

FRONTIER N E W S



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

We are FLamily!

WINTER

2013

#50



Cal Reese, pictured above in 1950 at GUC, started with Monarch Airlines on February 15, 1949. He would end his career with Frontier Airlines 41 years later in 1990, thus becoming Frontier's all-time longest service employee. Here's to a GREAT guy!

Cont'd on page 13

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

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

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

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

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



It was a fluke when I recently found the website domain name OldFrontierAirlines.com available. The new Frontier has tied up most of the domain names having any variation of Frontier Airlines in them. That practice is typical of most companies today. Pilot Billy Walker helped with the cost of getting it. So now our website name is MUCH easier to remember.

There are now 1230 files in my FL Obituaries database and 4300 in the FLolks file. Total size for the two is 4.05 gigabytes. If anyone is interested in a copy, I could probably get them on a DVD or a thumbdrive. There are other large FLfiles like History, Aircraft, Reunions and Miscellaneous. Not sure of the cost but contact me if you're interested. I want to share the FLfiles with the FLfamily as much as possible.

Along that line, I am posting more and more at the Frontier website so be sure to check it. I hope to start posting seniority lists and rosters soon. Let me know if you have any.

FRONTIER ON THE INTERNET

Visit the FL website at <http://OldFrontierAirlines.com>. Check out our page on Facebook. Just search for Old Frontier Airlines in the Facebook search. You can join the FL Club by emailing Jake at ExFAL@Yahoo.com

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Jake Lamkins, Webmaster,

ExFAL@Yahoo.com

and <http://www.KansasCityCrewBase.com>

Capt'n Phil Stallings, Webmaster,

RedRyder35@att.net

Check the websites for FL news.



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REUNIONS TIMETABLE



This is the information we currently have.

Coordinators of FL events, please let us know the details.

More info at <http://OldFrontierAirlines.com>

DEN MAINTENANCE PICNIC

Was Thu, Jun 14, 2012, 11 am

Contact:

Shirley Drnovsek, 303-427-1246, WowShirleyD@aol.com

DEN MAINTENANCE CHRISTMAS PARTY

Held Thu, December 6th, 2012

Contact:

Shirley Drnovsek, 303-427-1246, WowShirleyD@aol.com

DEN PILOTS

Luncheon, monthly, every second Tuesday, 11:30am at Mr. Panda Chinese Restaurant, 2852 S. Havana, Aurora, CO

Contact:

Jim Hanson, 303-750-6478, BlackCatVP54@msn.com

DEN NITE BEFORE PARTY

Held Sat, Aug 25, 2012, 4:00 at Noonan's Tavern in Aurora

Contact:

Eric Mason, ejm1147@hotmail.com

Bev Cummiskey, beverlycummiskey@yahoo.com

DEN REUNION PICNIC

Took place Sun, Aug 26, 2012, at Del Mar Park in Aurora

Contact:

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

Julie Dickman, 303-288-2127, JJDickman@gmail.com

DFW FRONTIER BASH

Was Sat-Sun, May 26 - 27, 2012 at Rusty's place in Texas.

Contact:

Rusty Lambert, 903-852-3970, RustyLGolf@cs.com

DFW PILOTS

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

Contact:

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

FYV-FSM MEMORIAL PIGNIC

Held Sat, Sep 15, 2012, 11am-5pm, FSM Burford Pavillion.

Contact:

Phil Green, 479-783-2981, SusiGreen0609@aol.com

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

LNK REUNION

Was Saturday, October 13, 2012

Contact:

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

Mike Macek, mikemacek@windstream.net

MCI FLIGHT CREW LAYOVER

Held Friday - Saturday, Sep 21-22-23, 2012.

Contact:

Phil Stallings, RedRyder@tx.rr.com, Cell: 816-668-6294

JoDelle (Davidson) Burwell, jodelleburwell@comcast.net

PHX PICNIC

Held Sun, November 4, 2012, 11:00 AM, in Chandler.

Contact:

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

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

SLC PILOTS

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

Contact:

Jack Schade 801-277-5479, CaptainJack20@msn.com

SLC GOLF SCRAMBLE

Happened Fri, June 15, 2012

Contact:

Bob Noble, 801-512-9142, noblerhsj@gmail.com

SLC REUNION

Took place Sat, June 16, 2012, 10 am to 6 pm in Murray, UT

Contacts:

Marlene Francis, 801-302-1098, Marsjf@aol.com

Paul Farris, 479-409-9997, paulamos43@yahoo.com

Sandi or Bill Roberts, 801-261-8133, carn6470@man.com

REUNIONS NEWS

LNK Reunion: We had a wonderful time. Thanks to Corky Guenther and Mike Macek. We also had many spouses and also agents from United in LNK during the late 1970s.

-Connie McAlister, senior station agent

MCI Layover: The party started at Jose Pepper's Cantina on Friday evening. Saturday morning we motored to the "old" Downtown Airport for a tour of the Airline History Museum. Captain Jim Roper's son, John, works with the museum and they have put together a great FAL Corner and Display.

The tour of the Super Constellation, Martin 404 and DC-3 was icing on the cake. Saturday afternoon, back out to Laura Jones Colvin's home for some of her great cooking. At 3 pm we lashed two pontoons together for our annual lake tour. Of course, we always manage to get several coolers of refreshments on board.

A note of interest we do this every year and have yet to lose anyone overboard. Sunday morning breakfast at Waffle House across the parking lot from the hotel hugs, kisses and goodbyes until next time.

I know I will miss someone but a list of those attending: Lisa Sachetta, JoDelle Davidson Burwell, Laura Jones Colvin, Barb Mitchell Carroll, Lanette Duncan, Ron Gallop, Clay Reicker, Carl Lorensen, Frank and Sue von Geyso, Rusty Lambert, John Green, Jim Roper and his Mother - Mary Ann, Loraine Williams, Barb Womack, Neil Miller, Sue Judd Evans, Terry Calkins, Leatha Luster Barnthouse, BJ Blackerby, Mike Gadow, Steve Tidler and Max Hunt.

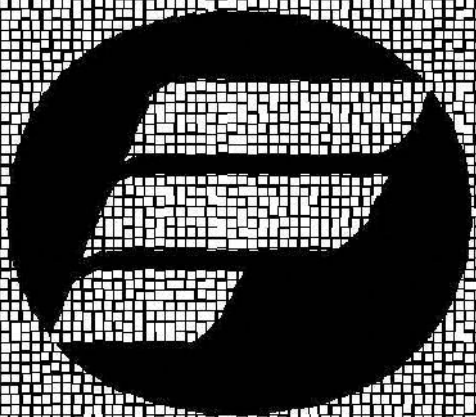
I'm sure I missed a couple and I apologize probably some mis-spellings there too ... oh, by the way, I was there.

-Phil Stallings, pilot

PHX Reunion: We had a smaller crowd, but was happy to see those that attended. A total of 47 made the day special and the weather cooperated as it has in the past years.

Here is a list of those that came and I'll list just the Frontier people. Wayne Clay and wife Nedra, Vern and Margaret Crawley, Jim Appleby, Larry Baker, Carol Baum (from the Tucson station), Bonnie Dahl, Ellen Quinn, Betty and Dale Flowers, Karen Grace, Greg Davis, Gary and Sandy Faulstich, Shirley Gannis, Arnold Hadler, Pat and Stan Harter (Williams), Al and Carol Hedgepeth, Jim and Sherril Haxby, JoAnn Make-donsky, Denise Hurd, John and Dorothy Koehler, Larry Kramer, Richard Paul, Joy and Steve Potter-Trudeau, Bob Pixler, Dan Price, Dave Ross, Ray and Mary Stuckenschneider, George Sims, Charlie Southerland, Bill and Cheryl Walker, Albert and Mary Wells, Jess and Carole Wright, Phil Huebner, Ginger Treptow and Cyndy Camomile.

-Ginger Treptow, senior ticket counter agent



FRONTIER AIRLINES

GONE WEST

We salute these FLriends on their final voyage.

They are not dead until we forget them.

More information at <http://FAL-1.tripod.com>

Some years back I was doing some research in the archive book section of Brigham Young University. In reading about the old airmail pilots who flew the transcontinental mail between the years of 1918 and 1927, I came across an article explaining the term "Gone West." As the old airmail route continued its expansion from the east coast to the west, thirty-two pilots and nine mechanics lost their lives in the line of duty. Three hundred wrecked aircraft were strewn from the Allegheny Mountains known as "The Hell Stretch," across the open plains to the Rockies, the Wasatch, the Sierras into the west coast. When a pilot was over due, the term "Gone West" came into being. -Tex Searle, Frontier pilot

DEATHS REPORTED OR UPDATED SINCE THE FALL 2012 ISSUE

John Ahlquist,

DEN vp-assistant to the president, 12/5/12, age 82

Tony Aragon,

DTW SCK station agent, 12/5/12, age 61, cancer

Preston Blatter,

DEN vp-finance, Aug84, age 67

Wayne Brandhorst,

DEN aircraft mechanic, 10/16/12, age 81

Dave Cannon,

SLC pilot, 8/28/12, age 94

Doug Cass,

DEN lead aircraft mechanic, 1/16/11, age 79

Dave Dodd,

DAL DFW DEN pilot, 9/15/12, age 84, cancer

Buddy Faught,

SLC director-public relations, 4/16/92, age 69

Barbara Eastus Goode,

GSW flight attendant, 11/2/12, age 79

Muriel McKenney,

DEN secretary?, 9/4/11, age 88

Rod Smith,

DEN pilot, 12/16/12, age 76, cancer

Jim Thomas,

FYV LEX MAF senior station agent, 9/16/12, 70

Jim Willey,

DEN manager-quality control, 9/15/12, age 89

BARBARA EASTUS GOODE

1953 - 1956

FLIGHT ATTENDANT

GSW

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

OBITUARY: Barbara Ann (Eastus) Goode, December 19, 1932 - November 2, 2012, Dallas, Texas

Preceded in death by her parents Clyde and Lily Eastus and survived by husband, Colonel Franklyn C. Goode USA (Ret); daughter and son-in-law, Shawn and Jay Davini, daughter, Tierney E. Goode; grandsons, Jason and Brandon Davini.

Kelly was a stewardess for Central Airlines before her marriage to her Army Aviator husband at Gary Air Force Base, San Marcos, TX. This began her 56 years of being an Army wife.

She raised two lovely daughters, Shawn and Tierney, during the frequent and lengthy military absences of her husband including 13 months in Korea and two, year-long combat tours in Vietnam. She endured 19 moves during his military career making a new, warm home each time.



After his retirement she enjoyed expeditionary type travel and cruising with him to remote sites around the world. These included 5 trips to the Antarctic and 3 trips to the high Arctic where they were once stranded for 5 days in the Lincoln Sea ice until rescued by a Russian nuclear icebreaker. She was attracted to and loved all animals especially her many toy poodles and miniature schnauzers.

The family wishes to thank everyone for their prayers, thoughts and many kindnesses over the past difficult months. In honoring this beautiful lady, they wish that in lieu of flowers, memorials be made to the SPCA.

-Dallas Morning News on November 4, 2012

(Barbara was in the first class of CN flight attendants, starting in Dec 1953 and leaving in 1956 when she married.)

WAYNE BRANDHORST

1957 - 1986

AIRCRAFT MECHANIC

DEN

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

Obit in today's Denver Post. Wayne Brandhorst 1931-2012 passed away Oct. 16, Frontier employee 1957-1986 in maintenance department. Services Wednesday 10.30 a.m. at Ft. Logan National Cemetery area B. I bowled, golfed and skied with Wayne in early 60s and he loved to kid people.

-Ernie Van Winkle, dispatcher

OBITUARY: Wayne Brandhorst, 81, of Aurora, passed away October 16, 2012. He is survived by his wife Sandra and children, Eric and Robert (Jennifer) and 5 grandchildren. Wayne was employed at the original Frontier Airlines from 1957 to 1986. Services will be held Wednesday, October 24, 2012,

10:30 AM, area "B", Ft. Logan National Cemetery.

- Denver Post on October 22, 2012

Sorry to hear of Wayne's passing. I worked with him at the old Frontier for many years, bowled with him in the old FAL league. He was a great friend.

-Richard Bennett, quality control manager

Sorry to hear of Wayne's passing. I have known him since 1958. We attended the Boeing 727 classes in South San Francisco at United's training facility. After FL's demise I lost contact with Wayne. Excellent mechanic and gentleman. Bless his family.

-Stu Hammersmark, aircraft mechanic

BUDDY FAUGHT

1946 - 1948

PUBLIC RELATIONS DIRECTOR

SLC

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

Do your records show anything on Buddy Faught? Former U.S. Senator Alan Simpson of Wyoming told me his parents bought shares in Frontier back when Frontier was just getting organized because of their admiration for this man.

-Art Giffin

I have a news clipping which says C K Faught left Challenger in Jan 1948 to become director of aeronautics for Wyoming. Another item says he was in the federal government in Nov 1961.

-Jake Lamkins

Carroll K. Faught,
State of Issue: Railroad Board
Date of Birth:
Sunday April 15, 1923
Date of Death:
Thursday April 16, 1992
Age at Death:
69 years, 1 days
Last known residence:
City: Sun City,
County: Maricopa,
State: Arizona

-SSDI

C. K. "Buddy" Faught was born in Rawlins, WY in 1923 and attended the University of Wyoming in Laramie, WY. My father W. D. "Pic" Walker taught Buddy to fly in the CPT program "Plains Airways." In fact there were several of the Frontier pilots who learned to fly at Plains Airways during WWII. Warren Heckman, Ev Aden, and Fred Hart were three who come to mind.

Buddy Faught became a Marine F4U "Corsair" pilot and, for a time, flew with Greg "Pappy" Boyington in the 214 squadron known as the "Black Sheep." He was on board the USS Franklin (CV 13) when it was struck by kamikaze planes and dive bombers. One, a Yokosuka D4Y "Judy" dive bomber dropped two 500 pound bombs on the Franklin's deck.

Of the 12 Black Sheep 214 pilots in Ready Room 51, Buddy was the sole survivor. Buddy, had been looking at a map when

the blast knocked him down breaking both legs, one severely and he ended up losing the leg.

Buddy's close friend, Dale Oaks, had also been taught to fly by my father, and was already airborne. He attacked the Jap D4Y and shot it down. It would be the only kill for Oaks during the War. He later flew P-51's with the Wyoming Air Guard.

After the War Buddy was involved in several aviation enterprises, a Plymouth car dealership in Laramie, and, for a time, was a senior advisor to a Montana senator. Even with his wooden leg, Buddy was an amazing fly-fisherman and tied all his own flies. His wife Anne was also an accomplished fly-fisherman. They were a lot of fun to be with. I fished with them both many times on our Wyoming ranch.

