesterday and asked that I pass the word. Had to do with surgery to remove part of colon then heart stoppage, etc.

-Billy Watkins, Brighton CO, FL Pilot,
WBilliBuoy@cs.com

Samantha Taulli, 58, of Elbert, beloved wife of George, mother of Dominic, passed away Monday, April 26 at Aurora Medical Center north. She is survived by numerous aunts, uncles and cousins. Memorial Services Thursday, 2:00 p.m. at Ave Maria Catholic Church, 9056 E. Parker Rd., Parker. Memorial contributions can be made to the Samatha Taulli Family Memorial Fund c/o The Colonial Bank of Elizabeth.

-Denver Newspaper Agency, 4/27/04

JAMES RUSSELL

James Russell, CSS, retired Dec. 28, 2001 after 41 years of service. J. R. Started with Central Airlines and worked for Southern, Republic and Northwest.

On June 09, 2002 I lost a very dear friend named James Seth Russell, and our airline family lost a treasure. I met this man in 1963 when we worked for Southern Airways, an upstart airline of the late forties. He actually started with another upstart airline in Oklahoma; Central Airlines, after attending "Weaver Airline School." Not many of those grads in the industry today.

James and I grew with this small airline that became Republic and than Northwest. For some reason, long forgotten, I chose to call James "JR" for short. That name stuck, and that is what most everyone called him.

-Bob Sansing

LIZ ENRIGHT

When I was scanning one of the FL sites I ran into the obituary (5/31/03) for Liz Enright of the Purchasing Department. I was touched by the warm comments from former associates and from her daughters. I worked with Liz when I was in Inventory Control.

We were then housed in Hangar 5 with the Purchasing Department in a trailer parked just out the door. These were our temporary digs until we moved into the new FL facility in 1968. When we moved over to the new facility Liz's shared office was about 3 doors from mine.

The thoughts already expressed on her FL obituary page are very true and representative of Liz. She was a warm and caring

person and always available if someone dropped in to chat or pursue a purchasing issue. She and I both hailed from New Jersey in earlier years so we shared that in common.

I remember her as very upbeat with a great sense of humor and not one to be bogged down petty conflicts or politics. She always had an interest in the "person" at hand, in addition to her purchasing roles.

-Darren B. Weeks, Destin FL,
DBWEEKSFLA@AOLCOM

**RON SLATER**

Ronald "Ron" D. Slater, 62, of Nampa passed away April 20, 2004 at Holly Nursing and Rehabilitation Center of Nampa. Dad was born on Oct. 11, 1942. He served in the U.S. Air Force in 1961-1964.

While in business school, he met and married our devoted mother, Diane Thibault, in Denver. While there, he obtained his associates degree and was one semester short of receiving his bachelors degree in journalism.

He worked at Frontier Airlines in Denver (*station agent*) until 1979, when he transferred to Boise, where he continued to work for the airline.

In 1985 he began a two-term office in the Idaho State Legislature. In 1989, he became an editor for the Messenger Index newspaper in Emmett.

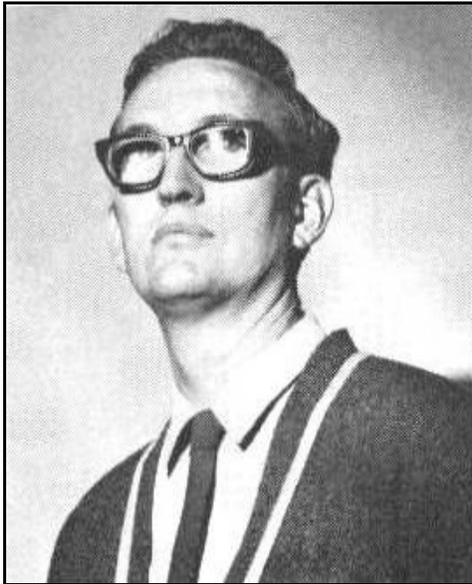
In 1994, he started work for the First Health in Boise where he was loved for

his storytelling and ability to calm and put a smile on the face of the most difficult clients.

Dad worked steadily and courageously through most of his illness until he literally could no longer walk.

Dad was born and raised in Rawlins, Wyo. Dad leaves behind his wife Diane and 14 children: Yvonne (Neil) Buus, Gregory (Annette) Slater, Phillip (Lisa) Slater, Matthew (Angel) Slater, Andrew Slater, Stephen (Beth Bates) Slater, Nicholas (Kami Ransom) Slater, Marie (Aaron) D. Angelis, John (Megan Gormson) Slater, James Slater, Ernest Slater, Margaret Slater, Ronnie Slater and Miriam Slater.

-IDAHO STATESMAN, April 24, 2004



KEN PERKINS

Obituary of Kenneth Perkins, Station Agent at Spokane, WA. Died: Apr. 26, 2000 of

Heart attack at Camp Verde, AZ

-Darwin Kerr, djkerr@citlink.net

KENNETH E PERKINS, Born 11 Sep 1927, Died 26 Apr 2000 at Age 72

At 86322 (Camp Verde, Yavapai, AZ)

-SSDI



HARRY LOGSDON

Harry succeeded Walt Whitlock as CN Chief Pilot in the early 60's.

-H.A. "Frosty" Frost, Camdenton MO Frosty@usmo.com

H E LOGSDON , Born 19 Jan 1921, Died 15 Oct 1988 , Age 67, At 76109 (Fort Worth, Tarrant, TX) ,

-SSDI (See Harry's article on page 19)



DANIEL GOODYEAR
New City Sales Manager—Tucson

Photo from the Jul 1966 FL NEWS. Dan died June 8, 2003. His obituary was in the Summer 2003 issue.

TOM HARDING

Thomas W. Harding, 63, of Aurora, passed away May 25, 2004. Mass of Christian Burial, Tuesday, June 1, 11 a.m. at Christ the King Catholic Church, E. 8th Ave. & Fairfax St., Denver, with burial at St. Simeon Cemetery. He was born in Detroit, MI on February 13, 1941. He was a Navy veteran and in 1967 came to Colorado to begin a 19 year career as Station Agent with the original Frontier Airlines. He later worked for the City of Aurora for 15 years. He was a member of Lakewood Elks Lodge #1777. He is survived by his wife Yvonne; mother-in-law Mary Dulla of Denver; sister Norma J. Koumoundouros of Carrollton, Texas.

-Denver Newspaper Agency



CHARLES CARTER

Charles Carter began working for Monarch Airlines on Sep 2, 1947. He was an avionics mechanic in DEN. He died aged 84 on March 17, 1995.

-Ken Schultz

CHARLES W CARTER, Born 08 Oct 1910 , Died 17 Mar 1995 , age 84, At 80219 (Denver, Denver, CO), SSN issued in Colorado

-SSDI

IN MEMORIAM

On Thursday, December 21, 1967, two Frontier crew members, Captain Farris A. "Rocky" Crane, age 34 and First Officer Ricardo "Rick" Cochran, age 35, were fatally injured when their DC-3 cargo plane crashed upon take-off from Denver's Stapleton International Airport.

Captain Crane, Denver-based, was promoted to Captain in July of 1967, having joined Frontier Airlines May 16, 1959. A resident of 2341 Iola Street, Aurora, Colorado, he was born on July 7, 1933 in Sulphur, Oklahoma. He attended Oklahoma State University and served in the Army from 1953 to 1955. He is survived within his immediate family by his wife, Billie Karen, and two sons; James, 14 and William, 13.

First Officer Cochran of 3182 Troy Street, Aurora, joined Frontier March 24, 1966. He was born June 28, 1934 in Champaign, Illinois. He attended the University of Colorado. He is survived within his immediate family by his wife, Marilyn; a son, Steven 14, and a daughter, Sherrie, 11.

Each of us extend to the families of these two fine individuals our deepest sympathies during this time of great loss.

From the Jan 1968 FL NEWS



HILARY HOSMAN

Hilary also died - went into the hospital for some minor problem and never came out! He was a Senior Agents working the MCI Ticket Counter.

Bob Stine, Kansas City MO,
BStine01@aol.com

H S HOSMAN, Born 25 Feb 1929.
Died 15 Feb 1990, Age Nearly 61, SSN issued at Kentucky -SSDI



LES MOSS

LESTER MOSS, Born 08 Mar 1911,
Died Jul 1984, Age 73, At 76118 (Fort Worth, Tarrant, TX)

-SSDI

(Les was the captain who handled himself so well in the TUL emergency Jan 8, 1965 reported in the Winter 2004 issue.)



PAUL STEVENSON

I think Paul started around 1974 or so. He was a station agent in DEN. Worked mostly afternoon airfreight. I know he was in the navy. I think maybe on a carrier but not sure on that one. He was about 55 or 56 as I know he was just a year or two older than me. It was really good to be on a shift with him. He was always laughing and he liked to question some of the stranger decisions from mid management. Go figure.

-Ron Abfalter, East Jordon MI,
southarmstudio@hotmail.com

(Paul died Mar 10, 2004 at age 58 in Denver according to his burial card.)

