

# FRONTIER NEWS



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

We are FLamily!

SUMMER

JULY

2021

#84



*More on page 4*

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Special thanks go out to John & Chris Heimburger for their huge donation which I used to purchase software and newspapers archive access. Another thank you to Billy Walker who sent a large donation for about the 10th time over the years.

The FRONTIER NEWS is digitally 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 1 for Fall, January 1 for Winter, April 1 for Spring and July 1 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".

The Frontier News newsletter will no longer be printed and mailed. Hard copies are not available but you may print your own from the digital post.

The digital editions are posted at our website:

[http://FAL-1.tripod.com/FL\\_News.html](http://FAL-1.tripod.com/FL_News.html)

### ADS

**Use Ads to find friends, sell items, publicize meetings, or just say howdy to the FLfamily.**

#### AD RATES

\$5 for 20 words. \$10 for 40 words, \$15 for a business card, \$20 for 1/8 page, \$40 for 1/4 page, \$60 for 1/2 page and \$100 for a full page. All income goes toward the NEWS, the website and support expenses. Please make checks out to Jake Lamkins.

### FRONTIER ON THE INTERNET

<http://OldFrontierAirlines.com>.

Visit the Frontier website and check out our page at FLfacebook:

<https://www.facebook.com/groups/172416905475>

This 84th issue of the Frontier News marks 21 years since I started publishing it. It has gone by remarkably fast. I once commented to my daughter how much faster time seemed to go by as I aged and she proved she had inherited my smart mouth when she replied, "That's because you're going downhill, daddy." Well, so be it. It seems to happen to us all from conversations I've had with other "senior" citizens.

That and those darned names. Why are those pesky things so hard to remember? One I have had trouble remembering for years is Leo Szilard who was a physicist involved in the Manhattan Project and quite a character. Mentioning my problem to my always helpful daughter, she said, "Just think of lizard when you think of him." It worked! But I may have to start calling other folks neighbor, pal, buddy, and so forth rather than risk a miscall which is so embarrassing.

The odd thing about this memory business is that the problem does not come up very often when I am remembering Frontier folks. I wonder why I can remember hundred of names from that memory bank and not recall the name of the lady I met last week at the library?

Like most of you, I imagine, I'm amazed and sometimes startled to find myself at this advanced age in life. I'll be 80 next year and I certainly never expected to reach such an advanced birthday. Consequently, I relish and appreciate every day of this miracle that is life. I hope you are sharing that feeling with me.

### TABLE OF CONTENTS

Carl Willmann.....	1
Letter From The Editor.....	2
Reunions.....	3
More On Carl.....	4
FLights West.....	5
Myhre Speaks.....	10
Nighthawks.....	14
Frontier History.....	16
Notes From FLolks.....	19
ALEA News.....	23
CPR 1971 Award.....	24
DEN Reunion.....	26
Al Kendell.....	27
BoJang Whyhigh.....	28


**REUNIONS TIMETABLE**


*This is the information we currently have.  
Coordinators of FL events; please let us know the details.  
More info at <http://OldFrontierAirlines.com>*

**DEN MAINTENANCE BREAKFAST**

Breakfast, monthly, first Wednesday, 9:00 a.m.  
at Ted'z Place, 5271 E 52nd Ave, Commerce City, CO 80022  
Contact:

Bob Keefer, 303-229-6904

**DEN PILOTS**

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

Bonnie Dahl, 303-521-5611, BCDahl777@gmail.com

**DEN FLIGHT CREWS**

Luncheon, monthly, every fourth Tue, 11:30 a.m.  
at Perfect Landing Restaurant at Centennial Airport terminal.  
Any Frontier folks welcome, even friends & relatives.

Contact:

Bonnie Dahl, 303-521-5611, BCDahl777@gmail.com

**DEN REUNION PICNIC**

See ad on page 26

Contact:

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

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

Barbara Monday, 303-344-8745 bandbmonday@comcast.net

**DFW MECHANICS REUNION**

2021 Date TBA

Contacts:

Bill Guthrie, 254-631-5699, bill\_guth3@yahoo.com

Brady White, 817-688-9873, ontopavia@aol.com

**DFW PILOTS**

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

Contact:

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

**FYV-FSM MEMORIAL PIGNIC**

See ad this page.