One of Buddy's post WWII involvements was with Summit Airlines thru my father and Summit founder Charlie Hirsig. Buddy would later be instrumental in Challenger Airlines certification in Salt Lake City. Buddy handled a lot of the PR work in the early days of Challenger.

Buddy and Anne Faught would remain close friends with our family thru-out their lives. Both Buddy and Anne were close with the late, great, Joe Foss. Foss spoke at Anne's services. She passed away in 1990 at age 66 and Buddy in 1992 at age 69.

-Billy Walker, pilot

(Buddy is mentioned several times in the book Inferno: The Epic Life and Death Struggle of the USS Franklin in World War II By Joseph A. Springer. He lost his leg during WWII. Buddy was with Preston Blatter at Alaska Airlines in 1967. Blatter was a FL vp-finance 1952 - 1962. I have not been able to determine when Buddy started with Challenger Airlines but I expect it was 1946 or 1947, soon after he left the military service.)

DOUG CASS

1959 - 1986

AIRCRAFT MECHANIC, LEAD MECHANIC

DEN

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

I have searched the white pages for Doug Cass. Have found he passed in 2011 at age 79. He was a lead in FL Seat and Slide shop. Then went to Texas for CAL. White pages says his latest address was Denver.

-Stu Hammersmark, aircraft mechanic

OBITUARY: Douglas R. Cass, 79, of Lakewood CO, passed away 1/16/2011. Memorial service is Sat. 1/29/2011, at 1:00 pm, at Lakewood United Methodist Church, 1390 Brentwood St. Lakewood CO. 80214. In lieu of flowers, please make contributions to the Church.

- Denver Post on January 23, 2011

Name: Douglas R. Cass, State of Issue: Colorado

Date of Birth: Monday January 11, 1932

Date of Death: Sunday January 16, 2011

Est. Age at Death: 79 years, 5 days

Last known residence: City: Denver; Lakewood; Wheat Ridge

County: Jefferson, State: Colorado, ZIP Code: 80215

-SSDI

(DOUGLAS CASS, DEN mechanic, DOB 1/11/32, DOH 4/21/59 per the Feb 1960 FL Roster. D CASS, Aircraft mechanic seniority date of 4/21/59 per the 11/1/76 FL/IAM Seniority List.)



DAVE CANNON

1948 - 1978

PILOT
SLC DEN

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

Dave is not well and nearly totally blind. Denny Finke has seen him and, hopefully, will pass along our best wishes for his 93rd birthday. I have a couple of good photos of Dave back when he was Army Air Corps and liaison for my Dad's CPT schools. GREAT guy to fly with - always entertaining.

-Billy Walker in 2011

OBITUARY: David Stef-fensen Cannon, May 11, 1918 - Aug. 28, 2012. As a boy, he loved airplanes and swore one day he would be a pilot. The military gave him that chance and during the war he joined the Army Air Corps assigned to teach other men to fly. He stayed in the Air Corps after the war, then went back to school, studying to become a doctor. To make ends meet, he worked for Challenger Air-lines during the summer and realized he never wanted to give up flying. He continued to fly commercial planes until he was forced to retire at the age of 60.

He was a brave man, willingly putting his life on the line for others. Once, during a severe winter storm, he volunteered to fly the critically ill wife of an Army officer to the Mayo Clinic when no one else would risk it. He got her to the hospital and returned himself and his co-pilot to base safely and without ado.

Our mother always said she married our father for his sense of humor, his integrity and his "smarts." But she also appreciated his kindness. If some stranger needed a car, he would sell him one, accepting an old couch as payment. He was mostly a happy man who in his later years constantly pointed out that he had had a very good life. He was a fine story teller, talking often about his early years, painting a picture of life on a farm during the Depression that could put a listener right there in the scene.

His father was a polygamist, his mother being the middle wife. She raised nine children, teaching them to work hard, develop their intelligence and love one another. She taught our father, the youngest surviving child, to read before he even entered school. This early ability put many of his teachers to the test as, combined with his amazing memory, he was able to rattle off the names of all his classmates, for example, or recite and spell all the words on the next day's spelling assignment without seeming to even be listening.

We will miss him. We miss him already. David wanted his remains donated to medical science. Even at 94 and mostly skin and bones, his body was accepted by the U of U Body Donor Program. He will continue to help humanity even after death as was his wish.

Survived by his daughter, Miki, his granddaughter, Piper, his grandson, Joshua, and many, many cousins and friends.

-Salt Lake Tribune on September 12, 2012

I knew Dave Cannon since birth. Dave was the Army liaison



to my father's CPT schools training pilots and mechanics for the military. He and my parents were great friends. He stayed at our home many times. Dave delighted in telling the passengers and cabin crew via PA that he used to change my diapers. My Dad called him "Boom Boom." He loved Dave's "stories" as did I along with all of us so very fortunate to have known him...he was one of the Best I flew with and one of the greatest human beings I've ever known. All of us who knew Dave have some really wonderful memories of this fine man.

-Billy Walker, pilot

I am so sorry to learn of Dave's passing. I have known him since I was hired as a co-pilot with Frontier Airlines in 1963. I was one the the SLC bunch for many years and learned so much from Dave. I consider him as a great teacher, mentor and good friend. I will miss him so much and will keep his family members in my prayers.

-Al Harris, pilot

I had many 580 trips out of SLC with Dave as well as 727/737 trips out of DEN. He will always be one of my favorite pilots and I admired his integrity and respect for the cabin crew. My condolences go his family.

-Joy Potter-Trudeau, flight attendant

The kindest, gentle giant of a Captain I was privileged to know at Frontier. He set the example, and we tried to follow.

-John Heimbarger, pilot

It was always a pleasure to see Dave at the Frontier airlines reunion in Salt Lake City. Always fun to talk to and hear his stories. I will miss seeing him at the reunion. He was a well liked pilot for Frontier and it was always good to see him in the left seat as we knew the flight would be on time. A great man and he will be missed by many.

-Paul Farris, ticket counter agent

JIM THOMAS

1964 - 1986

STATION AGENT, SENIOR STATION AGENT

FYV LEX MAF

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

OBITUARY: Jimmy Edgar Thomas, 1942 - 2012, 70, of Fayetteville, Ark., passed away Sunday, Sept. 16, 2012, in Fayetteville. He was born Feb. 9, 1942, in Fayetteville, Ark. to Wilson Edgar Thomas and Lorna Lee (Keeny) Thomas.

He worked for Frontier Air-lines for many years, then managed both Fayetteville Quicker Stickers and Beer Keg Lounge on Township. He was a member of the Masonic Lodge and was a Baptist.

He was preceded in death by his parents; one daughter, Tonya Thomas; and one brother, Larry Joe Thomas. He is survived by three children, Debbi Workman, Cindi Smith, Jimmy Lee Thomas, all of West Fork; one sister, Linda Crawford of Little Flock, Ark.; one brother, Johnny Lee



MORE GONE WEST

Thomas of Bentonville; seven grandchildren; and three great-grandchildren.

Visitation will be held on Friday, Sept. 21, 2012, from 5 until 7 p.m. at Moore's Funeral Chapel. Funeral services will be held 10 a.m. on Saturday, Sept. 22, 2012, at Moore's Chapel. Burial will follow at Mt. Comfort Cemetery in Fayetteville.

Memorial contributions may be made to Washington Regional Hospice.

-NW Arkansas Times on Sep 18, 2012

Terrific guy! I worked with him 18 years in FYV and MAF. He was a great friend for many, many years and I will always remember him with fondness. See my favorite story about him in the Fall 2012 issue.

-Jake Lamkins, station agent

(J E THOMAS: Station agent seniority date of 5/4/64, emp# 08407 per the 1/1/86 FL/ALEA seniority list.)

DAVE DODD

1952 - 1986

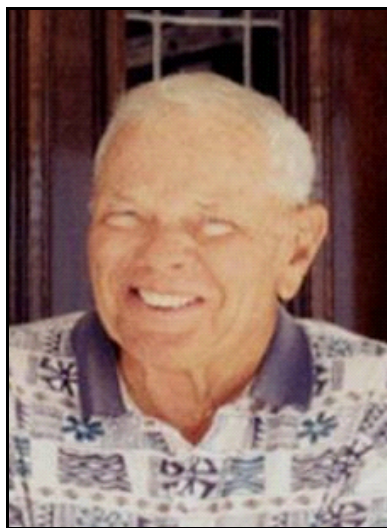
PURSER, PILOT

GSW DAL DFW DEN

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

OBITUARY: David Oscar Dodd III (1928 - 2012), 84, lost his battle with cancer Saturday, Sept. 15, 2012. Memorial service: 1:30 p.m. Saturday, Sept. 22, in Greenwood Funeral Home Chapel. Memorials: In lieu of flowers, donations may be made to Community Hospice of Texas, 6100 Western Place, Suite 500, Fort Worth, Texas 76107, for their loving care.

David was born Sept. 5, 1928, in Richmond. No one can remember when David was not aspiring to fly an airplane, as he filled his room with models he constructed. While attending Texas A&M in College Station, he was able to fulfill his dream by traveling to Galveston for flying lessons.



He retired from Frontier Airlines after 32 years of service. During retirement he joined the Commemorative Air Force and kept flying his PT6. "To fly west, my friend, is a flight we all must take for a final check." David was preceded in death by his parents, David Oscar Dodd Jr. and Sallie Louise Linn Dodd; and one sister, Katherine Jean Ressler. Survivors: Wife, Meloney Mills Dodd; sisters, Louise Linn Johnson of Aransas Pass and Lillie Bolton Garrett of Angleton; nieces and nephews, Carol Linn Walters

(Douglas), Eileen Sutton (Thomas), Joe Ballard Johnson (Mary Ann), David Guy Johnson (Sharon), Robin Elizabeth Grace (Roger), Mark Neal Garrett (Paula), Jack Edward Garrett (Vanita) and Deborah Jean Land; numerous great-nieces and great-nephews; and his precious cats, Darling and Chico.

-Fort Worth Star-Telegram on September 20, 2012

Dave was a purser at CN in 1953 and probably earlier. I have not been able to establish his employment dates then. CN replaced the pursers with stewardesses in December, 1953.

Dave may have left the company then and came back in 1954 as a pilot as that is when his seniority date starts. A Nov 1964 article notes his 10 year anniversary which suggests there was a break in his service. I will show his date of hire as 1952 until some more definite is received.

-Jake Lamkins, station agent

(D O DODD III, pilot seniority date of 11/27/54 on the 9/1/86 (#3) FL/ALPA seniority list.)

PRESTON BLATTER

1952 - 1962

**COMPTROLLER, VP - TREASURER, VP - FINANCE
DEN**

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

L. Preston Blatter was the man who hired me at FL just two weeks out of high school. (1956) Think the only reason he took a chance with this green kid was because his own young daughter was having a tough time getting a job with everyone asking what experience she had.

-Ann Yanulavich in 2002

1952 - Annual Report. Frontier Airlines.

DIRECTORS: Hal S. Darr, Emil N. Levine, Glenn C. Taylor. Ray M. Wilson. Fredrick W. Bonfils. Louis E. Leverone. Walter Walker.

Del E. Webb. Lo W. Linville. William Felton. C.A. "Mac" Myhre. E. b. "Ted" Slocum.

OFFICERS: Hal S. Darr, President. C.A. "Mac" Myhre, Executive Vice president & Treasurer. Ray M. Wilson, Vice President of Operations. Emil N. Levine, Secretary. Joe E. Wagner, Assistant Secretary. E. William Sexton, Assistant Treasurer. John D. Lindsay, Manager of Traffic and Sales. L. Preston Blatter, Comptroller.

-Ken Schultz in 2008

The Apr 8, 1973 article about Preston's retirement says he was with Alaska Airlines 11 years which means he left Frontier in 1962. He probably left when Bud Maytag sold Frontier and Lew Dymond became president. I found out about his death while researching Buddy Faught's death (See page XX).

L. P. BLATTER, DEN V. Pres Treasurer, DOB 12/14/16, DOH 6/1/52, per the Feb 1960 FL Roster.

-Jake Lamkins, station agent



Levi Blatter: Social Security Death Index

Name:	Levi Blatter
State of Issue:	Montana
Date of Birth:	Thursday December 14, 1910
Date of Death:	August 1984
Est. Age at Death:	67 years, 8 months
Last known residence:	
City:	Pellevee
County:	King
State:	Washington
ZIP Code:	98008

JIM WILLEY

1947 - 1983?

MANAGER-QUALITY CONTROL
DEN

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

Jim Willey, Line Maintenance Inspector, died around noon

yesterday. He was an inspector and a terrific guy. I have not been able to find out any other information, except to let you know that he was very ill and had been in a nursing home the last couple of months.

-Shirley Drnovsek

OBITUARY: James Willey, 89, preceded in death by wife Carol & son George. Survived by children James (Susan), Jeannette (Mike), Gary (Doris) & Nancy; 17 grandchildren; 17 great grandchildren; siblings Loretta & Larry. Mass of Christian Burial Monday, September 24, 2012 at 5pm Holy Cross Catholic Church 9371 Wigham St., Thornton, CO. In lieu of flowers donations may be made to the American Cancer Society.

-Denver Post on September 23, 2012

J E WILLEY: ABQ mechanic per the 2/60 FL Roster, Born 9/11/23 and hired 6/3/57 (Doesn't agree with his 25 year pin in 1972.

He is not on the 11/4/55 FL Roster so not sure about hire date. Nor is he on the 7/1/52 FL/IAM Seniority List. There must be a break in service.

J E WILLEY: Manager-Quality Control in the Jan 1983 FL Quick Reference Directory. Do not know how later he was with the company.

He must have started with Monarch since he is not on the 1948 Challenger roster.

-Jake Lamkins, station agent

JOHN AHLQUIST

1973 - 1986?

VP - FIELD SALES AND SERVICE
DEN

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

OBITUARY: JOHN D. AHLQUIST, Born April 1, 1930 in Braham, Minn., died Dec. 5, 2012. Mr. Ahlquist served as Executive Vice President of the original Frontier Airlines and had an extensive career in airline management that also included positions with Northwest Orient and Eastern Airlines. He was President of Professional Fee Auditors and managed specific projects for the present Frontier Airlines until his retirement in 2001.

He served on several boards including President of the board of the First National Bank of Florence, CO. He was a member of Old Goats, an organization that brings mountain goats to Colorado and provides scholarships for young men and woman planning a career in some form of Forest Services in Colorado.



Mr. Ahlquist was a patron in support of classical music and enjoyed singing in a barbershop quartet. He graduated from the University of Minnesota, where he played on the University football team. Travel, golf, skiing, and all sports were a big part of his life.