JOHNNIE WALKER

Johnnie was born 08/11/1913. He spent the first part of his career as a pharmacist, he changed to being a pilot and joined Frontier 07/18/1950. I met him in BIL in 1954, we were both co-pilots. He went to OMA as a captain in 1958, then to PHX in 1961. He died 12/18/1969 in the mountains by PHX.

-Al Kendell, Ogden UT,
abkendell@yahoo.com

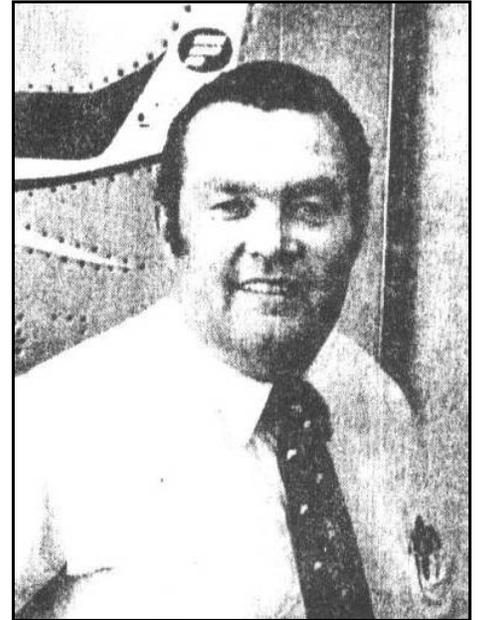
JACKIE PFEIFFER

Jackie "Jack" L. Pfeiffer, 59, formerly of Billings, died Saturday, April 24, 2004, at the Peace Hospice Residence of a heart condition.

A memorial service will be held at Hillcrest Lawn Chapel at 1 p.m. Thursday, April 29, with Rev. Ken Waag officiating. The burial of ashes will be at the Redstone Cemetery on Monday, May 3, at 10 a.m. Following the services and a brief reception

at the funeral home.

He is survived by two sons, Jason and his wife Renaye, and Jared of Billings; a daughter, Tisha Pfeiffer of Billings; three stepdaughters, Kelly Hering, Chris Stoddard and Dana Collins; two brothers, Roger of Bismarck, N.D., and Larry Pfeiffer of Great Falls; 10 grandchildren, Destiny, Calvin, Izabella, Johnathan, Breanna, Mikayla, Madison, Lauren, Ashley and Makenna.



Jackie was born May 26, 1944, in Scobey, the son of Linden and Emma (Severson) Pfeiffer. He grew up in Redstone and Outlook, graduating from high school in Outlook. For six months, he served in Army Reserves before attending Dawson Community College.

Jackie then began his career with Frontier Airlines living in various places in North Dakota, Montana, California and Nevada for 16 years.

In 1992, he moved to Great Falls and drove for Foss Trucking for a short time. He worked for Big Sky Bus and then for Russ Walden during harvest for a couple of years before he retired.

-Billings Gazette, April 27, 2004.

(Jackie got famed shooting expert Tom Frye to shoot the outline of a FL 737 for a widely distributed painting. See the Spring 2001 issue)

CHET LUBBEN

C. R. "Chet" Lubben: 6-18-08 6-17-04
Chet was early MAL, either '46 or '47. Spent most of career in DEN city sales. Had the Schedule dept late 50's-early 60's (I took over Schedules from him in '62).



Believe he left the company in late 60's. He was a good friend (and the most loyal employee I ever met) and we made several extended innerline sales trips together.

He lived in TUS and I had been corresponding with him over the years and visited in '91. My last letter from him was just 2 weeks before he died. He was truly one of the nicest gentlemen you would ever meet.

**-Bill Monday, Denver CO,
ACF580@aol.com**

Research on the positions held by Chet at Frontier: Chet hired on with Monarch Airlines November 10, 1947, Director of Sales Administration, August 1956, Supervisor of Convention and group Sales, April 1966, Manager of Marketing Services, Feb. 1968, Manager of Sales Standards, 1969.

-Ken Schultz

Ramp Agent Memories

by Chuck Demoney

Each morning about 5:15 a.m. two mechanics would bring equipment for flight 22 to the ramp. On this particular winter morning about 2 inches of very wet snow had fallen, partially melted, and then frozen to a sheet of ice and then was covered with 2 inches of new snow. We would stand in the gate house at Gate 2 and wait to see the plane come from hanger five - betting on the mechanic driving by the speed of the taxi. We all chose Dallas and Carl as the jockeys.

It was my turn to flag the plane in. I positioned to be able to see Dallas Mortenson, the driver, and began to wave him in as normal. But when I signaled for him to stop and begin the turn to position facing out, the plane started a giant slide! The props became bigger and bigger the closer they got to me. I turned and ran under the gate overhang out of the way. Dallas finally got it stopped about 3 feet from the observation deck which one could reach from the tip of the wing.

I was what you would politely say shaken by the experience. But you should have seen the look on Dal's face when he finally shut the engines down and opened the door! Most embarrassingly for the mechanics was the need to call for a tug to drag the plane away from the walkway and into correct position. Dal even came over and helped load in order that we not take a delay.

One day we were waiting on the ramp for Flight 108 from Phoenix and points in between. "Untidy" as we referred to the elite, had a DC-6 come to the ramp, quickly unload passengers only, and then was taxied to the nearby hanger. A crew of their mechanics hustled to the potty dump door, hooked up the potty cart and emptied the rear potty. It seems that just prior to landing a rather rotund lady had gone to the blue room, was stuck on the potty by the pressure change, and couldn't get off the pot.

Once again we peons were at the ramp waiting for Flight 71 from Grand Junction. As was the custom, we watched the United jets land - waiting for the day our great little airline (the one with no money) would have our first jet. A United DC-8 62 flared as it approached 270R. All seemed well until it touched down and suddenly veered right, ran up on a city service truck parked well off the runway, settled down and sat there. People came flying out of every exit and over the wing that now sat on the ground. About 20 minutes later the passengers began arriving in the terminal. One man came running up to our ticket counter, suit muddy, one shoe gone and the other in his hand. He anxiously asked if our Flight 73 had left as he had a reservation for it. We checked him in one shoe and all and away he went. It is the only time I can recall that we boarded a passenger in his sox.

One Christmas I was working the counter and checked an inebriated gentleman in for his flight. Obviously it was a busy season but we watched him go into the corner pub but we watched him go into the corner pub for yet another nip. He no showed (missed) the flight. We checked him as wait list on

the next mornings flight, left him sleeping on a chair in front of our counter and left a note for the morning crew to be sure he got to the flight. The next afternoon I came on duty to find that he has slept through his flight and was checked in on the evening flight, again. I asked him to stay on the nearby chair as we were determined to pour him on the evening flight. We looked up and he was again on his way to the bar. We let him go but then at flight time we went in, drug him out and walked, (read propped him up) out to gate 2 and onto the airplane - finally clearing our wait list of 2 days.

Convair Chat

The Convair was originally designed for a turbine engine but an engine was not available yet. Later on, the Convair 540 came into being with a Napier-Eland turbine engine. We, of course, had the 509D-13H Allison. It was named the 580 although the FAA never recognized it as such. They called it an Allison powered CV 340 i.e. CV-A340 or CV-A440. Very much like the fact that the FAA never recognized the MD-80...they called it a DC-9. The Convair line of aircraft were always pretty sturdy work horses.

-Ace Avakian, Castle Rock CO

Dick Withrow sent me a copy of the Feb-Mar 1961 Sunliner News which announced FL's intention to buy the CV540 which Ace mentioned. Dick recalls that FL actually started converting a CV340 but Napier, the Canadian company which built the Eland engine, abruptly went out of business and the project was abandoned.

-Jake Lamkins

The prototype of the CV-540 was converted from a CV 440 owned by Allegheny but when the Napier program was dropped, it was changed back to a CV-440 and flown on the line again until later when it was converted to a CV-580. Only aircraft to be a CV-540, CV-580 and a CV-440 twice!

-"Frosty" Frost

How did the CV-580 get designated CV-580? I taught the CV-580 from 1969 to long after August 86 & when informing the crews about the Type Rating being A340/A440, the A was for the Allison 501D-13H. "Frank that doesn't explain the 580 designation", I was building up my "story" for the punch line so next I would tell them the H indicated the engine was equipped with a Water Injection

System.. Seeing some frustrated faces I asked who was a Math Major if so the original Convair was the CV-240. Then Convair improved the 240 design & came up with CV-340. Now if you add 240 & 340 your total is 580. Had to have some fun in Ground School. Ask Ace about his favorite Electrical Systems question. Teaching the CV-580 was a challenge but learning it was even a greater challenge.

**-Frank Meyer, Grove OK,
F86Meyer@aol.com**

Am I right that the CV600 was never actually officially designated that but was called the CV240D - the D being the Dart turbo-prop engine?