Contacts:

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

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

**MCI REUNION**

Luncheon, third Sat of every odd month, 11:00 am  
July 18th, September 19th and November 21st.

Paul and Jack's in North Kansas City,

<https://www.paulandjacks.com>

May resume in the Fall 2021

Contact:

Rose Dragen, 816-741-1995,

mdragen@juno.com

**ALL MEETINGS ARE SUBJECT  
TO CANCELLATION OR RESCHEDULING  
DUE TO THE COVID-19 PANDEMIC.**

Contact event coordinators before making plans to attend.

You are encouraged to get vaccinated

before attending any gatherings.



**YOU ARE INVITED TO THE  
54th ANNUAL  
FYV FSM FRONTIER PIGNIC  
Tuesday, August 31, 2021  
1:00 p.m. - 2:30 p.m.**

**Meet For Lunch  
at the Village Inn Restaurant  
3364 N. College Ave., Fayetteville, AR**

Due to the uncertainties of the COVID pandemic, we plan to have a small reunion this year. We will meet for lunch and renew our friendships.

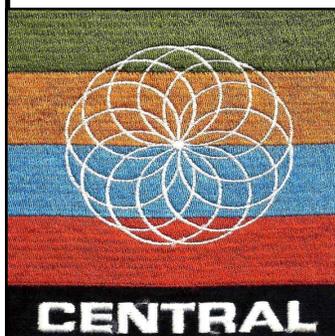
We have been getting together since 1968 to re-new friendships and talk about what it was like to work for a great little airline. All Frontier employees, families & friends are invited. No donations this year but plan to pay for your meal.

Let us know you're coming so we can pre-plan the seating at the restaurant. Hope to see you there.

For info and/or directions:

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

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



**CENTRAL**

**MCI REUNION 2021**

We are hoping to have a gathering in the Fall....outside after it cools down.

We feel outside would be the best option, but not at 90\*.

We are thankfully doing well.

**-Mike and Rose Dragen**

**CARL WILLMANN****1947 - 1988****AIRCRAFT MECHANIC, LEAD AIRCRAFT MECHANIC, FOREMAN-LINE SERVICE, ENGINEER, MANAGER-PROJECT ENGINEERING  
DEN**[http://FAL-1.tripod.com/Carl\\_Willmann.html](http://FAL-1.tripod.com/Carl_Willmann.html)

*(According to my records, Carl was the second longest serving employee in Frontier history. He worked for the company from Feb 1947 until sometime in 1988. I have not been able to pin down when he left but it was after 41 years, give or take a few months.*

*Carl worked in the post-bankruptcy Frontier with Cal Reese who is the longest serving employee with 44 years service. Cal was featured on the cover of the Winter 2013 Frontier News.)*  
*([http://FAL-1.tripod.com/Cal\\_Reese.html](http://FAL-1.tripod.com/Cal_Reese.html))*

**Lynne Willman**

My dad, Carl Willmann, decided to take his final flight west on May 26, 2021. Here is the link to his obituary:

<https://www.horancares.com/obituary/Carl-Willmann>

He will be missed and thought of often.

**Carl Victor Willmann****June 23, 1924 ~ May 26, 2021 (age 96)****Obituary**

Carl V. Willmann, age 96, passed away on May 26, 2021 in Lakewood, CO. He was born June 23, 1924 in Greeley, CO, the youngest of 8 children born to Eva Katharina (nee Frank) and Henrich Willmann. His parents were Germans who immigrated from the Volga River region of Russia and settled in Loveland, CO. The family values of hard-work, innovation, persistence, and faith were taught to Carl and these ideals directed him throughout his life.