John is survived by his wife Sandra, of Morrison; daughter Andrea (Rick) Hellum of Cottontown, Tennessee and son Randy Ahlquist (Michelle) of Aurora, Colorado; brother Irv Ahlquist (Dorothy) of Fairfield Bay, Arkansas; grandchildren Brandy and Jessie Hellum; stepsons Chip (Kelly), Jeff, Gregg and Mike Altman, step grandson, Eddie Altman, step granddaughter, Erin Johnson; three nieces, two nephews and extended family

Funeral services will be held at 11am, Friday, Dec. 14th in the chapel at Augustana Lutheran Church, 5000 East Alameda Avenue, Denver, 80246. At the conclusion of the ceremony a processional will follow to John's final resting place at Augustana's Memorial Garden. A reception will follow. If desired, gifts may be made in John's name to Augustana Arts, or The Alzheimer's Association.

-Malesich and Shirey Funeral Home

MURIEL MCKENNEY

1970s

SECRETARY?

DEN

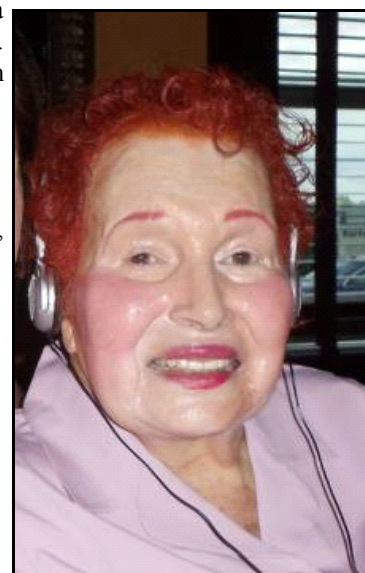
http://FAL-1.tripod.com/Muriel_McKenney.html

DEN manager-distribution services Bill McKenney's memorial webpage has been updated. I found out his wife Muriel worked for Frontier, possibly as a secretary around 1970, and she passed away Sep 4, 2011.

The only reference I have to Muriel is in the 1970 FL Telephone Directory with no title, based at DENMQ, inspection services. I will assume she was a secretary until I hear otherwise. Send any information you have on Muriel.

-Jake Lamkins

Muriel A. Mckenney:
Social Security Death Index
Name: Muriel A. Mckenney,
State of Issue: New Jersey
Date of Birth:
Sunday August 26, 1923
Date of Death:
Sunday September 04, 2011
Est. Age at Death:
88 years, 9 days
Last known residence:
City: Aurora; Denver
County: Arapahoe
State: Colorado **-SSDI**



OLDEST FOLKS GONE WEST BY AGE

Harold "Frenchy" French, DEN inspector, 9/26/08, age 98
7/7/1910 - 9/26/2008
98 yrs, 2 mos, 19 days

Harvey Barnard, DEN vp-operations, 2/6/10, age 96
9/19/1913 - 2/6/2010
96 yrs, 4 mos 18 days

Bob Goldwater, PHX AZ FL board of directors, 11/4/06, age 96
7/4/1910 - 11/4/2006
96 yrs, 4 mos

Ken Stevenson, DEN director-maintenance, 9/16/05, age 96
6/10/1909 - 9/16/2005
96 yrs, 3 mos, 6 days

Pappy Russell, DAL DFW aircraft mechanic, 10/11/05, age 96
7/7/1909 - 10/11/2005
96 yrs, 3 mos, 4 days

Claire Almquist, DEN director-tariffs, 10/12/07, age 96
9/8/1911 - 10/12/2007
96 yrs, 1 mo, 4 days

Chet Lubben, DEN manager-sales, 6/17/04, age 95
6/18/1908 - 6/17/2004
95 yrs, 11 mos, 29 days

Paul Liscomb, pilot, appr 5/1/12, age 95
6/1/1916 - 5/1/2012
95 yrs, 11 mos

Harry Werbelow, COD station agent, 3/3/09, age 95
5/30/1913 - 3/30/2009
95 yrs, 10 mos

Peg Youngs, DEN clerk, 7/13/96, age 95
3/31/1901 - 7/13/1996
95 yrs, 3 mos, 13 days

Dave Cannon, SLC pilot, 8/28/12, age 94
5/11/1918 - 8/28/2012
94 yrs, 3 mos, 17 days

Paul Burke, DEN president, 6/13/12, age 94
4/5/1918 - 6/13/2012
94 yrs, 2 mos, 8 days

Elsie Ballard, DEN clerk, 5/5/00, age 94
3/4/1906 - 5/5/2000
94 yrs, 2 mos, 1 day

Pop Burnell, DEN machinist, 10/1/72, age 93
10/20/1878 - 10/1/1972
93 yrs, 11 mos, 12 days

Ethel Field, DEN supervisor-sales audit, 4/23/12, age 93
5/11/1918 - 4/23/2012
93 yrs, 11 mos, 12 days

Tollie Graves, DEN superintendent-air mail, 2/20/87, age 93
12/18/1893 - 2/20/1987
93 yrs, 2 mos, 2 days

Milford Olson, MOT station agent?, 2/18/06, age 93
12/28/1912 - 2/18/2006
93 yrs, 1 mo, 21 days

Ouita Elliott, GJT senior ticket counter agent, 1/23/11, age 93
12/31/1917 - 1/23/2011
93 yrs, 23 days

Karl Leonard, DEN accountant, 2/26/12, age 92
6/13/1919 - 2/26/2012
92 yrs, 7 mos, 13 days

Bill Hilbert, DEN operations manager, 2/24/11, age 92
9/12/1918 to 2/24/2011
92 yrs, 5 mos, 12 days

Fred Klatt, DRO station agent/manager, 7/28/12, age 92
3/3/1920 - 7/28/2012
92 yrs, 4 mos, 25 days

Angello George, SLC aircraft mechanic, 7/27/11, age 92
3/10/1919 - 7/27/2011
92 yrs, 4 mos, 17 days

John Shaffer, DFW aircraft mechanic, 7/27/04, age 92
4/8/1912 - 7/27/2004
92 yrs, 3 mos, 19 days

Vic Wokal, GGW station manager, 1/15/06, age 92
10/3/1913 - 1/15/2006
92 yrs, 3 mos, 12 days

Floyd Ririe, SLC DEN pilot, 3/4/99, age 92
12/4/1906 - 3/4/1999
92 yrs, 3 mos

Bert Hall, SLC DEN pilot, 4/24/10, age 92
3/28/1918 - 4/24/2010
92 yrs, 27 days

Larry Beardsley, DEN pilot, 3/2/10, age 92
2/17/1918 - 3/2/2010
92 yrs, 13 days

Syl Cuellar, DEN flight simulator technician, 11/24/07, age 91
11/28/1915 - 11/24/2007
91 yrs, 11 mos, 26 days

Mac McManis, DEN aircraft mechanic, 6/24/05, age 91
7/2/1912 - 6/24/2003
91 yrs, 11 mos, 8 days

Dick Cantwell, DEN lead mechanic, 10/6/06, age 91
11/14/1914 - 10/6/2006
91 yrs, 10 mos, 22 days

Army Armstrong, DEN pilot, 9/4/09, age 91
12/11/1917 - 9/4/2009
91 yrs, 8 mos, 24 days

Bob Lambourne, SLC pilot, 11/8/07, age 91
2/28/1916 - 11/8/2007
91 yrs, 8 mos, 11 days

Jay Curtis, SLC DEN pilot, 9/23/11, age 91
4/16/1920 - 9/23/2011
91 yrs, 5 mos, 7 days

Dick Adair, DEN pilot, 12/8/11, age 91
8/22/1920 - 12/8/2011
91 yrs, 3 mos, 16 days

Bill Acker, DEN manager-line maintenance, 4/20/09, age 91
1/25/1918 - 4/20/2009
91 yrs, 2 mos, 26 days

Charlie Rucker, DEN aircraft mechanic, 9/11/99, age 91
6/19/1908 - 9/11/1999
91 yrs, 2 mos, 23 days

Leonard Stuart, DEN lead inspector, 4/15/00, age 91
2/9/1909 - 4/15/2000
91 yrs, 2 mos, 6 days

Vern Gulliksen, DEN inspector, 7/30/11, age 91
5/31/1920 - 7/30/2011
91 yrs, 1 mo, 30 days

Frank Walters, DEN aircraft mechanic, 6/22/99, age 91
5/5/1908 - 6/22/1999
91 yrs, 1 mos, 17 days

Pete Gillespie, GSW DAL DFW aircraft mechanic, 6/1/10
5/11/1919 - 6/1/2010
91 yrs, 21 days

J.C. Payne, GSW DEN aircraft mechanic, 5/24/07, age 91
5/14/1916 - 5/24/2007
91 yrs, 10 days

Dick Cottingham, FTW DFW DEN pilot, 12/7/06, age 90
1/7/1916 - 12/7/2006
90 years, 11 mos

Del Booth, GSW DAL pilot, 5/10/07, age 90
9/11/1916 - 5/10/2007
90 yrs, 7 mos, 29 days

Ann Latimer, PHX DEN reservation agent, 12/4/07, age 90
5/1/1917 - 12/4/2007
90 yrs, 7 mos, 3 days

Lowell Conder, DAL DEN aircraft mechanic, 5/12/02, age 90
12/28/1911 - 5/12/2002
90 yrs, 4 mos, 14 days

Ralph Newman, DEN aircraft mechanic, 8/19/09, age 90
4/18/1919 - 8/19/2009
90 yrs, 4 mos, 1 day

Jack Shanks, DEN aircraft mechanic, 3/6/06, age 90
11/14/1915 - 3/6/2006
90 yrs, 3 mos, 22 days

Manita Fowler, DEN accounting clerk, 4/14/06, age 90
2/5/1916 - 4/14/2006
90 yrs, 2 mos, 9 days

Matt Ferguson, SLC pilot, 1/8/11, age 90
12/1/1920 - 1/6/2011
90 yrs, 1 mo, 5 days

Warren McLellan, MKC DEN pilot, 8/24/11, age 90
8/13/1921 - 8/24/2011
90 yrs, 11 days

Claire Creviston, MCI station agent, 5/1/10, age 90
4/22/1920 - 5/1/2010
90 yrs, 9 days

Paul Van Buskirk, DEN lead janitor, 4/19/11, age 89
6/26/1921 - 4/19/2011
89 yrs, 9 mos, 24 days

Chet Poell, DEN lead mechanic, 11/10/05, age 89
1/21/1916 - 11/10/2005
89 yrs, 9 mos, 20 days

Zick Burns, DEN mechanic, 1/10/07, age 89
3/24/1917 - 1/10/2007
89 yrs, 9 mos, 17 days

Harry Russell, DEN maintenance supervisor, 4/11/03, age 89
6/27/1913 - 4/11/2003
89 yrs, 9 mos, 14 days

Clyde Burnaugh, DEN mechanic, 10/11/89, age 89
1/1/1900 - 10/11/1989
89 yrs, 9 mos, 10 days

Loy Fasold, DEN photographer, age 89
10/25/1920 - 7/10/2010
89 yrs, 8 mos, 15 days

Harry Miller, DEN lead mechanic-EOS, 6/9/88, age 89
10/30/1898 - 6/9/1988
89 yrs, 7 mos, 10 days

Bob Sicard, GSWCN vp- maintenance, 2/20/06, age 89
7/12/1916 - 2/20/2006
89 yrs, 7 mos, 8 days

Johnny Bulla, PHX AZ Airways founder, 12/7/03, age 89
6/2/1914 - 12/7/2003
89 yrs, 6 mos, 5 days

Leonard Pratt, FTW GSW DAL DFW pilot, 9/11/04, age 89
3/11/1915 - 9/11/2004
89 yrs, 6 mos

Jack Burnell, DEN director-maintenance, 8/22/92, age 89
3/8/1903 - 8/22/1992
89 yrs, 5 mos, 14 days

Ella Tanko, DEN janitor, May 83, age 89
12/8/1893 - 5/1983
89 yrs, 5 mos

Lowell Thomas, DEN board of directors, 8/29/81, age 89
4/6/1892 - 8/29/1981
89 yrs, 4 mos, 23 days

Bob Nicholson, DEN pilot, 7/6/2009, age 89
3/19/1920 - 7/6/2009
89 yrs, 3 mos, 18 days

Bill Vance, GSW DAL DFW pilot, 6/28/12, age 89
3/11/1923 - 6/29/2012
89 yrs, 3 mos, 18 days

Dan Brock, DEN vice president-traffic, 5/29/05, age 89
2/19/1916 - 5/29/2005
89 yrs, 3 mos, 10 days

Joe Umerski, DEN inspector, 3/21/06, age 89
12/22/1916 - 3/21/2006
89 yrs, 2 mos, 27 days

Charlie Soucek, DEN aircraft mechanic, 10/18/01, age 89
8/25/1912 - 10/18/2001
89 yrs, 1 mos, 24 days

James Stewart, CN board of directors, 7/2/97, age 89
5/20/1908 - 7/2/1997
89 yrs, 1 mo, 12 days

Bill Nelson, FMN senior station agent, 12/12/10, age 89
11/16/21 - 12/12/2010
89 yrs, 26 days

Jim Willey, DEN manager-quality control, 9/15/12, age 89
9/11/1923 - 9/15/2012
89 yrs, 4 days

EJ Lima, DEN engineer, 5/11/97, age 88
7/15/08 - 5/11/1997
88 yrs, 9 mos, 27 days

Bob Rich, PHX DEN pilot, 5/18/09, age 88
7/24/1920 - 5/18/2009
88 yrs, 9 mos, 25 days

Jeuel Schmidtke, DEN director-purchasing, 9/24/11, age 88
12/14/1922 - 9/24/2011
88 yrs, 9 mos, 10 days

Mike Smith, OKC ACF FTW GSW DAL pilot, 11/15/98, age 88
2/28/1910 - 11/15/1998
88 years, 8 mos, 16 days

Howard Barber, DEN janitor, 12/10/95, age 88
4/16/1907 - 12/10/1995
88 yrs, 7 mos, 24 days

Art Benson, DEN aircraft mechanic, 6/4/09, age 88
10/11/1920 - 6/4/2009
88 yrs, 7 mos, 24 days

Red Ralston, DEN lead mechanic, 6/16/97, age 88
5/28/1909 - 6/16/1997
88 yrs, 7 mos, 19 days

Earl Fischer, DEN inspector, 3/27/05, age 88
8/13/1916 - 3/27/2005
88 yrs, 7 mos, 14 days

Joe Coopersmith, DEN lead mechanic, 9/25/02, age 88
2/15/1914 - 9/25/2002
88 yrs, 7 mos, 10 days

John Leavitt, DEN security investigator, 5/31/06, age 88
11/24/1917 - 5/31/2006
88 yrs, 6 mos, 7 days

Bert Clark, DEN pilot, 12/27/98, age 88
4/22/1910 - 10/27/1998
88 yrs, 6 mos, 5 days

Bud Herring, GSW CN vice president, 9/30/11, age 88
3/31/1923 - 9/30/2011
88 yrs, 5 mos, 30 days

Les Schaffer, DEN pilot, 8/10/05, age 88
3/31/1917 - 8/10/2005
88 yrs, 4 mos, 10 days

Ernie Mickalson, DEN machinist, 5/25/08, age 88
1/15/1920 - 5/25/2008
88 yrs, 4 mos, 10 days

Margaret Allspach, DEN secretary, 10/25/06, age 88
6/21/1918 - 10/25/2006
88 yrs, 4 mos, 4 days

Tim O'Connor, PHX AZ Airways co-founder, 11/4/08, age 88
7/10/1920 - 11/4/2008
88 yrs, 3 mos, 25 days

Frank Crowell, DEN aircraft mechanic, 9/1/11, age 88
5/27/1923 - 9/1/2011
88 yrs, 3 mos, 5 days

Dick Wentzel, DEN aircraft mechanic, 11/16/11, 88
8/18/1923 - 11/16/2011
88 yrs, 2 mos, 29 days

Dave Vaughan, GSW director-maintenance, 1/8/99, age 88
10/22/1910 - 1/8/1999
88 yrs, 2 mos, 17 days

Garland Miller, FTW GSW aircraft mechanic, 7/24/09, 88
6/15/1921 - 7/24/2009
88 yrs, 1 mo, 9 days

Bill O'Meara, PHX pilot, 10/1/06, age 88
8/27/1918 - 10/1/2006
88 yrs, 1 mo, 4 days

Thanks to Bonnie
for permission to use
her photos for
Frontier obituaries.