-Jake Lamkins

My ticket says I'm type rated in the CV-600, CV-640, CV-A340 and CV-A440. As to where the CV-580 designation came from, in the book "The Convair Twins 240 to 640 by Gary L Killion on page 56 says, and I quote: "The 'Allison Prop-Jet Convair 340/440' was rather unwieldy for airline sales promotions. Frontier, therefore, proposed calling these airplanes the Model 580s. Since that time, the designation '580' has been used almost exclusively for all 340/440 airplanes with Allison engines installed in accordance with Supplemental Type Certificate No. SA4-1100. It should be noted that this is not an official model designation. As in the case of each of the other turbine conversions, the airplane retains the original '340' or '440' identity shown on the manufacturers nameplate. In official FAA terminology the airplanes would be identified as a '340 (or 440 as the case may be) modified per STC SA4-1100'. This of course does not preclude use of the more definitive '580' designation for other purposes such as sales promotion or air traffic control."

So I guess this is another First with Frontier.

The Dart conversion resulted in a new type designation as the CV-600 (240) or CV-640 (340/440) and a complete FAA type re-certification of the aircraft was done instead of the STC program the 580 got by with. Compared to the 580 they were poor hot day and high altitude airport performers but the 600's were much easier to fly and land. And the APU made ground operations much more comfortable. But if you wanted to pull a stump out of the ground with brute force, the 580 was the one to use!

-Frosty

I'm sure Capt'n Frosty is technically correct about the Convair designations...but I like Frank Meyer's explanation better. It makes more sense... '240 + '340 = '580. <GRIN> Of course, Frank always was able to explain things in a way that was easy to understand. Frosty is right about one thing - if you needed something with power you couldn't beat a CV-580. Wish my Farmall H had some of that power.

**-Phil Stallings, Mt. Carmel IL,
redryder@midwest.net**

I know when the FAA center in OKC had their own airplanes and flew check routes they had a 727-100 and a CV-580. The FAA people still refer to it as a CV-580..

**-Dick Withrow, Mustang OK,
2rwithrow@cox.net**

Reese Reports

by Cal Reese

Arizona Airways' Johnny Bulla was a golfer, pilot, Vice president of Arizona Airways and a very versatile gent. (*Bulla's obituary was in the Winter 2004 issue*) One AZ employee, John Griffiths, managed much of the AZ ground station operations and did stay on with FL. John was also versatile in different areas. He was my boss in my tenure at FLG in 1956. He was also a good friend and later on he left the PHX Regional Manager job and proceeded to DEN as FL Director of Properties.

Tex Searles' book, *The Golden Years Of Flying*, should be required reading by all of us. It is written in a positive, enlightening and uplifting manner reflecting only the best work.

The Southern FL Division was started up in the early 1950s. Captain E.P. Lietz, on a flight from DEN to FMN to FLG in Dec.

1955, invited me to ride the jump seat and welcomed me to FLG and the FL South. He then said, "Cal, I want you to know that we do things differently down herethan you were used to in DEN.

FYI the FLG folks go out in the woods and cut down nicely shaped Christmas trees, sufficient in number to provide one tree for each PHX based FL pilot. You and your crew load the trees in the rear pit of flights to PHX. It was just prior to Christmas and the skilled FLG agents knew the routine. We all went out in the woods in the designated area and completed our task.

It was a welcome and exhilarating time and I always felt grateful to E.P. and the FL pilots for making our FL adventure a true family affair over the years. Bill Monday preceded me at FLG and, I suspect, started the "trees". Lee Davis followed through with the fun during his FLG reign.

Another fine FL tradition used in many areas was the promoting from within of reservation agents, station agents, and accounting clerks to dispatchers, pilots, sales mechanics and accountants. Examples are Captain Dick Cochran, Jack Rogers, dispatcher Jack Cashel, Eleanor Randall who became VP Revenue, Clark Coe who became VP Economic Planning and Senior VP Chuck Demoney who had an article in the Winter 2004 issue. And many others that made FL no. 1 in safety and customer service.

(*Cal is our resident "FL Old Timer" who retired with 40 years seniority - the most years by any FL employee that I have been able to determine.*)

Mark Ingram's fuel tank!



THE DEMISE OF FRONTIER

by Hank Lund
(Continued from page 1)

It is very difficult to cover the 8 turbulent years experienced by FL starting with deregulation in 1978 and its subsequent demise in 1986.

I am not in the best of health but will attempt to give you some facts and opinions attendant to that period to the best of my recollection. After reading my recollections of that period, I will be glad to try to answer any questions generated.

The story has to start with the advent of deregulation. That action was to have the most significant impact in the industry's history. It sent a loud and clear message that change was to be the order of the day and to survive new strategies were essential.

Headed by Al Feldman, we had a management that understood the scope of the change and he was able and willing to meet the challenge. His performance at Frontier was widely recognized in the industry so it wasn't surprising that he would be recruited by another carrier with whatever inducement was required. I think there was an almost universal agreement in the Frontier family that his departure created an obstacle tantamount to deregulation itself.

Glen Ryland succeeded Feldman and now faced the same challenge. In my opinion his management style was quite different from Feldman's and while he embraced some of the elements of the Feldman style his approach was more autocratic and diluted the successful democratic Management By Commitment installed and enforced by Feldman. Since I found my management views in conflict with Ryland's, I accepted an offer from Feldman to become a senior officer at Continental. This triggered the implementation of an officer pension plan that had been under consideration to stop the depletion of the officer ranks. Feldman relieved me of the contract obligation and urged me to stay to since I was only a few years from retirement age. Two officers had already left FL, Love - Future Planning, and Rawls - Finance, and it would not look good to the Board and other interested parties to observe another officer departure.

Deregulation was having a severe impact on Frontier as we attempted to compete with UA and CO in this new environment. I was loyal, but could not support the new management style and some of the decision making. Finding myself in this conflict I offered to take early retirement. At that time the Board acting upon Ryland's recommendation decided to create two subsidiaries. Frontier Services' mission was to acquire or start up aviation related activities and the other subsidiary was to engage in non-aviation related activities. Ryland suggested that rather than take early retirement that I become head of the new Frontier Services. Seeing this as a possible revenue center in an environment I would enjoy, I accepted the offer. During a relatively short time our new company acquired one agent training school, one aviation maintenance training school, started a new aviation training school in Wyoming and started a maintenance service base in Denver. We also negotiated a million dollar contract with Saudi Arabia to train their commercial pilots. We were off to a good start.

When a year or so later it was decided to activate a plan calling for the establishment of a sister non-union airline to deliver and receive traffic to and from six new markets to retain traffic being

turned over to competing carriers. I was asked to become president of this new airline and accepted. Frontier Horizon became the new airline and was successfully started with five 727's. The unions strongly objected to this concept and a dispute with ALPA was resolved by FL making concessions with inadequate reciprocity from ALPA which would ultimately be Frontier Horizon's albatross. The management of Horizon was not involved or consulted in this negotiation and we strongly objected when the results of the negotiation were revealed to us. If Frontier did not have the will to battle for the right that they assumed they had for this new airline it should never have been started.

Meanwhile at Frontier, aggressive, if not desperate, measures were being taken to fight for survival. While I was gone managing subsidiaries Frontier management was working with and financing an attempt by the unions to acquire Frontier through an Employee Stock Ownership Plan. There was considerable flight scheduling activity which ultimately resulted in the shrinking of the size of the operation. It is questionable that the airline could be shrunk into a profit mode but all possible solutions were being evaluated. I was not involved in either of these activities until later when I became president of Frontier.

Starting two subsidiary companies and a sister airline were questionable decisions. The former because it required assigning key management personnel to these new efforts and the latter because it created many union and personnel problems that could not be effectively resolved. I cannot overemphasize the negative impact on the Holding Company caused by the deployment of key management personnel and the use of scarce financial resources available for those purposes.

General Tire Corp, and particularly its chairman Jerry O'Neil, were becoming increasingly distressed over the continuing lack of results at Frontier. O'Neil, without informing Ryland, sent one of his Vice Presidents to interview (Bill) Wayne, (Buz) Larkin and myself to get our views on the problems at Frontier. Subsequently he sent the President of a large head hunting firm to repeat the process. After input from these two sources O'Neil, again without informing Ryland, invited each of us to his office in Akron for a final evaluation, as each of us saw the problems..

Upon my return to Denver I informed Ryland of this incident and when he inquired about the nature of the discussion I told him that I informed O'Neil that I thought a change in management was necessary and stated my reasons for feeling so.

A short time later O'Neil showed up in Denver and called a mandatory officers meeting. Much to my surprise he informed us that he had fired Ryland and was appointing Lund as the new president. I had told him during our interview that I was not seeking any job but would give him the complete unbiased picture as I saw it. After the announcement to the officer group he advised me we would meet the media in one hour to announce the change and answer questions. Not much prep time and I had been gone, but kept myself pretty well informed, as to what was transpiring at Frontier. Ryland had included me in the loop on a number of key issues.

After the press conference I got a status report from the Chief Financial Officer that the revised forecast was a \$28,000,000.00 dollar loss as opposed to an original projected loss of a few million. I was stunned and so was O'Neil. Time and action became critical factors.

It was obvious that management in preparing the 1984 budget

had been unreasonably sanguine. It was also obvious that the trend line indicated the hemorrhaging of cash would accelerate.

The working relationship with the ESOP representatives was excellent as we jointly tried to come up with solutions and in spite of their tireless effort the prospects were dim.