His passion was aviation. He served as a Sergeant with the 1252nd Army Air Corp North African Ferrying Division in WWII, stationed in Casablanca, Morocco. He worked on C-46 and C-54 aircraft as a mechanic and flight engineer, flying personnel and supplies around the Mediterranean and across the South Atlantic. He received his Fixed-Wing Commercial Pilot's license in 1948. After the war he worked for the original Frontier Airlines for 41 years as an A&P mechanic, lead foreman, engineer and Manager of Engineering. He then started his own business specializing in aircraft leasing for airlines across the world.

He married Elnora Helen (nee Dietz) of Eaton, CO on October 12, 1947; they lived near Stapleton Airport and had two daughters (Sherry and Lynne). The family moved to Westminster, CO in 1960. Carl was active in his church (Valley Lutheran), the VFW, the Silver Wings Fraternity and the Frontier Airline retirement club. He was always intrigued by his heritage, researched his genealogy and attended American Historical Society of Germans from Russia (AHSGR) conventions.

If Carl didn't know how to do something, he figured it out (where there's a Willmann, there's a way!). He was interested in all things mechanical, home construction/maintenance, wood-working, welding, plumbing, electronics—a true Jack-of-all-trades. Early in his career, he and a buddy would buy crashed single-engine airplanes and rebuild them in the backyard. He enjoyed hunting, fishing, hiking, camping, ice skating, bowling, swimming and going on adventures. He loved to travel and his



Carl signs for Frontier's 39th Boeing 737 on Oct 2, 1979

many trips (Switzerland, Germany, Ireland, Australia, New Zealand, Singapore, Canada, Mexico, Brazil, Barbados—to name a few) took him to 6 continents (he never made it to Antarctica!).

Carl was predeceased by his parents, his sisters Minnie Ragsdale, Hilda Ostermiller, Clara Rutz, Rose Erbes, his brothers Henry, Arnold and Albert and his wife of 54 years, Elnora. He is survived by his daughters Sherry (Eric) Olin and Lynne, his granddaughters Jessica (Adam) Riggs and Laura (Jim) Topper, two great-grandchildren, many nieces, nephews and friends.

Visitation will be held on Wednesday, June 16th from 5-8:00 PM; Funeral Service will be held Thursday, June 17th at 10:00 AM at Horan & McConaty, 7577 W. 80th Ave., (80th & Wadsworth) Arvada, CO. Military honors and interment will be held at noon June 17th at Ft. Logan National Cemetery. All are welcome to a reception/lunch at the Olin residence in Golden from 1:30-4:00 PM.

Donations in Carl's memory may be made to Wings Over the Rockies <https://56000.blackbaudhosting.com/56000/Annual-Fund-Campaign>. Carl was one of the "good guys" and will be greatly missed by all who knew and loved him.

Leave your favorite memory of Carl or condolences with his family in the Tribute Wall.

**Dick Bennett**

Sorry to hear of Carl's passing. I worked with Carl at Boeing & Douglas when he was in charge of purchasing new aircraft for FAL. Bowled with him & his wife on the FAL bowling team. He will be missed.

**Bill Buse**

This is sad news to hear. My stepfather, Harold Ruppel, and Carl Willmann were very close friends and Carl and his family were like members of our family.

We spent much time playing pool in their basement and Carl always loved showing us his latest pictures. I still remember his pictures from his trip to Singapore to pick up the 737 that Frontier bought from Singapore and how amazing that trip was.



# FRONTIER

## FLights West

### GONE WEST

We salute our FLriends on their FLight West.  
They are not dead until we forget them.