Lew Dymond, DEN president, 7/29/08, age 88
6/28/1920 - 7/29/2008
88 yrs, 1 mo, 1 day

Emmett Spinks, FTW ACF GSW DAL pilot, 7/11/04, age 88
7/5/1916 - 7/11/2004
88 yrs, 6 days

TOTAL of 95 FLOlks who were 88 or over when they flew west.

ROD SMITH

1966 - 1983

PILOT

DEN

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

It is with great sadness, during this period of national sadness, I am letting you know that Rod Smith lost his battle with cancer during the night. He had just finished intense radiation and chemo treatments but could not bounce back from this. He and Bob are in a better place with no more suffering and hopefully they are having a great reunion with all the others that have gone before.

Rod and I go back a long way. We both grew up in Gunnison where he harassed his sister and I over the years. We caught up with each other when we both ended up at FAL in the 60's. His wife, Diane, and I were in the same "Stew" class.

**-Joanne Griffin,
flight attendant**

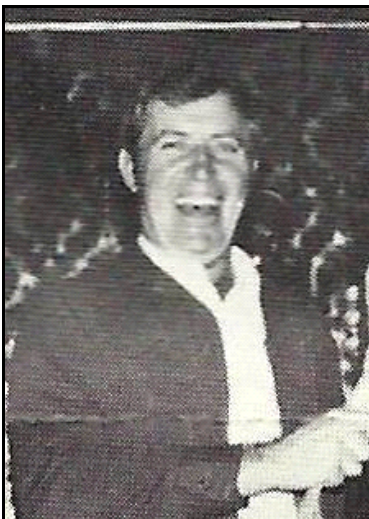
Sad to learn of Rod's passing. Love and sympathy to Diane and the family. He was one of the good ones.

**-Rosemary Wirth VanEpps,
flight attendant**

Rod was a neat fun guy, everyone liked him. He was a great pilot, as well as a great man.

I flew a lot of trips with him and used to see he and Diane when I went to PHX reunion.

**-Bonnie Dahl,
flight attendant**



From the Cockpit to the Galley

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DEKE AND HELEN MILLER

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

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

I was a new-hire in 1967. I was driving a cool ol' 40 Ford pick-up with oak rails. I was a young bachelor with my head turning this way and that with all the lovely FAL stews running around.

I had met Deke Miller when I was sales manager for Roach Aircraft at Jefferson County Airport. I ran into him in the crew room on the old "A" concourse at DEN. He mentioned that his wife, Helen, had a really cool 67 fiery red Chevy Camero convertible for sale. I drove over to see it. I looked at that beautiful, nearly new, convertible and then at my ol' pickup and back at the convertible. Then I calculated the number of FAL stews who would want to ride in the pickup versus that fiery red convertible and cut a deal with Helen.

She was a sweet lady and I always liked Deke too. They were fun to be with. It was sad when she passed away in 1996 and again in 2002 when Deke had Gone West.

Later, after Cheryl and I were together, Joe Rhorda traded me his '67 4-door T-bird for the Camero. I was no longer chasing stews and the T-bird was a nice car for longer trips. Joe bought it back when I went on MLOA for the SE Asia War Games in 1971. I had hopes of buying it back when I returned. Sadly, it was totaled in a wreck and that didn't happen.

Geez, the memorial page for Helen Miller really joggled the memories!

-Billy Walker, pilot

REESE TO MANAGE SYSTEM BAGGAGE SERVICE

Cal Reese, formerly SSM at Phoenix is taking over the new position of Manager, System Baggage Services at Denver.

In this position, Cal will be reporting to Jim Moore, Frontier's Manager-Customer Services.

Mar 1968

13

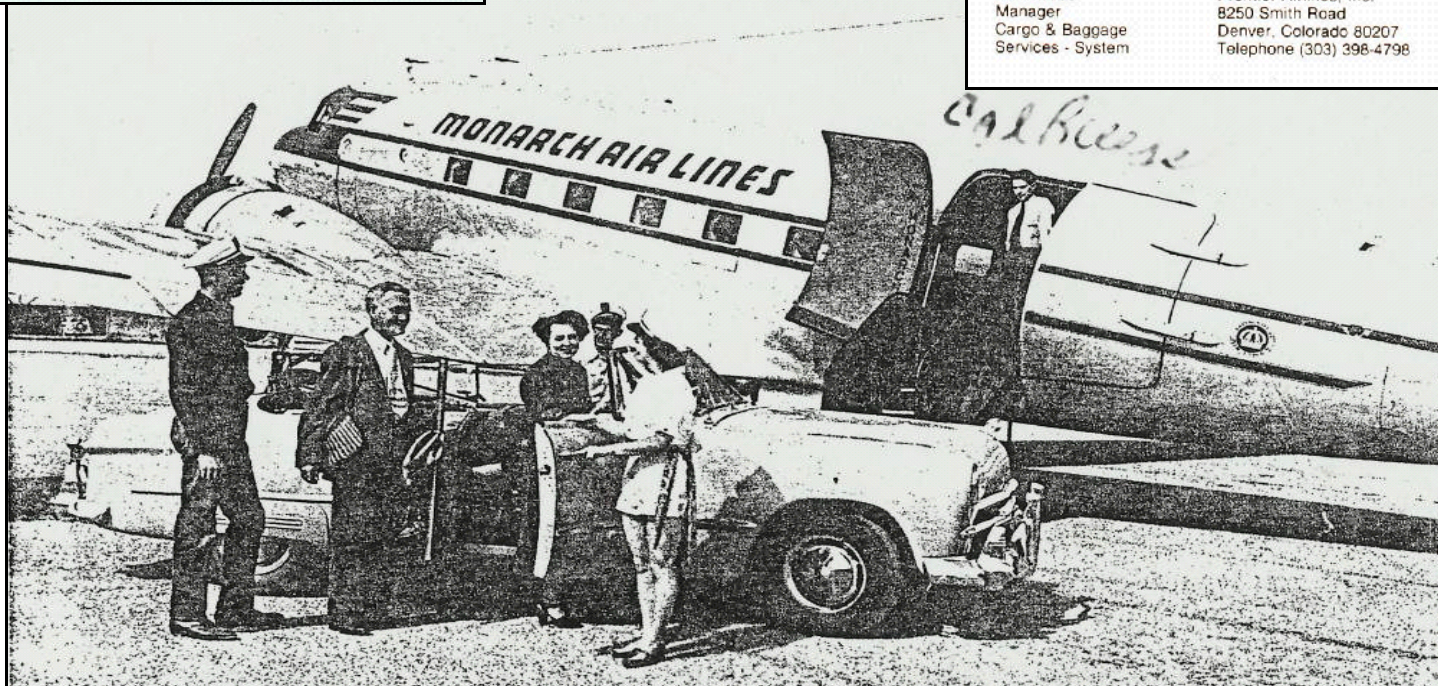
Cal in the doorway



FRONTIER AIRLINES

Cal Reese
Manager
Cargo & Baggage
Services - System

Frontier Airlines, Inc.
8250 Smith Road
Denver, Colorado 80207
Telephone (303) 398-4798



Cont'd from page 1: Cal started with Monarch in 1949 and called it quits in 1990 after helping with the post-bankruptcy proceedings a few years. He has always been generous in helping with my Frontier research and has sent numerous items that have been very helpful - such as the Feb 1960 Frontier Roster which has been a godsend when searching for folks. My large file of Frontier memorabilia sent by him will end up at the University of Arkansas Library. His contributions to the Frontier newsletter are too numerous to mention. By my last count it was 50+ so he is a big part of why the newsletter and website have succeeded in keeping the memories of the old Frontier Airlines alive. He was the second DEN station manager and headed L&F many years. Thanks, Cal!!!



DEN station in 1953: 1. Lou Evans, 2. Cal Reese - senior agent, 3. Jack Cashel, 4. Paul Hult, 5. John Carpenter - senior agent, 6. Jerry Fox - manager, 7. Bill Bates

Notes From FLolks

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

Cheryl and I had the pleasure of accompanying former FAL pilot, Doug Bader on his Farewell Flight resulting from the onerous FAA Age 65 Rule. His last flight, while like many other's preceding his, was unique.

Doug, as you will recall, was the ALPA MEC Vice Chairman during those dark years when we were trying desperately to save our beloved airline. He was such a stabilizing presence in our often volatile employee coalition. He had the knack to know when it was time to take a break, when to provide humor. His people skills were very apparent early on.

July 10, 1986 was the date United announced they'd purchased Frontier. We would soon discover our understanding of being purchased was vastly different from United's. Off we were on another roller-coaster ride! It wasn't long before United disappeared after stealing Frontier assets and dumping the Frontier Family on the tarmac. Off we were on another roller-coaster ride that eventually provided our folks with a way to put food on the table via Continental Airlines. It was no panacea and it was not a fair deal. Until something better came along, it was the best we could do.

Fast forward 26 years and we find those Frontier employees who went with and remained at Continental are now, curiously, with United Airlines! What a crazy industry we became part of. Who could have predicted the outcome. What next?

One of those who, at first, did not take the Continental offer thru the Job Preservation and Litigation Settlement Agreement negotiated with Continental in 1986, was Doug Bader. Doug went with the budding America West Airlines. He didn't remain long. His Colorado family discovered how hot Phoenix can be. Doug then experienced another course correction by going with Continental after all.

For the Frontier pilots and perhaps other employees, the first 12 years with Continental were tough. Unfair seniority integration and benefits existed for the former Frontier Family. Then, along came Gordon Bethune. As the Continental CEO, he recognized the unfair situation and he fixed it. Retiring pilots there were beginning to smile. However, no one has had more reason to smile than Captain Doug Bader!

Five years ago the then onerous FAA Age 60 rule forced Doug from the cockpit of the Continental Boeing 777 he was flying. Off he went on his last flight as an airline captain. His first officer was his daughter Jessica "Jessy." He had a nice flight across the Atlantic and back only to discover that the Age 60 Rule was changed to Age 65. He was back in business! And with a bonus five years to enjoy the flight deck.

Five year literally flew by and he was off on his last Farewell Flight. This time he was the captain of a United Airlines 777! His first officer; his daughter! Jessy, now a 777 captain and instructor pilot was again sharing her father's flight deck on his last flight.

I believe the Bader Story is unique. For sure, other captain's have had the pleasure of sharing their flight decks on their last flight with a son or daughter. Some have been with predecessor airlines. I doubt any previous retiree has enjoyed his career in such a way as The Bader Bear.

After his Navy combat tour over the skies of Vietnam, "Bear" Bader came with Frontier in 1977. At first he flew as F/O on the DHC-6 "Twin Otter." He went on to fly other FAL airplanes such as the CV-580, Boeing 737, and the MD-80. With

Continental he was typed in the MD-80, Boeing 737, 757, 767, and 777 aircraft. He's been Continental's Director of Pilot Employee Relations, Denver Chief Pilot,

Instructor Pilot, Check Airman and Examiner on the MD-80 and Boeing 757/767 and 777.

Doug finally retired from the Navy Reserves as a Captain in command of the reserve component of the US Space Command. A member of Attack Squadron 164, Bader flew the ubiquitous Douglas A-4 "Skyhawk." He launched from USS Hancock flying more than 250 combat missions in Vietnam.

After a fun-filled couple of days in London off we went towards home. Doug's final landing at Houston's George HW Bush IAH was a squeaker! Cheryl and I joined a couple hundred other's with a resounding round of applause. Stay tuned, I don't think Bader will be sittin' in a rockin' chair anytime soon.

-Billy Walker, pilot 1967 - 1986

Thanks so much for the continually informative issues. They bring back fond memories and stories of my 8 and a half years at the airline. I've been retired now for 5 years and several people of told me that I should write down my memories of those days before I forget them or before I go West. It is just finding the time. Thank you again for your hard work on the Frontier News.

-Rod Prentice, senior buyer 1978 - 1986

I was in Rapid City last Oct and had a nice visit with some of the old FAL gang. Vern McMullin was my first manager. He started with Challenger Airlines in Greybull, Wyo I think in 1949. I worked in GTF, RAP, GFK & MSN. Then went to work for United for 13 years. Thanks for the hard work on the newsletter.

-Ray Remmich, station agent 1967- 1986

The other day I happened to get out a stack of Frontier News. This time it really showed me what a wonderful job you are doing to gather, preserve and distribute the Frontier history. I wish everyone would realize how hard you work and the time you put in to make it possible for us to re live those wonderful days.

I have been fortunate to have many careers: 28 years with the airline, 11 years military police, 31 years security police and 15 years as a police officer. I think I cherish those airline days the most. While those days were happening, I don't think many of us realized how important they were.

Tony Worden, station agent 1957 - 1986

FLacebook on August 28, 2012

Today, 26 years ago, FL filed bankruptcy.

-Jake Lamkins, station agent 1964 - 1986

I worked the graveyard shift in Flight Attendant Scheduling that night. Director came in & told me to start calling all the overnight crews & tell them to go straight to the airport for immediate departures back to Denver. After my shift ended, I stayed much of the there much of the day watching all the planes & crews come home. Very sad day for all of us.