It was becoming increasingly clear to me that there were only two possible solutions. One was to negotiate severe salary reductions and even if achieved might not be sufficient for survival. The second option would be to find a "White Knight". I made several attempts in that direction, as did O'Neil, but none were successful. I opposed a proposal by O'Neil that he be given Board authority to negotiate a deal with Frank Lorenzo. The negotiation failed, fortuitously, because in the end a better result was obtained for the stockholders and the employees. I was concerned that an acquisition by Lorenzo would result in liquidation and also the deal that he offered was entirely inadequate in my opinion. My opposition to O'Neil was the beginning of the end of our relationship. I offered to resign but he rejected my offer at that time but instead waited for the Board meeting following the annual meeting to surprise me with no prior notice that my resignation was accepted. I had been with him the night before but he didn't seem to have the heart to tell me at that time.

I may have written what appears to be somewhat irrelevant information in the development of this report but it was useful to me, as I hope it will be to others, to lay the foundation for the more relevant material.

What follows may not have events in sequence and some of the comments will be informational or express an opinion unrelated to a specific event.

Some time prior to my resignation being accepted O'Neil asked me to have a liquidation plan prepared. This was a standby measure if in due course it was obvious that no survival solution had been identified. I reminded O'Neil that when I accepted the job I made it clear that I would have no part in a liquidation plan or implementation. He then assigned an outsider to work with some of the Frontier staff to develop this standby plan.

The sale of the MD 80's was a Board decision, and probably the right one considering our cash requirements. Although myself and staff were assigned to conduct the negotiations with UA it appeared that the price had already been established by agreement with O'Neil and UA. In any event the staff and myself felt that we could have negotiated a higher sale price but in a phone call with O'Neil he determined when the negotiations would cease.

In spite of my disagreements with O'Neil I came to respect him as a tough demanding boss with integrity. I really believe he wanted to give the company adequate time for a turnaround even though the losses were mounting daily. He certainly had the Board support to pull the plug whenever he wanted to. The airline didn't fail because of O'Neil in my opinion but because of factors previously mentioned and which I will further discuss.

Incidentally, having implied that had Feldman stayed we would have survived in some form how would I explain his failure to turn CO around. I think it was a situation similar to that which I faced when I became president of Frontier. The battle had been lost before essential survival steps had been taken and the losses had been accruing and continued to accrue so as to consider survivability as a very long shot.

In the case of Frontier, not facing up to reality in the 1984 plan

was a form of self deception that precluded more timely action to start a turnaround. It is my opinion that this "looking to the world with rose colored glasses" syndrome was an important element in the final outcome.

Tentatively I will identify what I think were key elements in Frontier's demise as follows:

1. In my opinion the quality of management immediately following Feldman's departure was inept.
2. Recognition of the problem and earlier appropriate action was not taken.
3. Aggressive action to find a merger partner was not taken although I believe that the record will show that opportunities existed.
4. The strategy to find a "white knight" was not timely and as our situation worsened we became less attractive as an acquisition or a merger partner.
5. It was a mistake to create two subsidiary operations as previously discussed.
6. The desirability and need to capture long haul traffic was an essential strategy but a plan was not created and effectively implemented. It turned out to be just another burden on the airlines' resources.
7. A change in management was too long delayed and by the time a change was made several key officers in addition to those who had gone to CO earlier had left or planned to leave. These included Buz Larkin and the VP of Finance. Pretty significant losses.
8. Cost reductions, including required reductions in pay scales, was not pursued in conjunction with the ESOP representatives persuasively enough.

After rereading what I had previously sent you, and after a period of having been somewhat indisposed, my mind always comes back to the issue of timing which I alluded to but probably with insufficient emphasis. I was reminded of several analogous historical situations including Winston Churchill's historical book, "The Gathering Storm," and the consequences of failure to confront increasingly ominous events with the resulting catastrophic events resulting in WWII. While I'm by no means trying to equate the Frontier story in terms of magnitude there is a resonating principle in this and countless other events.

At the time I assumed the office of the president of Frontier, I, or nobody else, could have prevented the demise absent a "white knight" intervention or drastic cost reductions through all aspects of the company's costs, as I previously alluded to along with the qualifying statement that we might not be able to survive even with the drastic reductions. It was tantamount to assigning a new captain to the Titanic after it hit the iceberg.

Following my departure I stayed involved as an outsider at the request of other employee groups and, on one instance, on my own.

One employee group represented by Jim Overton called and asked me if I would consider calling Phil Bakes, president of CO to try to stimulate CO's Texas Air Corp's interest in spite of the previous failed negotiations between Lorenzo and O'Neil. After persevering with him he agreed to meet with FL employee groups in DEN. By this time FL's value had continued to deteriorate but Bakes nevertheless made a proposal to the FL unions.

Jim Overton represented pilots and other employees asking me

To Hank Lund , 5 Oct 86

to intervene with CO, and I did as mentioned in the prior Epilogue edition. I will send you a copy of Overtons' letter which pretty much characterized the desperation so many felt.

Prior to the scheduled hearing to obtain court approval I convened a meeting at my house with lawyers and other current or former Frontier execs. I wanted to request the court to engage an outside, independent consulting firm to advise the court with respect to the viability of such a merger. The lawyers felt it was too late in the game to interrupt the proceedings so the effort was not made. Frontier and People Express was not a good fit.. Either a merger or acquisition was foreordained to fail.

I had met with Don Burr, founder of PEX in New York and talked about providing ground services to them and exchanging traffic but under no circumstances was a merger or acquisition considered.

As history proves the PEX-FL partnership was a tragic and catastrophic failure. An arrangement with CO would have been much more sensible. I know some feathers will be ruffled by these comments and a rebuttal would be interesting.

Incidentally, before the acquisition of FL by People Express, I convened a group of legal and management people to talk about trying to get a temporary restraining order to stop that action. I was convinced that it was a merging of two completely different missions and that it was foreordained to fail. The lawyers didn't disagree with the correctness of our position but thought it was too late to stop the action. I know this is controversial but, particularly at the point in time involving People Express, a merger with CO would have been much more desirable.

The many issues involved during the 8 year period and the related actions and reactions could easily fill a book. I have contributed what I hope is enough to shed some light on those turbulent days. Earlier action by Frontier Management and the Board might have saved the day.

I'm enclosing a few papers from an extensive file I have concerning events related to the original Frontier. The purpose of each document is as follows:

With regard to the letter from Jim Overton, it is enclosed to show you the desperate straws FL employees were reaching for after having considered Tex Air and CO unacceptable prior to that time. This was another example of the timing impact. Had conversations with Tex Air/CO started earlier a better result would have been obtained. Jim's letter is too flattering so if you want to use any part of it you could just use the salient facts.

The letter to Ryland dated Sept. 4, 1980 is to demonstrate that some of us saw the "gathering storm" and were urging immediate and special attention.

The letter dated 1/4/84 reflects the quagmire we'd gotten with the creation of Horizon and in the current vernacular had neither exit strategy nor an entry strategy with no willingness to stay the course.

The two newspaper articles are some examples of the extensive media coverage. And in these articles are examples of my giving urgent warnings that the end may be near without some drastic action through sale or merger or extensive cost reductions that were not likely to save the day.

The failures throughout reflect poor judgment with respect to timing, in my opinion.

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The papers Hank mentions above follow:

Dear Hank,

Now that the final chapter of Frontier Airlines' history has been written, I feel compelled to write to you and express my deep appreciation for all that you did to secure the futures of the Frontier Family of employees. Without your selfless and decisive intervention, the Texas Air Corporation's purchase of Frontier would certainly never have taken place and the prospects for the employees would have been considerably diminished.

Shortly after Frontier's shutdown, Billy Walker (head of FAL's ALPA unit) contacted Bob Hammarely to have him contact me and authorize me to create an alternative to the disastrous events which were unfolding. As I didn't have any particularly good ideas, I immediately called you in San Francisco where you were visiting your daughter. Whereas I didn't have any ideas you certainly did and contacted Mr. Phil Bakes of the Texas Air Corporation that same day. Despite his overwhelmingly negative responses to becoming involved in the Frontier situation you continued to press for an opening.

It seems like the next day you were back in Denver and had set-up a working group in your home. This group was composed of Mr. Tom Lamb, a former FL vice president, Mr. Don Osmondon, President of the Frontier Coalition of Unions, Mr. Bob Hammarely, and myself, among others. Under your leadership and prodding, we developed position papers to highlight the remaining value of Frontier and potential labor agreements which might prove attractive to the Texas Air Corp. You were constantly in contact with Mr. Bakes, passing along these proposals and continually enticing him to show some interest in Frontier. I well remember the day that he said that the "door was slightly open" to Frontier. Due to your efforts and, I feel, yours alone, the Texas Air Corp. began to seriously examine Frontier. The end result of what you did was, of course, the absorption of Frontier into the Texas Air's Continental Airlines unit and the saving of thousands of Frontier jobs (I might also add that the thousands of employees at People's Express were also the beneficiaries of your efforts). Texas Air recognized your critical role when Mr. Bakes and Mr. Adams invited you to a private dinner on that Sunday night before the Monday announcement.