\*\*\*\*\*

All our memorial webpages are at  
<http://FAL-1.tripod.com/Obituaries.html>

Others are

AGENTS, CLERKS, SKYCAPS

<http://FAL-1.tripod.com/ObitsAgents.html>

FLIGHT ATTENDANTS

<http://FAL-1.tripod.com/ObitsFAs.html>

MAINTENANCE

<http://FAL-1.tripod.com/ObitsMx.html>

MANAGEMENT & OTHERS

<http://FAL-1.tripod.com/ObitsMgmt.html>

PILOTS, DISPATCHERS, FLIGHT OPERATIONS

<http://FAL-1.tripod.com/ObitsPilots.html>



### 17 DEATHS REPORTED SINCE THE SPRING 2021 ISSUE

**Brad Barkey,**

DEN flight attendant, 7/11/19, age 62

**Jack Bass,**

PHX ABQ DEN station agent, JAMTO agent,  
president's assistant, 1/4/19, age 95

**Ken Boyd,**

OKC TAB SATO manager, 8/17/03, age 73

**Wanda Foster Bass,**

PHX flight attendant, 3/11/20, age 92

**John Beck,**

DEN aircraft mechanic, inspector, 1/6/20,  
age 86

**Gabe Gallardo,**

DEN station agent, 9/13/13, age 68

**Bob Hall,**

ADM OLU MKC OMA DEN station agent,  
3/19/21, age 79, heart failure

**Gordy Hunt,**

GTF station agent, senior station agent, 12/11/20,  
age 82

**Marv Larson,**

SLC GTF DEN pilot, 4/9/21, age 79

**Sharon Hilton McGhee,**

DAL DFW DEN flight attendant, 3/24/21, age 72,  
pancreatic cancer

**Obie Oberhaus,**

STL station agent, 1/10/17, age 66

**Shari Oliver Salsbury,**

DEN flight attendant, 5/1/21, age 77, heart attack

**Doyle Osborn,**

FSM FYV PNC PUB JLN ICT station agent,  
station manager, 6/4/21, age 85

**Ken Schmale,**

LNK station agent, 3/20/21, age 86

**Pat Snoke,**

DEN secretary, 7/3/14, age 79

**Dan Todd,**

DEN vp-public affairs, 6/3/21, age 82

**Carl Willmann,**

DEN manager-project engineering, 5/26/21,  
age 96

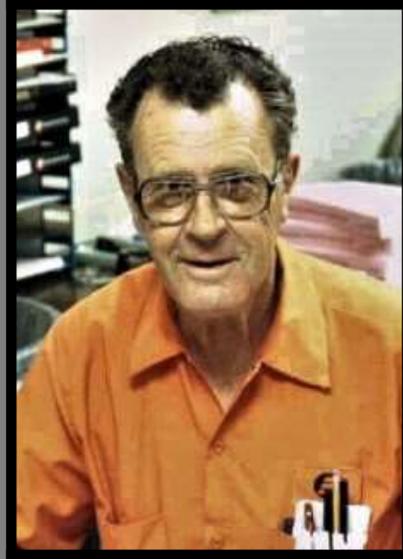
**GORDY HUNT**

*is the 2200th memorial webpage posted!*



**BRAD BARKEY**  
1978 - 1986  
FLIGHT ATTENDANT  
DEN

[http://FAL-1.tripod.com/Brad\\_Barkey.html](http://FAL-1.tripod.com/Brad_Barkey.html)



**JACK BASS**  
1958 - 1986  
STATION AGENT  
PHX ABQ DEN

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

27



**WANDA FOSTER BASS**  
1951 - 1963  
FLIGHT ATTENDANT  
PHX

[http://FAL-1.tripod.com/Wanda\\_Foster\\_Bass.html](http://FAL-1.tripod.com/Wanda_Foster_Bass.html)



**JOHN BECK**  
1963 - 1986  
AIRCRAFT MECHANIC, INSPECTOR  
DEN

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



**KEN BOYD**  
1953 - 1986  
JAMTO AGENT, SATO MANAGER  
OKC TAB

[http://FAL-1.tripod.com/Ken\\_Boyd.html](http://FAL-1.tripod.com/Ken_Boyd.html)