-Sarah Bara, crew scheduler 1981 - 1986

Wow, what a horrible day that was...The whiplash effect changed so many lives:-)

-Jolie Haas Larder, flight attendant 1977 - 1986

I was called in to work with Marv Pester and H. Lee Davis in Customer Service and Field Operations. I had to call each of the

Stn Mgrs and advise them of the shutdown. If they had aircraft on RON to get them ready for an early departure to get them back to DEN prior to the news leaking to the media. We also stopped the Canada flights from leaving the country. Some very sad times.

-Jim Meade, station supervisor, 1966 - 1986

Was on a layover in San Diego with Mike Daciek. Would not let us takeoff early because of the curfew for noise early in the morning !!

-Ed Woodson, pilot 1978 - 1986

I was in CID and remember that we had to ferry the airplane back to DEN, no passengers just the crew and our airplane. When we arrived in Denver we were bused to the terminal and that was the end of my flying career and the airline I loved.

-Christina Bonatti, flight attendant 1972 - 1986

What was amazing about the whole thing is that all aircraft returned to DEN safely. I remember when BN went out of business I was in DSM and they had an a/c there for about 3 months before they got it out of there.

-Larry Stivers, station agent 1968 - 1986

Horrible day! I was in STL when we got the word...had to ferry the plane back w/o passengers...we popped open the liquor kits!!!! Prob shouldnt mention that part! lol

-Kim McCaleb Austin, flight attendant 1980 - 1986

Yea, they called me at 2 am and told me to meet the crew at the airport and ferry it back to DEN, then strip the counter clean. My other instructions were not to advise any staff (which I disobeyed) and not to assist any customers who arrived for the a.m. flight.

-Gary Murrell, station manager 1973 - 1986

I had taken the Gen Mgr of the Billings Sheraton Hotel and the owner of the largest travel agency in Billings along with their spouses to the Bronco game to sit in the Frontier Box for the Sat night game. We stayed at the Brown Palace Hotel and at about 3 in the morning, I got a call from Marv Pester who told me we had just shut the airline down. I was now stuck in DEN with 4 non airline people plus my wife and I. I contacted UA (they were sooo helpful - not) to see about tickets back to BIL. We ended up having to buy 6 First Class seats on the flight back. As soon as we got back, the cash from the weekend deposits were still in the safe - I filled out an expense report and put it in the safe after taking the cash for the tickets out, I figured - what are they going to do - fire me? It was one of the worst weekends of my life as well as for all of our family at FL. It is a shame that such a great airline had to end this way, we had so much to offer but were killed by greedy folks that were not looking out for the employees.

-Joe Barker, station manager 1976 - 1986

My husband, Chuck Tiskos, doesn't hold a grudge. LOL He would never even consider buying General Tires and reminds family and friends the same. Every time he sees somebody on the side of the road with a flat he remarks "must be General tires" : (

-Betty Saylor

I got a call early morning, telling me not to come to work, FAL had just shut down. I just went back to sleep and had the first Sunday off with my family in a long time. It is hard to walk away, so I went to work at Boeing. Learned a lot about how the airplanes we were using, were made. Enjoyed my stay at Boeing.

-Richard Medinger, station agent 1968 - 1986

My late husband, Rich Owens, was a customer service supervisor at STL. When he heard, he handed out the paychecks and told everyone that they needed to cash them now because if they waited they might not be cashable.

-Sue Evans

LATE GONE WEST

TONY ARAGON

1979 - 1986

STATION AGENT
DTW SCK

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

I am looking for Tony Aragon. I think he went to SCK from DTW. Anybody have any idea of his whereabouts? Thx

-Ron Abfalter, station agent (9/24/04)

Tony Aragon was an agent in SCK when I transferred in from FMN in Oct of 84. He was there when I transferred out to RNO in April 86. His home was in the DEN area so he may have moved back there. I do remember he did discuss the possibility of going to work for Northwest in SFO.

-Jim McElhaney, station agent (9/25/04)

OBITUARY: Anthony "Tony" Randolph "Randy" Aragon, 61, of Lodi, California, passed away on Wednesday, December 5th, 2012, at Lodi Memorial Hospital after a brief battle with lung cancer. Tony was born July 3rd, 1951, in La Junta, Colorado, to Antonio and Ophelia (Jeanne) Aragon. He graduated from La Junta High School in 1969. He served 4 years in the Air Force, stationed at Travis AFB in California. After being discharged from the Air Force, he attended San Francisco State University.

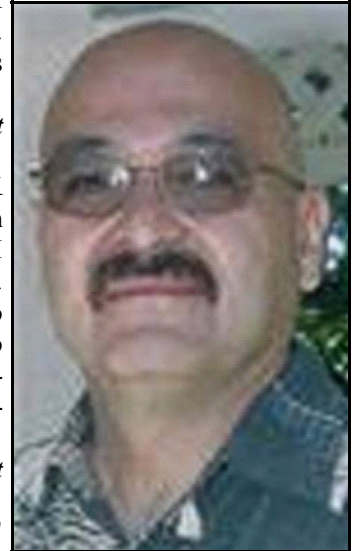
After college he moved back to Denver to work for UPS as a driver; from there he worked for the Santa Fe Railroad and Frontier Airlines. His job at Frontier Airlines took him to Detroit and eventually brought him to Stockton/Lodi. Shortly after coming to this area, he became employed at General Mills, Inc., where he worked for 26 years. He enjoyed cheering on the Denver Broncos, being with his family, and wine tasting and traveling with his loving wife.

Tony is survived by his wife, Linda Aragon; son, Ryan Aragon (Alissa Aragon) of Modesto; two daughters, Jennifer Aragon of San Diego and Nina Aragon of San Francisco; eight grandchildren; father, Antonio Aragon (Sylvia Aragon) of San Antonio, TX; three brothers, Michael Aragon (Yolanda Aragon) of Stockton; Larry Aragon (Vicki Aragon) of La Junta, and Mario Aragon of Buckeye, AZ; three sisters, Pam (Tom) Beachem of Monticello, MN, Becky (Mike) Coffey of Goodyear, AZ, and Yvonne Aragon of La Junta.

-Lodi News-Sentinel on December 11, 2012

This is terrible, he was a very close friend back in the day. So sorry.

-Ron Abfalter, station agent



THE UNITED AIRLINES PURCHASE OF FRONTIER AIRLINES OR PORTIONS THEREOF

PREPARED BY
THE FRONTIER PILOTS
LEGAL REVIEW COMMITTEE
OCTOBER 1987

(I got this report in a box of maintenance manuals sent to me in March 2011. 1986 ALPA Master Chairman Billy Walker's comments about it are at the end. Be forewarned, if you cared about Frontier, you are going to be mad as hell by the time you finish it. Your reward is that you will now know why you have been angry about Frontier's death for 26+ years.)

FRONTIER AIRLINES 1946 to 1986 A HISTORICAL OVERVIEW

A product of both the opportunities existing after World War II and of several mergers, Frontier began service in 1946 as Monarch Airlines. Through mergers with Arizona Airways and Challenger Airlines in 1950, the newly named Frontier Airlines provided regional service in several western states. Through another merger in 1967 with Central Airlines, Frontier expanded service to 14 states. At the onset of airline deregulation in 1978, Frontier's route system included 89 cities in 20 states with routes extending into Mexico and Canada. Frontier was one of the first airlines to establish a hub and spoke route system, and by 1978 had consolidated its operations into one hub located in Denver.

Frontier had been recognized as an industry leader in profitability for 10 years prior to 1982. In this period, while in competition with United Airlines and Continental Airlines, Frontier produced an unbroken string of quarterly earnings totalling \$163 million. The market forces began to move against Frontier in mid-1982 when United launched a major campaign to dominate the Denver airport. This included a one-third increase in flight schedules and a massive invasion of Frontier's top markets. Depressed passenger loads due to the 1982 recession, industry wide fare wars and United's increased competition had an immediate impact on Frontier's profitability. In the fourth quarter of 1982, Frontier suffered its first quarterly loss in ten years.

As United continued to strengthen its Denver operations, another key event occurred in September of 1983 when Continental declared bankruptcy and returned to service with a lower labor cost, enabling it to charge cut-rate fares. United and Frontier matched these fares but only United could reduce their impact on profitability. United had the advantages of offsetting its losses in non-Denver markets and had its Apollo computer reservations system installed in 75% of Denver's travel agencies which was biased to United.

Frontier made several failed attempts to avoid further erosion of its resources even including an alter ego airline, Frontier Horizon. The options finally were reduced to a liquidation or a sale. After rejecting offers from three other parties with one of the parties (Texas Air) making two attempts, Frontier found a buyer: Frontier's own employees, who had maintained an uncommon devotion to their company. The proposed Employee Stock Ownership Plan (ESOP) failed within 30 days of closing due to a higher bid being received from Texas Air Corp. Texas

Air was itself outbid by People Express. The new owner was finding its east coast market niche evaporating and was hoping the synergism between the two airlines would reverse the fortunes of both.

But People Express did not show the necessary talent or resources to take advantage of its purchase. They changed Frontier's traditional full passenger service to the no-frills offering of People Express. This alienated Frontier's loyal customers and proved to be a disastrous marketing decision. Facing severe financial difficulties itself, People Express sold Frontier to United Airlines in July of 1986. The agreement contractually allowed United to buy Frontier assets prior to and independently from Frontier stock as a device to quickly infuse People Express with funds while the conditions of the stock purchase were being met. United bought the assets and not the stock which had the inevitable effect of putting Frontier out of business.

Though Frontier ceased operations on August 24, 1986, it has left some historical evidence of its existence. It is the only airline to have gone out of business as the result of an attempted merger. Frontier was fully unionized by ALEA, ALPA, AFA, IAM and TWU, but in all 40 years of operation there was not one service disruption due to labor strife. Frontier Airlines also established, based upon the number of takeoffs and landings, the best safety record in the history of civil aviation. The former Frontier employees, to this day, remain intensely proud of these last two entries in the airline industry archives.

THE PURCHASE OF FRONTIER AIRLINES BY PEOPLE EXPRESS

In July 1985, the Frontier Board of Directors approved a plan to allow the 4,750 employees to purchase the airline through an ESOP. The company would be 100% employee owned and a private corporation. Funding was provided by the sale of aircraft plus large employee pay and benefit reductions that approached 50% for some crafts. The purchase price was set at \$17 per share and conditioned on no higher offer being received. The ESOP sale was scheduled to close in October but in late September, Texas Air offered \$21 per share. An amount the employees could not match. After the union actions at Continental, Frontier employees were more than reluctant about being associated with Texas Air Corp. and hoped another bidder would emerge. People Express Inc. made a \$24 per share bid for Frontier with the proviso that the union employees remain at the reduced wage rates set up as part of the ESOP funding.

Union agreements were reached that traded continuance at these low wage rates for certain employee protections. People Express Inc., the holding company owning People Express Airlines, bought Frontier on November 22, 1985, for the total purchase price of \$307 million. The seller, RKO General Inc. (a subsidiary of GenCorp) which owned 45% of Frontier's stock and controlled the company, allowed People Express Inc. to take \$193 million in cash from Frontier's treasury, consider it a dividend to the new owner and use the money to partially pay for the purchase. The extraction of almost all of Frontier's working capital (93%) left Frontier with only \$14 million remaining. Frontier had a tax liability from the sale of aircraft of \$44 million coming due a few months later. The remaining unencumbered assets of Frontier (eight airplanes and seven engines) were used as collateral to secure a \$50 million loan used primarily to pay this tax liability. Because of the sale terms allowed by RKO General, Frontier was now completely depen-

dent upon its parent company for working capital.

THE OCTOBER 17th AGREEMENT

The holding company also owning People Express Airlines and Britt Airlines, People Express Inc. purchased Frontier Airlines and its holding company Frontier Holdings, Inc. in a sales agreement dated and titled the October 17th Agreement. In exchange for the above mentioned wage concessions, People Express agreed to stipulations that protected the employees of Frontier. These agreed protections included the following:

1) Except for circumstances outside the control of the company, Frontier employees will be protected from furlough until August 1, 1989.

2) Frontier will not be merged or consolidated with another airline until at least February 1, 1990.

3) Frontier will not dispose of assets in excess of \$25 million total and asset sales must be at fair market value.

4) People Express will make available to Frontier sufficient working capital to operate the company.

5) People Express intends Frontier to be a viable entity and strengthened as an airline.

The Agreement was signed for Frontier Airlines and Frontier Holdings by Mr. Joseph R. O'Gorman Jr., then the president of these two companies. Nine months later, Mr. O'Gorman in his new position as Senior Vice President of Futures Planning with United Airlines was instrumental in United's negotiations with People Express resulting in a contract to sell the stock and assets of Frontier to United. This contract relating to the assets required the consent of the Frontier unions per the October 17th Agreement.

THE SALES AGREEMENT BETWEEN UNITED AND PEOPLE EXPRESS

On July 10, 1986 United Airlines agreed to purchase all of the issued and outstanding capital stock of Frontier Airlines or the stock of Frontier Holdings (the parent corporation (that owned all of Frontier stock) at United's election for a purchase price of \$146 million. This amount was to be adjusted up or down as determined by United's auditors at the time of stock sale. The transaction was subject to conclusion no later than July 31, 1986. It was also "*subject to ratification by the unions if required, by August 31, 1986, of agreements satisfactory to United with labor unions representing its employees and the employees of Frontier, concerning the terms and conditions applicable to United's acquisition and operation of Frontier. United agrees to use its best efforts to obtain such agreements*".

Prior to the closing of the stock purchase, United agreed, at the option of People Express to purchase assets of Frontier Airlines and of People Express. The Frontier assets to be purchased were as follows:

1) Five landing/takeoff air carrier slots at O'Hare Airport in Chicago for \$1.25 million.

2) Three gates at the Dallas-Fort Worth Airport for \$6 million.

3) All Frontier's interest in its two hangars at Stapleton Airport in Denver for \$15 million. These facilities included all of Frontier's maintenance space, its general offices, computer rooms, classrooms and reservation facilities.

4) The eight Boeing 737 aircraft pledged as loan security for \$11 million.

5) Frontier's interest in contracts to acquire two MD-80 aircraft for \$3.3 million.

6) Six Frontier gates at Stapleton Airport in Denver for \$18 million.

The purchase of the above Frontier assets for \$43.2 million (the aircraft were not purchased) was subject to the approval of Frontier unions as required in the October 17th Agreement. The stock and asset purchases were also subject to D.O.T. approval. The stock purchase and asset purchase agreement would terminate if the D.O.T. disapproved United's purchase of Frontier stock or if all the conditions to United's purchase (some not mentioned here) had not been fulfilled by February 15, 1987.