Even though it is a matter of no consequence to you, I am very disappointed that Frontier's unions chose to take all of the credit for the Continental merger and not acknowledge your pivotal role.

All of us at Frontier owe you a great debt and those of us that know the full story will always treasure our association with you.

With great respect and admiration,

-Jim Overton

(Jim still lives in the same house in Aurora CO and has been commuting all these years since FL. He retires in August from America West and has been invited to write an essay and/or response similar to Hank's & Billy's about FL's last days.)

TO: G. L. Ryland

CONFIDENTIAL, DATE: Sept. 4, 1980

FROM: Vice President and General Manager - Sales and Service

The meeting of Corporate Officers to review objectives and strategies for 1981, followed by a review with Sales and Service Department Heads, has caused me to reflect further on organizational questions. I am more than ever convinced that the princi-

ples established in my June paper on the subject are sound, but would suggest some refinement of those principles as follows:

To facilitate the comprehension of these refinements I will identify in what organizational structure accountability and control can be sustained and isolated while a handoff is occurring between a planning function and an execution function.

There are really only two major components to any strategy, although they might be called by different names and be far different in scope; planning and execution. As I have considered these functions in analagous applications (business, military, athletics) it is clear to me that accountability and commitment to a plan is separable from responsibility and commitment to the execution. The weakness in the organizational structure in the June paper was the absence of accountability and commitment by the planning half of the major corporate strategy.

On a much more dramatic scale than in a regulated environment, the survival issue is a strategic consideration. The freedom we gained is a double edged sword. Where in the previous environment there was carefully controlled expansion and shrinking, we now have an environment in which we can be what we want to be in any time frame we care to identify and so can any competitor.

This creates a need for the planning part of our major strategy to continually examine the questions 1) whether we can survive in substantially the form we are now constituted, 2) how should the scope of our system change to insure survival. I realize there are many tangential and subordinate strategies.

The refinements I would suggest then would be to separate Marketing into two organizations, with whatever titles are appropriate, Planning and Execution.

The Planning Group would be responsible for the survival and scope issues.

1. Can we survive as we are now structured?
2. What acquisitions make sense?
3. Should we be seeking a merge r partner and in what time frame?
4. What markets should we be in and with what capacity?
5. What markets should we be out of (large and small)?
6. What kind of equipment should we be operating?
7. What should our basic pricing structure be?

The Planning Division would be responsible to the CEO for these and other questions.

They would be responsible to commit that the whole and each of the pieces of the basic plan was profitable - markets and capacity in the markets.

Once the basic structure (plan) was developed and adopted by the Planning V. P and the CEO, the V. P. of Execution (for want of a better title at this time) would review the plan, accept or negotiate changes to it and commit to executing the plan in a manner that produced an acceptable level of profit.

Throughout the plan year the Execution Division could tweak or wiggle the plan, but not change markets or frequency. Only the Planning Division could do this, going through the same process as in the original plan. The Executing Division would also be responsible for the advertising and merchandising activities, service levels and the discounting of the basic pricing structure as well as the allocation of discount seats. Having accepted the basic plan as sound and profitable, the Executing Division would now commit to the total revenue.

It seems to me this organization would serve to keep sharp

focus on the planning on one hand and the day-to-day operation on the other. The Planning Group insuring that we maintain a solid structure and the Executing Group insuring the maximizing of revenue from this structure.

Before any organizational decisions are made, I will appreciate the opportunity to have further discussions with you regarding my June paper and this modification to it.

-M.C. Lund

(No response from Ryland per Hank)

To Glen Ryland, Jan. 4, 1984

Upon further reflection, and following confidential consultation with key members of my staff, I feel compelled to urge you to reject the currently proposed agreement with ALPA. Not to do so would, in my opinion, do irreparable harm to Frontier Horizon, and perhaps to Frontier Airlines.

In the way of review, Frontier Horizon was created in recognition of the need for a lower cost structure to expand profitably. Its demise would occur only if 1) the legal battle over union jurisdictional claims was lost, or 2) it became clear after a reasonable time that economic objectives were not being achieved.

In this dynamic industry environment change is constant and is to be anticipated. Dynamic changes have occurred as exemplified by the "New Continental", the ongoing creation of new low cost airlines, and wage and work rule concessions by Union groups representing a number of established carriers. All of these activities reinforce the need for Frontier Horizon.

Nevertheless, under intense pressure from the Union groups we have a proposal under consideration that would effectively trigger Frontier Horizon's demise. While the proposal would allow expansion following "discussion and agreement with the association" the reality is that no such agreement will be reached without more damaging concessions by the Holding Company, and certainly to the further detriment of Frontier Horizon. Thus, it will be painfully perceived by a highly motivated and deeply trusting work force that they were pawns in a power struggle. Our assurance that Horizon would not be sacrificed is thinly veiled by allowing it to exist until it could die a less public and more opportune death.

I have done a lot of soul searching and agonizing over this delicate issue searching for reasons acceptable to me that could be acceptable to our employees. The key people at Frontier Horizon are bewildered and feel abandoned. Although I have represented all points of view as effectively as I can I have been unable to persuade myself or them to the proposed course of action. I would appreciate your meeting with the Horizon Officers so that together we could reason with you.

As I have said earlier, it is quite likely that at some point in time Frontier Horizon will be spun-off. I believe it is in the interests of both Frontier Horizon and Frontier Holdings that this be done. I also understand that timing is an important consideration in the context of the many options you are dealing with.

As instructed, we have not beat the bushes to seek out investors but some have come to us. It is obviously very important to Frontier Horizon who a successor owner might be.

Last Thursday night I was contacted by Jay Marsh, an independent businessman from Chicago, Illinois, as to our availability for purchase. I reported this contact to you Friday morning, since you had previously authorized an initial contact, and set up

a meeting for today (Wednesday) at 1430 through your secretary.

Discussion with this investor had convinced us that he was sufficiently credible to meet with you. We are also impressed with their long term intentions and the quality of the relationship that might ensue.

If you agree to allow this investigation to proceed in greater depth, we can determine more conclusively their financial strength and general ability to perform.

You have involved me from time to time in strategy discussions and most recently on December 19, gave what I understood to be instructions to Wayne and Larkin that no decision affecting Horizon was to be made without my involvement. Even if that direction was not given, I'm sure it was your intent.

If this agreement is made I am obliged to inform you as to the likely consequences

The qualified pilot pipeline is drying up and we are convinced that we would lose enough pilots in a short time to cause us to cease or severely curtail operations. We are not sure how long it would take to replace the highly qualified people we would lose. Our public image would suffer immensely.

We would lose excellent employees in lower skill positions who would soon recognize the limited opportunity for profit sharing in a stagnant company.

Most importantly to me personally, and probably equally shared by others in key management positions, is the betrayal of trust that our employees will feel toward Horizon management. They have believed so much in the logic of their mission and the credibility of their management that even those who stay would never be the same.

I believe our needs would be met if we'd modify one of the four letters of agreement that for all practical purposes blocks the progression path and earnings capability for everyone. This modification could be accomplished by adding a phrase that "association agreement will not be unreasonably withheld" and further provide for an arbitration procedure.

If we are unable to persuade you in this regard we'd recommend commencement of a plan to divest Horizon from the Holding Company and reconstitute it in some fashion.

-Hank Lund

Frontier chief says airline may fail despite worker aid

By John Accola, Rocky Mountain News

1/27/1985

In a candid meeting with their president Saturday, Frontier Airlines employees in Denver learned their company might not stay in business even if they ratify an employee investment package designed to save the airline \$30 million this year.

"I made up my mind a week or so ago that I have no intentions of making people feel good right before they go over the cliff," said M.C. "Hank" Lund, president of Frontier Holdings Inc., which owns the airline. "You are entitled to know about what is going on and find out whether (your efforts) are worth the sacrifice."

Speaking at one of nine meetings scheduled Saturday through Monday to answer employee questions, Lund said Frontier Airline's immediate future will be decided at a Feb. 4 board of directors meeting in New York.

Lund said some board members have an "intense desire" to keep the airline operating despite its deteriorating cash-flow and

anticipated losses of \$10 million in January.

"But in order to do so," he cautioned, "they can't let assets erode to nothing. They owe that to the stockholders."

Even if the airline saves \$30 million in 1985 through wage cuts, Lund said further savings will be needed to compete with Frontier's chief rival, Continental Airlines.

"The concessions... will not be adequate. We must remain cost competitive," Lund said.

As of Friday, all but one of the five unions that represent 4,500 Frontier Airline workers had ratified an agreement to buy nearly half the stock of the parent company for \$19 a share or a total of \$220 million. The employee coalition must also agree to union pay cuts totalling \$30 million retroactive to Jan. 1.

But the agreement also lets Denver-based Frontier Holding back out if its airline loses more than \$4 million in any of the next six months.

Lund said he supports the coalition's efforts. But he said a better alternative might be the offer by Los Angeles investor Travis Reed of \$17 per share for Frontier Holding, or a total of about \$200 million.

"He's an impressive individual, and he seems to be employee oriented," Lund said of Reed.