**GABE GALLARDO**  
1981 - 1986  
STATION AGENT  
DEN

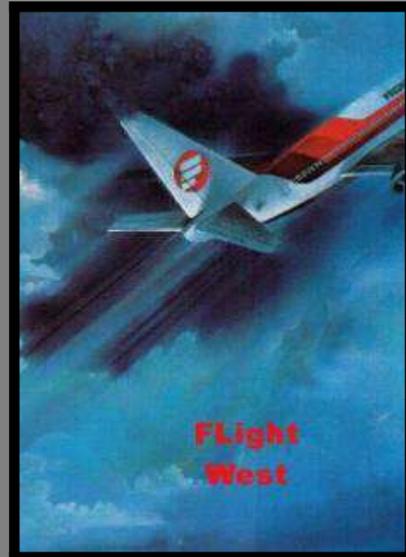
[http://FAL-1.tripod.com/Gabe\\_Gallardo.html](http://FAL-1.tripod.com/Gabe_Gallardo.html)

27



**BOB HALL**  
1963 - 1986  
STATION AGENT  
ADM OLU MKC OMA DEN

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



**GORDY HUNT**  
1961 - 1986  
SENIOR STATION AGENT  
GTF

[http://FAL-1.tripod.com/Gordy\\_Hunt.html](http://FAL-1.tripod.com/Gordy_Hunt.html)



**MARV LARSON**

1967 - 1986

PILOT

SLC DEN

[http://FAL-1.tripod.com/Marv\\_Larson2.html](http://FAL-1.tripod.com/Marv_Larson2.html)



**SHARON HILTON MCGHEE**

1970 - 1986

FLIGHT ATTENDANT

DFW DEN

[http://FAL-1.tripod.com/Sharon\\_Hilton\\_McGhee.html](http://FAL-1.tripod.com/Sharon_Hilton_McGhee.html)

27



**OBIE OBERHAUS**

1969 - 1983

STATION AGENT

STL

[http://FAL-1.tripod.com/Obie\\_Oberhaus.html](http://FAL-1.tripod.com/Obie_Oberhaus.html)



**DOYLE OSBORN**

1954 - 1956 /1958 - 1986

STATION AGENT, STATION MANAGER

FSM FYV PNC PUB JLN ICT

[http://FAL-1.tripod.com/Doyle\\_Osborn.html](http://FAL-1.tripod.com/Doyle_Osborn.html)



**SHARI OLIVER SALSBUY**  
1965 - 1984  
FLIGHT ATTENDANT  
DEN

[http://FAL-1.tripod.com/Shari\\_Oliver\\_Salsbury.html](http://FAL-1.tripod.com/Shari_Oliver_Salsbury.html)



**KEN SCHMALE**  
1966 - 1980  
STATION AGENT  
LNK

[http://FAL-1.tripod.com/Ken\\_Schmale.html](http://FAL-1.tripod.com/Ken_Schmale.html)

27



**PAT SNOKE**  
1978 - 1982  
SECRETARY  
DEN

[http://FAL-1.tripod.com/Pat\\_Snoke.html](http://FAL-1.tripod.com/Pat_Snoke.html)



**DAN TODD**  
1978 - 1983  
VICE PRESIDENT - PUBLIC AFFAIRS  
DEN

[http://FAL-1.tripod.com/Dan\\_Todd.html](http://FAL-1.tripod.com/Dan_Todd.html)

## PURCHASE OF AIRCRAFT

Going into the 1950s all the local service airlines were having great difficulty financing the purchase of new aircraft. A movement developed to get federal loan guarantees for such purchases.

Frontier President Mac Myhre testified at the hearings for Bill S. 2229 on June 17 and July 13, 1957. After the bill was enacted Frontier was able to obtain financing purchase Convair 340s in 1959. ([http://FAL-1.tripod.com/Mac\\_Myhre.html](http://FAL-1.tripod.com/Mac_Myhre.html))

Here is what Mac had to say:

Guaranteed Loans for Purchase of Aircraft and Equipment: Hearings Before the Subcommittee on Aviation of the Committee on Interstate and Foreign Commerce, United States Senate, Eighty-fifth Congress, First Session, on S. 2229, a Bill to Provide for Government Guaranty of Private Loans to Certain Air Carriers for Purchase of Aircraft and Equipment, and for Other Purposes.

Senator Bible. The next witness is Mr. Myhre, president of Frontier Airlines.

STATEMENT OF C. A. MYHRE, PRESIDENT OF FRONTIER AIRLINES, INC.