UNITED'S BEST EFFORTS TO OBTAIN UNION AGREEMENTS

The unions at Frontier represented pilots, flight attendants, mechanics, ground workers and dispatchers. United has the same groups unionized with the ALPA, AFA and IAM unions on both properties. From July 10th until the very eve of Frontier's cessation of operations in late August, United only contacted and only negotiated with one of these unions, the Air Line Pilots Association. Other union groups attempted to begin negotiations but were rebuffed by United even though, by its own contract requirement, all the unions on both properties had to have agreements ratified by August 31st.

The pilot's union is an important one to any airline but numerically represents only about 10% of an airline's employees. United Airlines and its pilots both suffered in a bitter strike the year before, and their relations were less than cordial. The United pilots struck not to improve their contract but to prevent erosion of what they then enjoyed. United's proposition to the two pilot groups was that the Frontier pilots be integrated fully as United pilots just as was done with the Pan American pilots some six months before. There was one exception: the Frontier pilots were to remain at their Frontier wage rate for an extended period of time. United in effect was asking the United pilots to modify their existing contract before its amendable date and to create a third or "C" scale rate of pay. United remained inflexible and did not offer any proposal which changed the amount of compensation throughout the negotiations. The issue deciding the merger of United and Frontier thus became whether the United pilots would make a major concession one year into a three year contract. The Frontier pilots had no voice in this matter and were effectively locked out of the negotiations.

United's position was that the Frontier acquisition was uneconomic unless Frontier's pilot wage rates could be maintained. United could not know the true economics until it had negotiated with all the unions. Other calculations such as the savings of having experienced, qualified flight and ground crews already trained and current with a true turn key capability and the immediate dominance over Continental in Denver were not apparently included in their economic calculations. Mr. Frank Lorenzo has since publicly stated that if United had secured Frontier, they would have all but driven Continental out of Denver. The futures of nearly 5,000 people who struggled mightily to help Frontier survive its odyssey were hinged to an agreement within the most acrimonious of relationships.

UNITED'S NEED FOR FRONTIER'S ASSETS

United's fleet expansion plans were to add 155 aircraft to its fleet by 1990. The Frontier hangars would allow United to service 30 to 40 aircraft at any given time. United's maintenance facility in San Francisco was the only location where overhaul

and heavy maintenance could be accomplished. One of Frontier's hangars has the facilities for this type of work. One of United's hangars in San Francisco is scheduled for destruction in 1990 to make room for airport terminal facilities expansion.

United could not accommodate all of the flights it is able to schedule at Stapleton for lack of gate facilities and waiting for gates was a daily occurrence during peak "bank" periods. Without the six Frontier gates, United had no means of obtaining additional gates in the near term. United needed three gates at the Dallas/Fort Worth airport to avoid construction of additional facilities. United's reservations facilities in Denver were inadequate for its anticipated workload. United planned to move its passenger reservations operations into Frontier's reservations space located in a large hangar that also contained Frontier's general offices. Cargo reservations and Apollo technical support operations would also use these facilities. An additional 350 people would be hired to work in the expanded reservations offices and without the space, United projected that millions of dollars would be lost due to inadequate facilities.

THE FINANCIAL CONDITION OF FRONTIER AND PEOPLE EXPRESS

Denver was the only airport in the country where three airlines had hub facilities. Airline analysts agreed that there was only room for two and the squeeze was on Frontier. Air fares to and from Denver were by far the lowest in the nation and all three carriers were losing money on their Denver segments. It was a game of attrition, one Frontier could not win. Continental was making record profits while under bankruptcy protection, and it was hoped that once they were released from court protection, the fare wars would abate and Frontier could return to profitability. Continental did emerge from Chapter 11, just one week after Frontier ceased operations and itself filed for Chapter 11 protection.

Since the loss of its working capital from the "dividend" to People Express, Frontier was dependent on cash infusions while it attempted to reverse its fortunes. Establishing the People Express service formula and fares as low as \$9 proved to be disastrous. Frontier had a better customer rapport and service level than Continental as a full service carrier and had higher load factors. With the bare bones approach, load factors remained high but yields disappeared. From March of 1986 through July, People Express supplied Frontier \$42 million to meet its cash needs. By July 31st, Frontier had a cash deficit position in excess of \$10 million. Current assets were only 62% of current liabilities. As of July, Frontier had been effectively locked out of all financing arrangements. This was due to its recent history of significant losses, its deficit cash position, and the fact that all of its significant tangible assets had been pledged. Frontier was not able, under any circumstances, to operate as an independent company.

People Express developed a market niche by offering air travel to people who otherwise could not afford to fly. Other airlines had no desire to match their prices. This niche was secure until American Airlines developed a way to yield manage their flights through the use of their Sabre reservations system and therefore offer a limited number of seats at competitive prices with People Express. Fortunes reversed before People Express' purchase of Frontier, and their financial condition became desperate by early spring. An internal Texas Air memo to Mr. Lorenzo on May 5 declared that except for \$130 million

in cash, People Express was bankrupt. As a way out, People Express entertained two offers of sale. One offer was from Texas Air for both People and Frontier. The other offer from United was only for Frontier. The desire to remain a separate entity and the agreement that United would purchase assets of Frontier while the stock purchase was taking form, thus immediately infusing cash, decided the matter in favor of United.

The precarious financial condition of People Express was well known to United. Therefore, it could virtually dictate a sales agreement slanted in its favor. United agreed to purchase the stock and all assets of Frontier for \$146 million. At the discretion of People Express, it had the ability to independently purchase selected assets of Frontier at, what some people suggest, was less than fair market value. The stock purchase was conditioned on labor "agreements satisfactory to United". Without any definition of the word 'satisfactory', United now had an option to buy the stock and complete the merger or rummage through the assets and let fate care for the rest.

UNITED'S AND PEOPLE EXPRESS D.O.T. FILING

United and People Express filed a joint application with the D.O.T. on July 14th, 1986, for an emergency exemption from Section 408 of the Federal Aviation Act to immediately acquire certain assets of Frontier. Some of the representations made in this application are as follows:

- 1) An application for Section 408 approval of the stock acquisition will be filed with the Department at the earliest possible date.
- 2) The asset acquisitions are essential because they will generate much needed cash for People Express to help stabilize its financial position.
- 3) None of the asset sales is contingent on consummation of the stock acquisition.
- 4) If the stock transaction is terminated, United will lease back to Frontier maintenance facilities it reasonably needs for its continued operation.
(smaller hangar for the duration of the master lease)
- 5) Without the immediate infusion of cash that will be produced, People Express will have no means of covering the ever-mounting losses from Frontier and there are no offsetting disadvantages to permitting the asset sales to United.
- 6) If for any reason the sale of Frontier stock does not go forward, Frontier will still be left with a basic core of assets necessary to continue airline operations, even after the asset sales to United. This somewhat reduced level of assets would be more than sufficient to handle the company's current level of activity.
- 7) There will be no adverse impact on competition as a result of the asset purchases covered by the requested exemption and there is therefore no need to undertake a competitive impact inquiry.

The D.O.T. approved the exemption as filed on August 1, 1986. On the same date, United Airlines removed its auditors from Frontier's facilities.

ALLEGATIONS OF MISCONDUCT BY PEOPLE EXPRESS

- 1) People Express violated all five of the above listed restrictions contained in the October 17th Agreement with the employees of Frontier. The Frontier employees were required to file suit on August 5, 1986, in order to attempt to stop or control the violations, especially the unencumbered asset transfer.

2) People Express did not consult with or inform any managing officer of Frontier with regard to the negotiations, terms of the contract or effect upon Frontier of the agreement with United. The president of Frontier, Mr. Martin, is assumed to have known about the negotiations, but he had no advisory role and in fact was a paid employee of People Express and not Frontier Airlines.

3) During and following the negotiations, the Board of Directors of People Express and Frontier were identical. The Board of Directors had independent and equal responsibilities to both companies but acted wholly in the interest of one to the detriment of the other. Additionally, Frontier being a Nevada Corporation, was required by law to have the Board of Directors be a minimum of three persons. At crucial times in the summer of 1986, Mr. Donald Burr was the only director.

4) Although required to provide working capital to Frontier, People Express not only failed to do so but requested that the receipts from Frontier's asset sales be sent directly to People Express. United complied, and Frontier received no compensation for the sale of its assets. People Express accounted for this money as a repayment of intercompany loans. Others would later label it repayment of intercompany debt on the eve of bankruptcy and thus proscribed by law.

5) On August 8th, 1986, Frontier's president, Mr. Martin (a People Express employee) along with a United Airlines vice president, represented to the Denver City Council's Transportation Committee (in charge of the Frontier hangar and gate leases) that the lease transfers to United were necessary to provide Frontier the funds to continue operation until the stock purchase could be completed. The United spokesman, Mr. Lazarus, added that the most valuable Frontier asset was its employees. The Transportation Committee approved the lease transfer based upon these representations.

6) In the joint D.O.T. filing, People Express made no reference that Frontier would not benefit from the asset sale, that it in effect was expropriating Frontier's assets, that it would discontinue funding Frontier, that without the stock purchase, Frontier would immediately go out of business and that there was a high risk that this transaction would be anti-competitive.

7) Frontier Airlines was owned by People Express, Inc. a holding company. The asset sale proceeds went into the operating account of People Express Airlines, a subsidiary company just like Frontier.

8) In the above actions and omissions, People Express engaged in fraudulent conveyance, misrepresentations to city and federal agencies and acted in a fraudulent manner as to the employees and creditors of Frontier Airlines.

ALLEGATIONS OF MISCONDUCT BY UNITED AIRLINES

1) Item 1 (a) of the July 10th contract states United agrees, subject to the conditions set forth herein, to purchase all of the issued and outstanding capital stock of either Frontier Airlines, Inc. or Frontier Holdings, Inc., at United's election, for \$146 million subject to adjustment...' Item 3 (a) states 'Prior to closing the foregoing transaction, United agrees, at People's option, to make any or all of the following purchases of assets of Frontier...' Under the cover of a stated stock purchase, United's intent as exemplified by their behavior was to raid the assets of Frontier Airlines to the point where Frontier would cease to be an operating entity.

2) The requirement of satisfactory union agreements as a purchase condition is understandable although vaguely worded. United's agreement "to use its best efforts to obtain such agreements" is very clear. The failure to initiate any dialogue with 80% of the unions representing 90% of the union members is by no means a best effort. United's negotiations with ALPA more represented initiation of internecine warfare than a good faith attempt to reach an accord. By never moving from its initial offer and by refusing to deal with any other union and by refusing an ALPA offer to enter into binding arbitration; United failed to make a good faith effort to fulfill the main condition of the stock purchase portion of the agreement.

3) United ignored the legal restrictions contained in the October 17th Agreement. The United vice president, who earlier signed the October 17th Agreement while Frontier's president, was party to the stock and asset purchase agreement for United and knew fully of the asset sale and other restrictions therein.

4) United misrepresented facts and intent in representations to the Denver City Council and the Department of Transportation, Department of Justice and the Federal Trade Commission.

5) Once United gained the transfer of the Frontier assets it discontinued efforts to consummate the stock purchase agreement. One of the examples of this is United's failure to file a Section 408 application with the D.O.T. regarding approval for the stock purchase. The joint D.O.T. application for the asset transfer states rather inaccurately "An application for Section 408 approval of the stock acquisition will be filed with the Department at the earliest possible date". On August 20th, before Frontier ceased operations and before the August 31st contractual deadline for union ratification, United notified the D.O.T. that it would not be making an application to purchase Frontier's stock.

6) United was notified by Frontier, prior to the August 24th cessation of operations of Frontier's idea to shut down in order to pressure ALPA. United's knowledge of this went to presidential level and United did not object. The Frontier managers are still under the impression that United agreed to the shut down plan. Upon that act, United declared that Frontier had been irreparably harmed and they had no further interest in purchasing Frontier. They gave Frontier notice to vacate its hangars and other facilities on August 27th, giving Frontier 10 days to vacate.

7) Before United broke off negotiations with ALPA, People Express verbally offered to make up the contested difference in the Frontier pilots salary. United Airlines refused this offer.

8) After Frontier shutdown but prior to the bankruptcy, People Express offered United Frontier's stock free if they would assume Frontier's liabilities. United's answer was that People Express would have to "pay United" to take Frontier's stock. In essence, a company that United agreed to purchase for \$146 million just six weeks earlier was available for \$103 million less and United refused the offer.

9) United did not pay or otherwise compensate Frontier for the sale of Frontier assets as was required by the Master Asset and Lease Agreement signed by the two parties. The resulting intercompany transfer of assets was also proscribed by the October 17th Agreement.

10) United can easily be accused of fraudulent conveyance, misrepresentations, fraud, bad faith bargaining and anti-competitive practices.

Finally and very importantly, the Airline Deregulation Act of 1978 set the stage for the above events. Yet what appears to have happened was never intended to by the Act and is in fact proscribed. Section 102 (7) of the Act states the following to be in the public interest: The prevention of unfair, deceptive, predatory, or anti-competitive practices in air transportation, and the avoidance of unreasonable industry concentration, excessive market domination, and monopoly power; and other conditions that would tend to allow one or more air carriers unreasonably to increase prices, reduce services, or exclude competition in air transportation.

THE AFTERMATH

Frontier Airlines filed for Chapter 11 bankruptcy protection on August 28, 1986. With its key operating assets gone and the monies diverted to another company, Frontier had no chance of reorganizing and returning as a competitor in the Denver market. Three groups were primarily affected by the bankruptcy: The creditors of Frontier, its employees and the traveling public all of whom were ill-served by the maneuvers of People Express and United Airlines. United's response to the elimination of a competitor was to immediately add 51 flights in Denver, enjoy increased load factors and to raise prices. One year later, the price of a ticket in many Denver markets has more than doubled.

The Frontier estate had leased aircraft sitting idle and Frontier's former employees, who took the blow like the sudden death of a family member, were also idled. Continental immediately reviewed the prospects of a bargain rate expansion of their airline using these planes and crews. Continental entered into an agreement to lease the aircraft, offered Frontier employees jobs if they waived all claims against Frontier and People Express including their no furlough claim and any other recourse by legal action. Continental then bought Frontier's stock for \$10 million and became the debtor in possession. Frontier, at Continental's direction, filed suit against United for two counts of fraudulent conveyance, preferential transfer, turnover proceeding (to recover assets) and fraud. This suit was settled out of court with United returning all Frontier assets.

The former Frontier aircraft, with Frontier crews, entered service as part of Continental airlines on November 7, 1986. Continental now possesses three hangars, controls two concourses and has replaced United as the largest carrier serving Denver. The Frontier estate is about to be settled with a plan to pay creditors the full amount of their claims and provide a \$40 million excess to be delivered to Continental.

As with so many business transactions, employees suffer the most. The United Airlines employees through the machinations of their management have lost a perfect opportunity to control a vital hub market and for their company to profit and be strengthened as a result. The opposite has obviously happened. The former Frontier employees have all suffered financially, many quite severely. Those who chose to work for Continental are able to practice the skills they mastered at Frontier, but at much lower pay rates.