Reports of Frontier's beleaguered position have created a consumer crisis for the airline, Lund said. He referred to articles based on a Wall Street Journal report that Frontier was considering reorganization under Chapter 11 of the U.S. Bankruptcy Code, and that Frontier's banks have advised the airline to consider selling airplanes to raise cash.

The negative publicity has made travel agents reluctant to book passengers on Frontier flights if another airline serves the same area. And in mid-January, a major passenger insurance company stopped selling policies for Frontier flights because it thinks the airline may not be able to reimburse passengers for interrupted or cancelled service.

Lund said the airline has enlisted "a large group of people" to convince travel agents Frontier is here to stay, but he was less optimistic about convincing insurance companies.

"I don't think we can do anything with the insurance...," he said, "but I do think it would be a good idea for all our employees to let (the public) know you are a Frontier Airlines employee and darn proud of it."

Frontier to lay off 200 now, more later

By Kimberly Mayer, Rocky Mountain News

4/11/1985

Frontier Airlines has sent layoff notices to about 200 employees and plans to lay off more workers soon as part of its fight to survive, president M.C. "Hank" Lund said Wednesday.

Lund, who took over as head of the Denver airline in October, also revealed that Frontier cut 120 of its 580 non-contract workers late last year. Most were managers.

"We're continuing to take what are necessary cost-cutting actions to get our cost structure where it should be," Lund said. It goes without saying that this is part of the painful actions we have to go through to keep this airline going."

The layoffs will reduce Frontier's work force to about 3,400 in Denver and 4,800 systemwide — 1,100 less than its peak employment of 5,900 in late 1981 and lower than at any time in at least five years.

Lund said further layoffs are expected. "There probably will

be some more, but the number hasn't been determined yet. That will be determined in the next couple of weeks."

The layoffs involve 200 ticket and gate agents and bag handlers with about 100 from Denver and 100 from the rest of Frontier's system. The workers, represented by the Air Line Employees Association, were asked to let Frontier know by Thursday if they will accept the layoff or try to stay on by "bumping" a less senior Frontier employee out of a job.

The bumping process is expected to take about six weeks because it could require employees to move to other cities if they want to keep their Jobs.

Lund said the additional cuts likely will affect all of Frontier's other unions: the Air Line Pilots Association, the Association of Flight Attendants, the International Association of Machinists and the Transport Workers Union.

Spokesmen for the employees unions could not be reached for comment.

Frontier Holdings Inc., parent of the Denver airline, lost \$31.4 million in 1984, more than doubling its 1983 loss. The airline continued its losses in January and February before recording a \$900,000 profit in March, when its traffic increased substantially. It is expected to report a substantial loss for the first quarter of this year.

The company also eliminated airline service to 22 cities in October to save money.

The layoffs come as Frontier's holding company, Frontier Holdings Inc., is considering two bids to take over the airline. Lund said the layoffs would not affect the sale of the airline because the airline must reduce its costs in any case.

The offers include a joint bid from the Frontier Employee Coalition with an investors group and another one from Texas Air Corp., parent of Continental Airlines. Talks are continuing with both groups.

Frontier Holdings is 45 percent owned by Gencorp of Akron, Ohio, which has said it needs to sell its interest or it may liquidate the company.

The coalition offer is for \$16 a share, or about \$222 million if all 13.9 million outstanding and convertible shares are purchased. Texas Air's offer reportedly matches that total but would be \$8 in cash and \$8 in notes.

Responses from the Coalition

(Hank's essay was sent to members of the FL Employees Coalition who were asked for their comments.)

Thank's for sending Hank's essay. Hank is amazing - I hope I am that sharp at 83. I certainly appreciate Hank's willingness to enter into the record his thoughts. I have always admired and respected Hank for his efforts and have credited him for a number of things, all positive, that I feel he accomplished on behalf of the Frontier folks.

I didn't know of the Overton letter to Hank until seeing Hank's recent mention and now your forward. After reading it, I believe his note to be essentially correct. Certainly, it is Jim's perspective. However, I would like to clarify a few things at least from my own perspective.

I take issue with Jim's statement that the unions took the credit for the eventual Continental take-over after UAL raped and murdered our little airline. He was never an official ALPA representative that I know of. Back then, during this awful

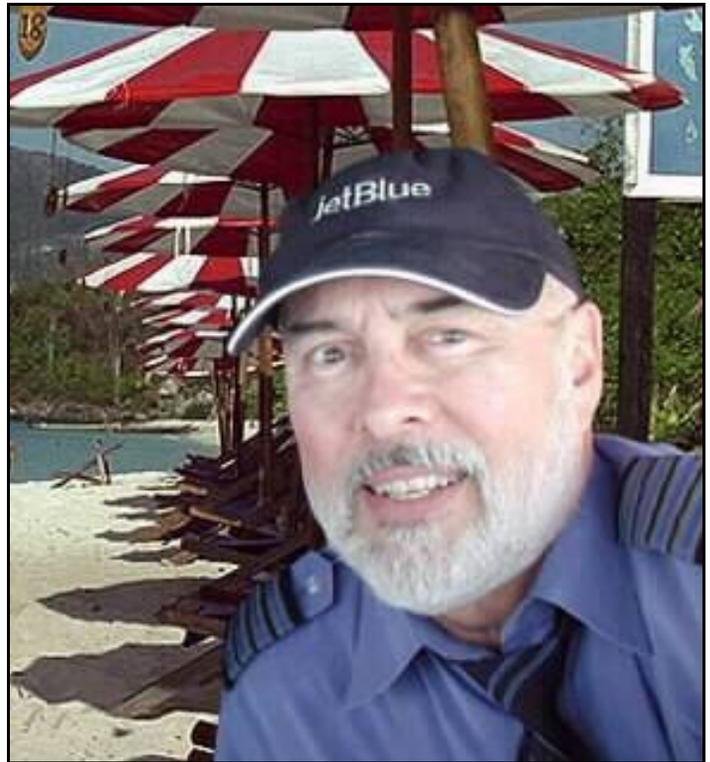
struggle, I asked several individuals to make personal efforts to see if we could shake something loose to try salvaging something when things were so bleak.

I asked Jim, who had some financial contacts, and was knowledgeable in that area to see what he could find that might be feasible. I asked Dave Kaplan to do so as well and he made several contacts as well as suggestions. Roger Brooks headed a delegation to Washington DC to press for our plight during the congress' consideration of labor benefits to airline employees faced with situations such as we then were in. These folks were caring individuals who made strong efforts to help turn the tide.

Even though it was me personally calling Frank Lorenzo on Labor Day 1986, to see if there was any interest after the UAL debacle, I don't want credit for it. It was one of the worst days of my life!

I am glad I wrote the review (*published in issues 1-3*) of the Frontier "roller-coaster ride" in 1986 when it was fresh. I have serious doubts as to the accuracy of reflections now some 18 years hence.

Even though the FL pilots were ALPA represented, we were



Billy now works in Jet Blue's training department

frustrated at some of the failed "brotherhood" issues along with the inability of ALPA to assist with things such as the UAL MEC flushing us after promising otherwise.

Then to top it off, the ALPA legal representative from Coen Weiss & Simon tried to push thru a national issue at our expense. CAL's Adams and team walked out. We lost a good foot hold and had to go back hat-in-hand to coax them back to the table. This was a disaster which was later pursued thru the courts unsuccessfully by Roger Brooks, et.al.

Hank's thoughts on the reality that we'd have been better off by going with Lorenzo on the first go-around rather than as things unfolded after PEX and UAL is correct. However, it would not have worked out, and for several reasons. In fact Lorenzo's

proposal was considered and rejected for these several reasons.

The history of Lorenzo's promises were legend. We had NO basis of trusting his words. In fact, we had every reason to believe he would say anything, but never honor his commitments to employees. Point-in-fact was, later in Hank Lund's office, when Lorenzo asked to meet with me in person, I asked for a memo from him outlining that which he said he was willing to do IF the Frontier employees joined in his effort to acquire FAL. He refused to do this, and I refused to meet with him. Hank agreed in our conversation following the Lorenzo call, which included Doug Bader, Vice-Chairman, and Bob Williams, Executive Administrator.

No doubt we would have enjoyed a much better position for negotiations early on. But the employees would have strung us up had we pursued that end. We, the union leadership, took the belief that a white hat had to be out there somewhere.

18 years later the entire episode, which began with Ryland's ineptness, boils down to our all having gone on one devilish roller-coaster ride! Buzz Larkin's prophecy rings loud today. "...all roads lead to liquidation."

In the end, we did a lot of good getting folks a way to put food on their table until they found something better. Personally, I was never able to handle the idea of going with CAL when Lorenzo was there. So, when I regained my physical 6 years later, I gave up my captain slot there for \$6,500.00! I haven't looked back and don't regret it. Our guys went thru 12 years of hell before Bethune made things better at Continental.

No one person made or broke any deals we had opportunities

for. Several individuals made positive inputs and several were self motivated which hurt our goal of seeing Frontier survive the nightmare. 18 years later, I am warmed by the memories of those who, out of selfless efforts, tried. Many working literally around the clock.

-Billy Walker, ALPA MEC Chairman

1. As to Frontier Horizon negotiations with the pilots, the company opened with the pay rates and work rules, etc. that were basically what they ended up doing. Our counter was the aircraft were to be flown by pilots on the FL seniority list at rates and rules to be negotiated. The Company never responded to our offer other than "no". That hardly makes ALPA the Horizon deal-killers since the company refused to negotiate further even though we suggested that there might be room to talk some more.

2. As to merging with CO instead of PX, at that time ALPA and some of the other unions were still on strike at CO so doing a deal was highly impossible at that time.

3. During this time talks were ongoing with AA and seemed to be getting the job done but were abruptly stopped. Would this have been the O'Neils at work?

-H.A. "Frosty" Frost, ALPA representative

Airport Humor

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked." Air Traffic Control told the fighter jock that he was number two behind a B-52 that had one engine shut down. "Ah," the pilot remarked, "the dreaded seven-engine approach."

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?" Student: "When I was number one for takeoff."

"Flight 2341, for noise abatement turn right 45 degrees." "But Center, we are at 35,000 feet. How much noise can we make up here?" "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

In his book, Sled Driver, SR-71 Blackbird pilot Brian Shul writes: "I'll always remember a certain radio exchange that occurred one day as Walt (my backseater) and I were screaming across Southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace. Though they didn't really control us, they did monitor our movement across their scope. I heard a Cessna ask for a readout of its groundspeed." "90 knots" Center replied. "Moments later, a Twin Beech required the same." "120 knots," Center answered. We weren't the only ones proud of our groundspeed that day as almost instantly an F-18 smugly transmitted, 'Ah, Center, Dusty 52 requests groundspeed readout.' There was a slight pause, then the response, "525 knots on the ground, Dusty." "Another silent pause. As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my backseater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison." "Center, Aspen 20, you got a groundspeed readout for us?" There was a longer than normal pause "Aspen, I show 1,742 knots" No further inquiries were heard on that frequency.

-Joe Crider, Troutville VA, jcrider@roava.net



Frosty at the 2004 MCI Flight Crew Reunion

A Pilot Remembers

by Harry Logsdon

Today I felt a lot like the little old lady who watches her only son graduate from college at the head of his class. This spinetin-gling pride was precipitated by Chairman of the Board A. A. Bradford's announcement that Central Airlines has entered the jet age.

As I pondered (from a pilot's viewpoint) the many wonderful possibilities and capabilities of turbine-powered Convairs, I could not help but compare them to our equipment of fifteen years ago this month.

I remember that rainy day in September when our pre-inaugural flight only reached Dallas because of bad weather. We were flying single engine Beechcraft Bonanzas with no company communications and with no navigation aids except a manual loop and a small range receiver. With only these aids, we still flew lower minimums on a strict VFR basis into many airports than did the trunks with all their sophisticated equipment.

Our route of flight was conducted along railroads, highways and telephone lines. With no company communications, we tried to keep track of other Central flights on ground control frequency to avoid collision in the murky weather. We only had to worry about our own flights because other planes would be either high above us on an instrument clearance or would be waiting it out on the ground.

This was how it began.

Many changes have improved our airline over the years. To me, these changes were milestones; important steps up the ladder to our airline of today. Since it is obvious that many of our employees have not been here since the beginning, I will attempt to list for you what I think are some of the important milestones in our company's growth.

THE BIRTH OF AN AIRLINE

September 15, 1949 - Our first scheduled flight. This first flight was piloted by Captain Gordon Bourland from Fort Worth to Dallas, Gainesville, Ardmore, Ada, Shawnee and Oklahoma City. Although Captain Bourland made the first flight I made many of Central's Flights 1 and 2 before additional service was inaugurated.

THE ARRIVAL OF DC-3's

By late 1950, we were operating two round trips daily from Fort Worth to Tulsa and Amarillo with DC -3 equipment. It was a big step up for we were no longer a make-believe airline. We flew night and instrument schedules and proudly carried in the cabin of our airplane the forerunner of today's stewardess. There was a difference though; they were male. Many of our original pursers are still with us in responsible positions with the company. Some of them are: Emmett Spinks, David Dodd and Buddy Kopp, Captains; Pete Jones and Nelson Embleton, Flight Superintendents. Accounting's Charlie Kleinecke and district sales manager Hal Harbuck got their start with Central as pursers.

1951 - 1952— KOREAN WAR YEARS

In 1951 Central went to war. We assigned three leased C-46s and two DC-3's to the Air Force for the movement of troops. I was a member of that little group of pilots based in San Antonio who made Central Airlines planes a common sight on every airport in the United States. With double crews, we averaged two hundred hours per month in the air, and coast to coast

shuttles were routine with our pilots.

DECEMBER 1952

The first stewardess class. Although we had used stewardesses on some of our military flights, it was late 1952 when they replaced our pursers on the line. How many of you remember the pillbox hats and the long green skirts so filled with pleats that it cost \$5 just to have them pressed?

EXPANSION

Every expansion has been a milestone. We extended our routes into Colorado and Missouri and continued to provide additional service in our original four-state area. Our fleet of DC-3's grew from 3 to 18, and the ranks of our employees continued to swell — Central Airlines was growing up.

PERMANENT CERTIFICATION

In 1954 Congress authorized permanent certification for the locals. This permanent certification was possibly the greatest single factor in the growth and expansion of not only Central but of all the other local carriers in the country. We now had status, permanency and the ability to obtain financing that had been so difficult before.

ACQUISITION OF CONVAIR EQUIPMENT

In late 1960 we signed a contract with American Airlines for six of their retiring Convair 240's. These airplanes began service in March of 1961. Our pilots began talking of things they hadn't thought of since they left the trunks to help start up a little airline. Radar, BMEP, pressurization and other half-forgotten items soon became the general subject of conversation. In July of this year DME was added and the airline became a little more sophisticated.

THE JET AGE

When Mr. Bradford announced the conversion of our Convair fleet to all turbine power, he opened up new frontiers for Central Airlines. I for one am grateful for management with the vision to plan for the future.

We are not a foundling airline any more. We are growing up.

As one who has been here since the beginning, I am mighty proud to have been a small part of its growth. I do not plan to write another article until the 25th birthday of Central. It is my earnest hope that at that time, I can write about the day we added our first pure jet. Until then, just let me say that I am very happy with the first fifteen years.

It's a good airline, let's all keep it that way.

-From the September 1964 CN SKYWRITER newsletter

25-Year Awards



Captain C.H. Weed
DEN



Captain J.G. Carney
DEN



Joe Pasqua
Aircraft Technician—DEN



A.R. Elliot
Station Agent—DEN

-Oct. 1972 FL NEWS

I had dreamed of being a stewardess since I was sixteen years old and I started flying with Central Airlines prior to my nineteenth birthday February 9th, 1964 until I married Allen Larson in 1968. During this time, Allen worked for Kansas City Flying Service, who serviced Central's DC-3s and Convairs, while studying for his A&P. Afterwards, he returned home to Boulder, CO.

The late F/O Lou Simmons and Allen



shared the common interest of flying sail planes (gliders) and when Lou flew into Denver, Allen would pick us up when I was fortunate to be the F/A. After returning to flight instruct at State Line Airport of K.C. for a year, Allen was hired by Delta Airlines until he retired in 1997 as a captain on the L-1011. We have enjoyed many historical flight paths together starting when Allen proposed in 1967, clarifying "...there would always be airplanes in our lives". Immediately after our international honeymoon, we puddle jumped across the Midwest in our first two-place aircraft, a 1946 Taylorcraft.

-Deanna Burleigh Larson, Capron, IL
phf_larson@yahoo.com

(Lou died 9/25/71 near Bennett CO in a Cessna crash. He was 37)

Mr. and Mrs. David Coppock celebrated their 50th anniversary by attending their granddaughter's wedding May 15 at MGM Grand Hotel, Las Vegas. David and Ruth Coppock were married May 15, 1954, at Washington Avenue Baptist

Notes From FLolks

Letters, emails, cards & phone calls may be edited and paraphrased for space and clarity.

Church.

He worked for Central Airlines and then Frontier Airlines as a station agent in Enid. He retired after 32 years in September 1982. She is a homemaker. Their children are David Michael Coppock, Rebecca Coppock-Barnes, Zachary Coppock, Mark Coppock and Patrick Coppock.

-ENID NEWS, May 25, 2004

(Dave's 79 now. He was #2 on the CN agent seniority list after Bill Sharkey - He started 10/22/51.)

I enjoyed the newsletter. I noted a letter from John Koehler concerning a target shooting session in PHX. I went hunting with John several times north of PHX. Dove hunting was great out there. This was in the Cave Creek area and I am sure that is all covered with homes now. Things have changed a lot since the old days. I was glad to hear that John is still around. I did enjoy that station group in PHX. They were all great people.

I am having health problems. My emphysema is getting worse and my heart is lousy. I strongly suspect that I am paying for the indiscretions of my youth. I did have a lot of fun however and can't think of anything in my life I would have changed.