As in most tragedies, there are lessons to be learned. As frequently happens, the most innocent bear the brunt of the pain generated by the actions of others. What must be recognized as the most important lesson from the loss of Frontier is that this happened as a result of allowances provided by the deregulation

of the airline industry. The intent of the Deregulation Act of 1978 was to increase competition and benefit the public. In many instances this has been accomplished. But in others, such as this example, a small high quality airline with highly skilled employees and a popular product that added competition to the industry, flew into oblivion; not because it did not serve the public, but only because quality is no longer a match for size.

BILLY WALKER'S COMMENTS

The document speaks for itself. There may be others, but I did note one omission in particular - on Page 6:

5) On August 8th, 1986, Frontier's president, Mr. Martin (a People Express employee) along with a United Airlines vice president, represented to the Denver City Council's Transportation Committee (in charge of the Frontier hangar and gate leases) that the lease transfers to United were necessary to provide Frontier the funds to continue operation until thr. stock purchase could be completed. The United spokesman, Mr. Lazarus, added that the most valuable Frontier asset was its employees.

I spoke at this same Denver City Council meeting immediately following Lazarus' comments. I pleaded with the council members NOT to allow transfer of Frontier assets until the agreement with United had been completed. I stated, frankly, that we had every reason to believe that what happened would, in fact happen. In this case I very much hated being right...

Turns out PeopleExpress transferred Frontier assets directly to United which was illegal as it bypassed the Frontier corporate veil. By the time we knew this and went to Federal District Court Judge, Zita Weinshienk it was too late! Judge Weinshienk agreed with us albeit unable to reverse the damage done. The majority of assets had already been transferred.

In the end the only thing United gained was the sale of two MD-80 slot positions to American. Continental ended up with Frontier nuts-guts and feathers! ...for a song! Lorenzo bought FAL out of bankruptcy for \$10 million bucks. Cheap enough. But, he knew that there was over \$10 million in the pilots excess funding of our retirement. At this point his net cost was a paltry \$5 million. After all the lawyers were paid and a few secured creditors, there was apparently \$187 million left! The reality was heartbreaking to us knowing that Frontier was anything but bankrupt. But, in the end employees, even employees who bought and paid for the right to have some say, had no say...

Doug Bader and I appeared on Woody Paige's local radio show expressing these same concerns. Woody, a well know talk show host and Denver Post columnist, was very supportive of the Frontier employees plight.

We had all been delighted with UAL's announcement that United would be buying Frontier. Then, Dave Pringle showed up at a meeting in the Frontier Board Room and said, essentially, that if the Frontier pilots would find a way to abrogate the United pilots contract then he might be inclined to talk to the rest of Frontier's employees. Things went down-hill from there...

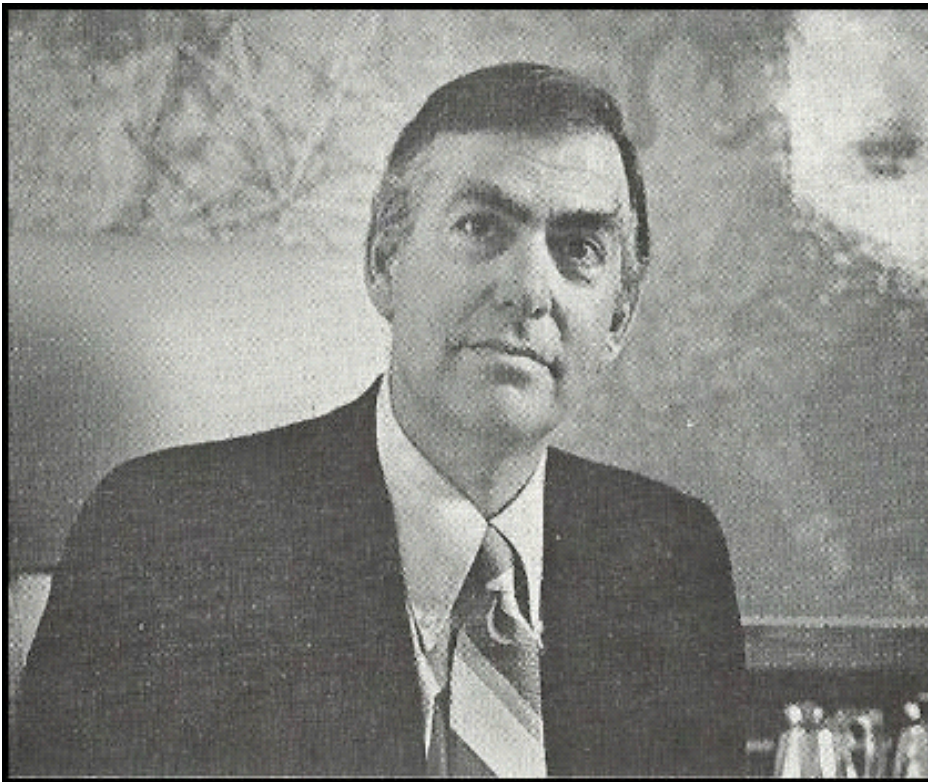
Likely, you'll remember one hell of a horrific roller-coaster ride. We all hung on and hung in there. The results were anything close to our hopes. It is difficult for me to go back to

those dark days with the realization that Lorenzo ended up as Frontier employees savior! Unfathomable! ...but true. The agreement with Continental was ugly at best. We stated, on several occasions, that it was a way to keep food on the table until something better came along. Some went and stayed. Some went and later left. Some, myself included, did not go with CAL. Those who did finally saw improvement when Gordon Bethune became the CEO. But, they went thru 12 years of pain until he made things better. The former Frontier pilots who stayed on with CAL eventually retired well. The sine-wave that Richard Ferris, et. al. started has not yet fully sinusoidal out...

During the time all this was happening to Frontier, America West Airlines was starting up with less than \$20 million funding. What dichotomy! America West was starting up and became successful due to Ed Beauvais' efforts. Frontier was forced from the skies when it had all the infrastructure and motivated employee base in place!

Hank Lund realized this and, while too late to save the old Frontier, later started the new Frontier. Hank was fired from Frontier because he refused to liquidate the company at Jerry O'Neil's demands. Joe O'Gorman came on board to do that and came to see the employees strong will to see our beloved airline survive. After, the PEX failed experiment, the United debacle, and the CAL "merger" we employees could only hold onto the pride we shared in this once great airline - this way of life. Looking back on all this makes me shake my head.

-Billy Walker, pilot



IN THE NEW ENVIRONMENT

**'Route authority and a dime
won't buy you a cup of coffee.'**

by Al Feldman

Excerpted from the January, 1979 Frontier News

As I have talked with employees around the system during the past few weeks, the most frequently-asked question is "what new routes are we going to get?"

I generally answer, "Tell me what you want, and we'll get it for you."

Under the Airline Deregulation Act of 1978, passed by Congress and signed by the President in October, getting new routes will be almost as easy as shopping in your local 7-11 store. But the other guys can do the same thing. And therein lies the moral to my story: Route authority and a dime won't buy you a cup of coffee (even if you could find a ten-cent coffee machine). Not any more.

In the "old days" (a couple of months ago) when the CAB awarded us a route, it was a protected franchise. Only a few airlines had the authority on the route, and in many cases, there were legalized monopolies. Although routes were hard to get, once you got one it was a real solid asset. Nobody else could compete with you without going through a lengthy and expensive process with the CAB.

Now, all that has changed. Route authority is cheap. Having a route isn't as important as what you do with it.

I don't want to imply that we won't be going after new routes. Of course we will. But our selection criteria will be different. We need to anticipate who the competition might be, and what they're likely to do. And every route — both existing and potential — will be competing with every other route for our resources.

Simply put, we'll allocate our dollars, our airplanes and our people to the markets that will give us the greatest return. We'll be adding routes, we'll be dropping routes, and we'll be shifting schedules.

What really is important now — more than ever before — is productivity. We've been an effective competitor in the past because our unit costs are lower, we can make decisions faster, our service quality is better, and our people are smarter. In the new environment, the importance of all of these factors will be magnified many times.

The money we spend must be spent wisely — a particularly tough challenge in the face of inflation. Our analysis of what the competition is doing, or is likely to do, must be communicated through the organization rapidly, so we can alter our strategies. We must continue to treat our passengers as first-class citizens, and improve our on-time performance and operating reliability. And we must work smarter, not necessarily harder.

I've been an outspoken advocate of airline regulatory reform because I'm absolutely convinced that it will be good for our company and our employees. Although the future holds an appreciable amount of uncertainty, the skill and dedication of Frontier's work force — at every level of the organization — is unmatched by any other airline. I firmly believe our people will be equal to the tasks ahead. And Frontier's routes — whether old or new — will all be winners.

Deregulation details: focus on the Act.

Signed into law by President Carter on Oct. 24, the "Airline Deregulation Act of 1978" is the culmination of several years' effort to overhaul the regulatory mechanism of the scheduled airlines as practiced under the Civil Aviation Acts of 1938 and 1958.

The main thrust of the policy statement of the act instructs the Civil Aeronautics Board to consider "the placement of maximum reliance on competitive market forces and on actual and potential competition" — "to provide efficiency, innovation and low prices."

In general, the law provides for a variety of ways in which new route authority can be offered to more airlines, and it gives airlines greater freedom to vary fares.

But that's just the beginning. Here are some of the specific provisions that will affect the way we do business:

Routes

Airlines can acquire routes in three ways:

1. By filing route applications which the CAB must process in an expedited manner. The so-called "public interest test," however, has been reversed; the Board must now grant an application unless it is proven to be in the public interest to deny it.
2. By picking up dormant, or unused, authorities of other carriers on a first come, first served basis.
3. By a limited amount of "automatic" route expansions. Airlines may acquire one new route each year for each of the next three years. In turn, each airline may protect one of its existing routes each year from automatic entry by any other airline.

The dormant and automatic route provisions apply only to the mainland U.S. (not Hawaii), San Juan and Virgin Islands; routes to other countries will continue to be governed by the terms of bilateral treaties between the countries.

Fares

Effective July 1, 1979, an airline may raise fares by as much as five percent above the standard industry fare without Board approval (except in monopoly markets). Airlines may lower fares by as much as 50 percent, and the CAB has authority to increase the downward zone.

Termination of Service

Airlines may terminate all service to a city upon 90 days notice. If the exit leaves a city without "essential air service," the CAB may require a carrier to remain in the market until a replacement carrier is found. The CAB has authority to cover a carrier's losses for up to a year while it seeks a replacement.

Subsidy

Subsidy for local service carriers expires in ten years, although the traditional framework of the program is substantially modified to reflect the community's needs, rather than the airlines'. There will be much greater flexibility for commuters to replace certificated carriers where they can provide more service for less subsidy.

"Sunset Provisions"

The CAB's powers with respect to route regulation will expire Dec. 31, 1981, and with respect to rate regulation on Jan. 1, 1983. The Board must submit a report on the state of deregulation and its own continuation by Jan. 1, 1984. The Board will be abolished on Jan. 1, 1985, but certain of its powers will be transferred to the Dept. of Justice and the Dept. of Transportation.

^Excerpted from the January, 1979 Frontier News^

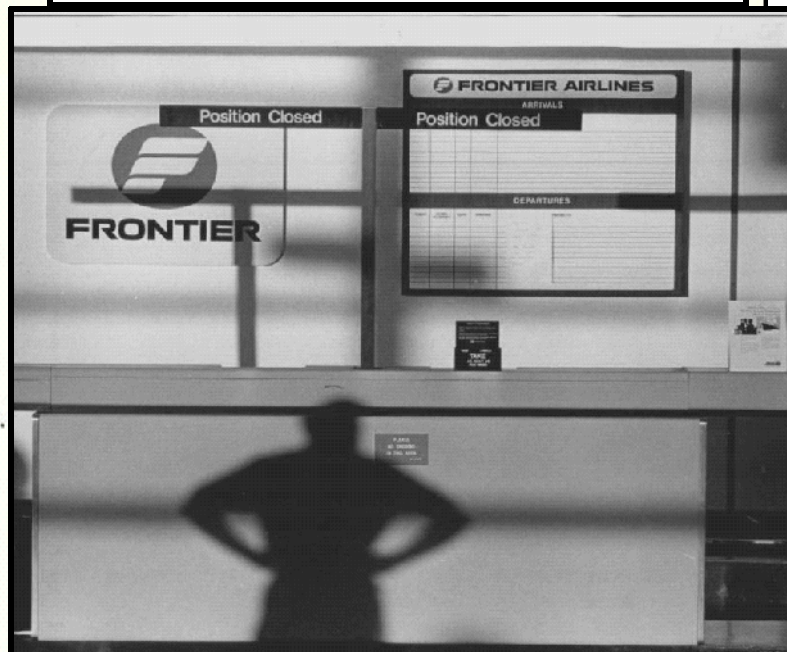


Photo of Seattle ticket counter on August 25, 1986

FL RT MAP IN 1978 WHEN DEREGULATION STARTED.



SCRIPPS HOWARD

Rocky Mountain News

128th year, No. 125

DENVER, COLORADO

MONDAY

©AUGUST 25, 1986

25 cents

Frontier shuts down; buyout talks continue

THE BLIZZARD OF 1982

(The storm shut down Frontier's hub in Denver for several days at Christmas in 1982. A recent posting at FLacebook made many FLolks remember back to that hectic time.)

I was the tower manager that day it was suppose to be the first day I had Christmas off ever at FL. I got to DEN at 3:30AM and called in the snow plows. Saw one FX 727 taxi out about 05:00 and taxi back in about 07:00. Two NW 727s went on their tail by the WA hangar while the FL planes were in the hangars. I finally got my pickup in the employee dug out on the 26th with the help of a push back tractor. One flight called in-range about 08:30 and then diverted. It was the perfect storm.

-Mike White, tower manager

I was commuting at that time. I was working a double on Christmas eve, then a morning shift on Christmas day and then taking a pm flight to STL. My first leg was AM at the freight house and it was already snowing hard at 5AM. By 10, UAL had already canceled their entire schedule. FAL followed suit. When my shift at the freight house was done, I hitched a ride to the terminal for my second shift at load planning. They got lost between the freight house and gate 14 and were stuck in the snow. They got out and followed the sounds and were only a short distance from D14. It got worse after that. About midnight the storm was over and they all started digging out equipment. About 3AM the snow plows were cleaning the FAL ramp and by about 5 it was cleared and ready. The really sad part was that the city only had 2 plows to clear the taxiways and runways. Worst part, FAL's first departure wasn't till around 10PM.