Thanks again for your wonderful work in keeping this group in touch.

-EP Lietz, Southlake TX,
elietz@earthlink.net

(EP, aka as Eldon, started as a pilot with Challenger Airlines 11/7/47. He was co-pilot on the DC-3 than over-ran the runway in SLC on 1/2/50 and hit a car. Now 84, he's always been very helpful and has great stories to tell.)

I was going thru some old boxes the other day and I have a lot of memorabilia! I still have my FL flt.att. wings and my 1st and 5 yr pin...also all my comp letters from passengers...a copy of the Flight Times Inflight Service newsletter, an old FL ticket envelope...a couple of note pads...older ones...with the aqua blue writing... remember?...also a couple of checks from the FAL credit union in DEN...the checks with the MD80 and the 737...a bumper sticker with FLY FRONTIER on it,

A picture of the back of my head was actually in the Rocky Mountain News. I was demonstrating how some passengers paid attention and some not during our

before takeoff safety speech...which was funny because it was before we loaded a new group of passengers...just the connecting people were on board....plus the crew I worked with ran off the plane and left me there...and I did get them back!...but I kept the pic anyway.

I still have my old suitcase and huge purse..also an old uniform. Those were fantastic years flying with FL...I also have a tie tack in the shape of a 737...also a few buttons...the kind you could pin on your shirt or jacket or whatever, including the infamous NUTS FRANK!

-Kim McCaleb Austin, Bonham TX
kaustin59@hotmail.com

When FL declared bankruptcy I was in RAP. I owned a farm in eastern South Dakota so I moved back to the farm. I took the retirement from FL that was approved - so still get a check once a month. I raise corn & soybeans. This year I put in some winter wheat & will put in a wild life food plot on part of the farm. I also raise pheasants.

I generally go south to Texas in the winter - but last winter I stayed at the farm. I have a lake on the farm so stayed & put an ine fishing shack on the ice. We had rather nice weather - below zero only for about a week.

-Lyle Henrikson, 21282 451st Avenue,
Arlington SD 57212, 605-983-5176

Anybody remember the terminating flts into FSM from the DC3 days of the late 50's? We always had at least one or more terminating about 11PM or so and the crews were staying at the Broadway Hotel on Garrison Ave. After the last termination we always headed for the Broadway Grill in the Hotel for late Dinner or early Breakfast and they would usually hold the Grill open for us if one of the flts was late, they knew everybody was hungry when they got there. The likes of Max Gardner and Johnny Wright and Del Booth and others were always a riot to eat with. Also remember F/As Jeanne Mahaffey, Jeannie Eller and Joyce Case among others. Not all names can be mentioned due to my advancing age but sure remember the fun.

Also I have a few stories of the time when Station Agents were allowed to fly as FAs when the occasion demanded. The most memorable to me was when I flew either FSM or FYV to MKC on a charter of young soldier boys. Most had never flown before and the weather was not smooth that morning - the "burp bags"

were well used.

Ken Stewart, Fayetteville AR
arkstewart@prodigy.net

Hey Ken, I remember the Broadway Grill well and I also remember another place with a connecting door to that place called the Squeeze Inn. In fact I think I saw you in there a time or two and Tom Lamb and his wife too.

I was in there one night when there were a couple of non-sked crews in there sopping up the beer and an altercation ensued about which stew was with who. It was being settled when one of the pilots tried to

choke another one. Then the Stew in question grabbed a big ashtray and konked the choker on the head with it, breaking the ashtray and opening up the chokee's scalp. I made a quick escape but I later learned that the guy almost died before they got him to the hospital. Nice place but those non-skedders sure partied hearty!

You almost became the FA for Max and I on a TCU basketball charter when the stew was late getting to the airport after the game layover. Max was fuming and grabbed you, handed you his keys (for his car, house and the cockpit door) and told you to shut the airstair door. We cranked up and had made a 180 off the gate when I saw the stew in a dead run making 6' strides through the terminal. Max turned around; you got off and she jumped on and away we went. When I called in the times, you told me you still had Max's keys so Max fumed some more but by the time we got to Ft. Worth he was laughing about it. I drove Max home that night and he crawled through an unlocked window when he got home!

-Frosty Frost, Camdenton MO,
Frosty@usmo.com

I definitely remember that occasion with you and Max. Remember when we used to come in for the early skd flts (some of our CN flts were also for Military) and the ramp was full and the taxis lined w/unrecognizable named airlines planes for the CAM flts from Ft Chaffee. They even gave the "doggies" a "thrill" when they could only get one engine turning and took them to the runway and spooled the eng until it started then came back to the terminal and loaded the "extremely ashen-faced" guys on and



took off for parts unknown. I remember there were times when 8 or 10 of those non-sked flts were gone before our first departure at, I believe, 0700 for AMA with stops at MKO TUL BVO SWO WDG OKC BGD and PVW (or whatever Plainview, TX was). That flt was like a yo-yo, barely airborne before starting back down. Of course, FSM FYV JLN etc were little better except you had to get up over Mt Gaylor between FSM and FYV.

-Ken Stewart

Evelyn Kelly, Secretary DEN Maintenance Training, sent me some copies of Frontier News. A check is enclosed for my subscription.

I was an aircraft technician/lead in DEN Maintenance for nearly 20 years. After FL I worked at CO for a short time, but it wasn't a good "fit" for me. After trying several other areas of interest, I agreed to become a Consultant to an aircraft repair facility in Goodyear, AZ (just west of Phoenix). After one month, I accepted a permanent position with them and moved to Arizona. The repair facility subsequently relocated to Dallas, but I chose to remain in AZ and have now retired.

Al Wells, Sun City AZ,
azzardone@aol.com

Do you know that when they were tearing down Hangar 5 & 6 at Stapleton, they found a bunch of old Frontier DC-3 parts stashed up on the mezzanine of Hangar 5?? I guess old J.W. Duff got them.

Would have been a neat conversation piece of FL history to have. Damn shame those hangars couldn't have been saved for history sakes. They kept the poor old control tower which looks a little pitiful standing above a housing development now. A sad reminder for what used to be.

-Jim Baumann, Aurora CO,
jetprop580@aol.com

(See "lonesome" tower in the last issue)

I ran into Jack Martin in Cody and he told me about your wonderful newsletter.

I fly for USAirways now - Wow! What a mess. We had no idea how lucky we were at FL - don't know if we'll survive or not. I live in AZ now & commute to PHL. I'm NOT living back east - no way!

My husband medically retired from Hoffman-LaRoche Pharmaceuticals on the animal side. He's had 2 kidney transplants - doing great. We've 4 horses (he rodeoed

professionally for years), 2 dogs & 3 cats.

-Pat Williams-Harter, Gilbert AZ

In the last FL NEWS there were comments about the CV340 accident at GRI.

I was working at LNK at that time - afternoon reservations shift. There was no collapse of the landing gear which added to the accident. The flight landed short of the runway, hit a ditch and flipped over. There was fog in the air at the time. It was a couple of days before Xmas and flight was full of passengers.

There was an extra section that left before this flight (FL363). Just before the extra section left we switched about 4-5 blind children from FL363 to the extra section. Thank Lord! All the seats remained intact and I believe there was only one injury.

(According to news clippings, 22 went to the hospital where 5 were held for treatment, including pilot Joe Romano who suffered a concussion & head lacerations when his head hit the windshield-Jake.)

All the employees involved did a great job assisting passengers to continue on their way. It's probably the one thing in my life I'll never forget. Every time I think about what could've happened - it sends chills up my back.

-Walt Hatfield, Pine AZ

I started in res in 67 then PHXTT and DENTT until 86...then CO till 88 and JPL in Pasadena til 92...black jack dealer in Central City for a while...then Mark Air...returned to the new Frontier and left almost 7 years ago to be concierge at the Adams Mark Hotel in downtown Denver...which is a wonderful career...single and live in Littleton and life is good...healthy and enjoy it all.

I used to organize with Eric Mason the customer service night before party every summer, but quit a couple of years ago...just not enough turn out, etc. for all the work, and then for years we also used to have a holiday party in Dec. They are truly the best people to have been associated with for so many years.

-Bev Cummiskey, Littleton CO,
bkc130@aol.com

My dad is pilot Weston McEwan. It sure is great to find others who remember FL with such fondness. I have particularly sharp memories of riding on the DC-3s and 340s through the FMN and RIW "hubs".

-Steve McEwan, Las Vegas NV
slmtlm1@aol.com

(Weston lives in Ft. Collins CO)

FRONTIER NEWS



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

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The new CN/FL exhibit has finally opened at the FYV airport.
Go online to <http://FYV.tripod.com> for more info and photos.

Oldest Flight Attendant

On 1/30/90, Connie Walker retired as flight attendant at age 70 after 42 years with Northwest.

[-http://www.aerofiles.com/airlines-nz.html](http://www.aerofiles.com/airlines-nz.html)

According to the Association of Flight Attendants, women over 40 now account for 43 percent of flight attendants. The oldest flight attendant with United is 78.

[-http://www.neatwomeninc.com/november_2000.shtml](http://www.neatwomeninc.com/november_2000.shtml)

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