-Chuck Tiskos, station agent

I remember this storm well. I left the airport at 500 pm for home, a trip of about 30 min. Didn't make it all the way and walked the last mile. Was snowed in for three days. When I returned to the airport, we had carts of mail stacked up for days.

-Jim Meade, station agent

I usually think about the DEN Blizzard of 1982 about this time of the year. One agent at DEN FF asked how long he should stay for overtime. "Until we tell you to go home," was the reply. He was still on the clock two days later!

-Jake Lamkins, station agent

I remember that, his nickname was "stoneface". Can't remember his real name.

-Mark Dooley, station agent

It was John Stone at DENFF. I thought he stayed on the clock for THREE days! Overtime became TRIPLE time from Christmas on.

-Gary Smith, station agent

Missed the approach at DEN and headed for GJT as alternate. Stuck there for 2 days at the Holiday Inn.

-Ed Woodson, pilot

I couldn't get to work because I couldn't get my driveway shoveled out. The snow was falling faster than I could shovel. Stuck at home in snow that was about 4 ft deep for about 3 days until Jay Kane came with a 4 wheel and picked me up. Those poor guys stuck on the ramp were sure glad to see us come and relieve them. That was the Christmas where no one in DEN had Christmas where they thought they were going to have it!

-Penny Tritthart, station agent

I remember this well. I was working in the freight house. I had not been in DEN very long, and was not very familiar with area around the freight house there was ramp at the right end, when

facing the back. I was told to get one of the tugs with a blade on it and clear the area behind the freight house. I ran off the high end, needless to say. I really had a rough ride.

-Buddy Griffin, station agent

I remember this storm vividly. Couldn't get to Stapleton for my flight so Frontier had mechanics come in jeeps with plows to pick us up. This was the worse storm ever.

-Marcia Glasrud Crump, flight attendant

We had gone on a trip to a much warmer climate. We were sitting with shorts on and the windows open when we got the news. It took days to get back. We had to dig out other cars in the parking lot to just to find ours. We had a Subaru. It did pretty well in the snow..we had to go to cel Landy's house to pull her car out. What a snow storm!

-Mildred Jackson, reservation agent

My Aunt died that Christmas, and my Mom had to fly to Kansas City, as FL had nothing into Denver. Paid some \$400 for the first time in my life for a plane ticket. What a terrible storm.

-Ginger Treptow, ticket counter agent

I remember this! It was unreal!

-Lana Wiehe, reservation agent

I remember trying to make people understand that their loved ones were not going to arrive for Christmas..they were so irate that we had airport security come over and one guy took a swing at a security guy and off he went to spend Christmas Eve in a PHX jail

-Linda Hamala, ticket counter agent

I was working ticket counter in DSM at the time of the storm...worst christmas I ever had. Rebooked some folks five or six times at least!! Had an MD80 that sat in DSM the whole time and when we finally could send it to DEN, filled it up with 147 passengers, and it got to the end of the runway and returned to the gate with a mech and cancelled...found out later a spring that cost about 10 cents broke. Pax were PISSED!!!! What a nightmare christmas that was!!

-Mike Jensen, ticket counter agent

Cont'd on p.27

From the internet: As Christmas 1982 approached, forecasters were predicting a white Christmas several days beforehand but most were expecting a moderate snowfall of 6 inches. Two days before Christmas Eve though, the picture began to change. On the 22nd a Pacific cold front came ashore in California bringing severe rain, high surf and even hurricane force winds. As it moved east over higher terrain, it dumped 2 feet of snow in the Wasatch Mountains near Salt Lake City.

At about that same time, jet stream winds were forming a trough of low pressure over the southeastern plains of Colorado. The counterclockwise motion of the trough began to pull moist air into the state. Further east Kansas and Oklahoma experienced severe thunderstorms and even tornadoes. The winds set the stage for strong upslope conditions along the Front Range.

Rain changed to snow on the plains and shortly before midnight on the 23rd, a full blown blizzard had developed. Denver woke to snow on the ground the morning of Christmas Eve but the storm was just getting started. Snowfall rates of 2 – 3 inches per hour were the norm during the day and winds screamed at 50mph causing wind chill temperatures to plummet to as low as -35 degrees. As conditions continued to deteriorate throughout the day, the gravity of the situation began to be realized.

Stapleton International Airport was forced closed at 9:30am on the 24th and remained closed for 33 hours and only limited operations were possible for days following the storm. Thousands of travelers were left stranded in the airport and forced to spend their white Christmas on the concourses of the facility.

-<http://www.thorntonweather.com/blog/thornton-weather/>

DEN graphic artist and FLan Craig Hansen's renditions of Frontier's Convair paint schemes.



LOOKIN' BACK

By Ace Avakian

Reprinted from the May 2009 FARPA newsletter with Ace's permission. Ace was a great pilot and friend who printed the pilots newsletter for 20+ years and was full of the Frontier spirit. He passed away Feb 18, 2011 at age 86. RIP, Ace.

During a recent get together with fellow pilots, the question came up as to what airplanes I flew and what was given during initial flight phases of training back in the Army Air Corps days. When I mention that I was in an experimental class and went right into the basic trainer by-passing the primary trainer because of previous flying time. My first 'military' airplane was the BT-15 trainer, affectionately called the "Vultee Vibrator" because of its flight characteristics. I am quickly 'corrected' that the 'Vultee Vibrator' was the BT-13 and not BT-15. I then counter by stating that the airplane was a BT-15 and was called the "Valiant" but better known as the "Vultee Vibrator." The only difference being that the BT-15 was powered by a Wright engine and the BT-13 was powered with a Pratt and Whitney engine! Both aircraft rated with 450 horsepower. Still not convinced, and making statements as to my suffering with CRS (Can't Remember Shituff) I had to go back to my files to 'prove' my statements..

In 1938 the U.S. Army Air Corps tested the Vultee V-84 basic combat trainer but although considered operationally ideal for the 'mission', the airplane was regarded as being unnecessarily complicated and over powered. Vultee then developed the V-74 to meet a new requirement, a cantilever, low wing monoplane with fixed landing gear, a tail wheel and two-place tandem seating along with dual controls.

Satisfactory testing brought on an order for 300 aircraft in September of 1939. Subsequent orders were for 11,500 aircraft and designated BT-13 with the name, "Valiant". Then came the BT-13B with a revised electrical system and because of a shortage of the Pratt and Whitney R985 Wasp Jr engine, 11,500 were equipped with a Wright R975 Whirlwind engine and designated BT-15.

The BT-15 had a maximum speed of 180 mph and a service ceiling of 21,500 feet with a range of 725 miles. Of course, during the Primary phase of training the airplane was never flown at the top speed nor ever at the maximum altitude.

Just for a moment, let me take you back a few years. Everyone, suddenly, seemed to quiet down and pay attention to the sounds of the troop train as it started to slow down. All the shades were still down therefore we could not see outside. This was routine procedure for Troop Trains during WWII with the old, "Loose Lips Sink Ships", routine. All of us were staring at each other and listening, wondering if this is to be our final destination, wherever it might be. We had been on the train for two days and two nights but now, the train was slowly chugging ahead very slowly. Slower, still.. and finally squealing to a stop.

It was extremely quiet, no one saying a word, just listening. Suddenly, a far away voice could be heard shouting something. The silence was then broken by doors clanging open and a voice shouting, "Everybody Out!"

We grabbed our barracks bags and started filing out and off the hissing train. We were all squinting at the bright sunlight and could detect the aroma of something sweet which we later found out were from citrus trees. We noticed this Troop Train was not



very long - about four cars — therefore, not many of us. We were at a train station and could see what looked like palm trees in the distance as we filed onto the station itself.

A voice shouted, "Attench-Hut!". An officer jumped up on one of the tables and shouted, "At Ease!...Rest!" We sat down on the platform — still wondering where we were. The officer then said, "Gentlemen — welcome to Arizona! Welcome to Thunderbird Field number 2!" We all yelled a whoop!

Soon busses could be heard — two of them with the olive drab of the Army Air Corps. We were an Aviation Cadet class and now, at last, after going through Pre-Flight Classification (to determine if we were best suited for Bombardier, Navigator or Pilot), pre-flight college training.. and now were about to do what we have been dreaming about — flight training!

We arrived at the field after a dusty trip from the train station. After getting off the bus and waiting for the gates to open, we realized that we must be in the middle of a vast desert. There was nothing to be seen except cactus and small brush with distant mountains of lava. We were, what appeared to be, in the middle of nowhere!

Getting onto the compound itself, one could see one large hangar with the Thunderbird painted on one side and some smaller barracks-type buildings. It was early morning and the sky was a vivid blue from horizon to horizon. There was a certain rugged beauty to it all. (Smog had not yet been invented)

After picking up our bedding and being assigned to our sleeping quarters, all heads pointed skyward as we could hear airplanes coming in to land. We were permitted to go out to the flight line and watch the upper-class cadets coming in for land-

ings. The noise of the airplanes - all Stearmans — was music to our ears! The field itself was one big black-top not quite a mile square.

Although Thunderbird II was classified as a Primary Flight Training Center utilizing the standard Stearman PT-17 airplane, it was also chosen to experiment with a basic training airplane to be used for Primary for those that had previous flying time.

Having had a little previous flying time prior to entering service, I thought this over very carefully. Looking at the airplane — it sure looked big — my previous flying having been in airplanes of 65 horsepower — but convinced (and prodding) by a fellow cadet, I volunteered for the experimental class.

For flight training we went through the usual phases of flight such as stalls, chandelles, loops, slow-rolls, snap rolls, day formation and cross country flights.

For the Basic phase, we were sent to what was then Lemoore Army Air Field in California. For this phase, my class was training in the North American AT-6D airplane. This was (and still is) a sweet flying airplane with hardly any flight limitations to it at all! Initially, we flew from the front seat and then from the back seat during the latter phase of the training to get used to a 'big nose' prior to flying fighter-type aircraft. The training consisted of day and night formation, high and low level altitude cross-country day and night, instrument training, all sorts of aerobatics with emphasis on high performance lazy eights, clark rolls, clover leaves, tight formation flying day and night.

For the Advanced phase of training, we were assigned to Luke Army Air Field outside of Phoenix Arizona - 'Home of the Single Engine Fighter Pilot' Again concentrating on close formation flying, day and night and introduced to high altitude and low-level cross country flight (just above the cactus) plus instrument flying. We continued with the AT6 for the first half then the Curtiss P-40 for the final phase prior to graduation and commissioned a Second Lieutenant and earning our silver wings.

Now, I am not a recruiter but tell me — where else can you get this sort of training - where else with this type equipment — where else with these various phases of flight — at eighteen years of age? Tell me, where else? Am I proud? You can bet your sweet Bippie, I am!!

I came with Monarch in Oct of 1948 and checked out as Capt. Feb of 1951. I turned age 26 in Jan of that year. I flew my last DC3 trip with FAL on Dec 31, 1965. On that day, I transferred a 580 from PHX-TUS then flew the DC3 from TUS-PHX-TUS-PHX. My copilot was HB Wrasse.

I flew the last DC3 flight (Flt 10) from PHX-PRC-FLG-INW-GUP-FMN then deadheaded back to PHX on flt 309 a CV340. This was July 31, 1964. My copilot was Del Harty.

I flew the first jet transport between STL and LAS (a B727-200). I was a reserve Capt for 25 years and became a regular when I went to DAL in 1973. I returned to DEN in 1983 where I was flying the MD-80. I retired in 1985 but came back as a flight instructor/check airman for FAL till the very end in 1986 when the company went under.

Ev Aden retired in May of 1981. I became number one when Jug Jella retired in Sept of that year. I was the first and only pilot that completed 35 years with FAL. I proudly wore my 35 year wings. I ended up with 38 years with the company.

I have been writing the Frontier Retired Pilots' newsletter (a quarterly) for the past 10 years. I am the VP and Editor of

FARPA (Frontier Airlines Retired Pilots Assn). I am the VP and Historian of RAPA (Retired Airline Pilots Assn, Intl). I have been inserting the Gone West roster in all of the newsletters and

I am in the middle (?) of writing a book of my experiences with Frontier. This is NOT a history of FAL nor is it a critical view of the demise of FAL. (I leave that to others.) Rather it is the story of a kid that grew up in New York City with a dream. The kid that solo'd an airplane at age 16 - went through the aviation cadet program with the Air Corps (Class of 44G - Luke Field) and after instructing a while, joined (and grew up with) FAL.

I started flying at age 12 (1937) and solo'd at age 16 (1941). I had my pilot's license before I had a license to drive.

PS: The first stewardess ever to be fired for being married was Janet Jackson. She was asked to come back (by Gordon Lincoln) and set a precedent and all the married stewes came out of the woodwork. Janet and I have been married for over 31 years.

-Ace Avakian, emails dating from 5/24/99

MORE ON THE BLIZZARD OF 1982

What a mess! Stuck at home for two days (or was it three?) and we couldn't get to the airport. Then at 1am on Christmas, John (Dahl) couldn't get his diesel-fueled truck started (too cold) and the only person we saw in the employee parking lot wouldn't give us a jump-start. Seems she didn't understand that once her car was running, she could jump his truck without killing her car dead.

-Gary Wingert, station agent

I slept Dec 22 and 23 in the hangar at Stapleton and then got home Xmas Eve and no one was there. My car was buried for a week.. not too good of memories...this storm.

-Donna Coover Bennett, reservation agent

I busted my butt as a reserve FA to drive to DEN 0500 Christmas Eve morning for a sked callout only to find the airport had closed and all the pilots released and gone. FAs were not released until afternoon (??) at which time I decided I would surely be OK to drive home in my little Honda Prelude, since I had gotten here OK earlier.

Silly me. I actually passed snowplows stuck off the highway to make it within 4 blocks of home in Westminster, plowing into a snowdrift in whiteout conditions when I decided to hike it in my skirt and heels the rest of the way, sans luggage. I honestly thought I would die out there in the blizzard, could not see 2 ft. ahead, until I collapsed in my house, face nearly frostbitten; hair full of icicles! Of course, scheduling called next Xmas morning to say the airport was reopening soon, get here ASAP! A couple friends helped dig my car out and I was able to report on Xmas day only to sleep on the floor at Stapleton for the next 2 days.

I was finally able to beg crew sked into letting me PLEASE take one of the first trips out when we FINALLY had minimum crew after DEN reopened... to Eugene, OR. I believe our FO, Dean Bristol actually cross-country skied all the way from his home to report for this flight! At last, a hot shower and warm bed! What a memory!

-Vicky Veldboon, flight attendant

You bet I remember that storm. Had to use a metal detector to find my car when Res supervisor called me in to work.

-Jennifer Stuerke, reservation agent

I remember being real happy I drove a Jeep pickup with a camper on the back. My trip was with Johnnie Tyler, and he needed a ride to a warm place to stay after we finally landed in Denver.

-Al Beardsley, pilot

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

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