Mr. Myhre. Thank you, Mr. Chairman, I have a prepared statement.

Senator Bible. You may read the statement.

Mr. Myhre. This is short, Mr. Chairman, but none the less sincere. My name is C. A. Myhre. I am president of Frontier Airlines, Inc., a scheduled local service carrier serving the Rocky Mountain West. We serve a total of 40 cities in the States of Arizona, Colorado, Montana, New Mexico, North Dakota, Utah, and Wyoming.

You gentlemen are not unfamiliar with the local service carrier segment of our air transportation system. Not so long ago these same carriers appeared before you in support of a bill which would provide permanent certificates to these carriers.

You were quick to grasp the significance of that legislation as its contribution to stabilizing the industry and making it possible to plan future operations on a businesslike basis. For this we are most grateful.

The local-service airlines have long known that certain major changes to the original basis upon which the local-carrier industry was launched were initial to its ultimate success.

The first such major change was to permanentize the temporary certificates ; the second was to obtain an efficient and economical aircraft suitable for our type of operations. Mind you, these concepts directed always toward the end we all seek—the reduction and eventual elimination of subsidy and improvement in service to the traveling public.

We are concerned here with obtaining efficient, economic equipment. Mr. Joseph P. Adams has demonstrated very clearly our plight with the venerable DC-3. Though we may use this aircraft for some time to come on certain of our route segments, a modern aircraft is desperately needed on the major portion of our routes. Today's seat-mile costs of the DC-3 makes it impossible to operate and break even. That is, without subsidy. The tremendous increase in traffic over the past few years has tended to reduce subsidy, but we have already reached the point where further economic gains cannot be obtained with our present DC-3 equipment.

The trend in the air-transport industry is speed, comfort, and

economy. If the local carriers are to keep pace with our country's dynamic growth and development they must have the tools with which to perform—not only to take advantage of such growth and development but to also make a contribution to it.

The Civil Aeronautics Board is cognizant of the situation which the local carriers face and, as a means of alleviating our predicament, have sponsored the legislation we are discussing today. As I understand

it, the Board ran into substantial obstacles in certain departments of the Government and I commend them most highly for going ahead on their own. At this point you might ask the logical question: Why don't you go ahead and purchase the required equipment ?

The answer is apparent. The earnings history of the local airlines has been poor. Although they have been able to borrow on short-term loans sufficient money to maintain operations and add to the DC-3 fleets, the accumulated earnings of these carriers has remained at practically zero. Thus, financial institutions cannot see their way clear to make such loans as would be required to even partially replace the DC-3's with a modern aircraft. The amounts are too great and the security too weak to withstand the financiers' requirements of repayment.

When one considers the writings in the trade magazines relative to the speculative nature of the trunk airlines' securities, whose record has been reasonably good, it is little wonder that financial houses look askance at the local carriers who have never paid a dividend and whose future prospects look so dim to them.

If the equipment problem faced by the local carriers is to be solved, some definite, positive, and effective action must be taken, and soon.

S. 2229 is the immediate answer, as well as the long-range answer. I have been assured by our bank that if S. 2229 becomes law, they would see no problem in financing equipment covered in this legislation.

Gentlemen, at this point I have a letter from our bank, copies of which are in your hands, and I would like to have your permission to read the letter into the record.

Senator Bible. You may read the letter.

Mr. Myhre. This is dated July 1, 1957. The Central Bank & Trust Co., Denver, Colo.

Dear Mr. Myhee : In the course of our conversations respecting the future financing of your company's aircraft, we have come to a mutual agreement that sometime in the discernible



Mac Myhre, Frontier President  
Apr 1953 - Jan 1959

future your financing requirements will be considerably enlarged. This is because anticipated additional traffic on your existing routes and the probable acquisition of new routes will require not only an expansion in your present fleet of DC-3's, but also and more necessary the replacement of part of your fleet with more efficient and larger capacity air craft to be used on your heavier traffic flights.

This will require sums of money in considerable excess of the \$400,000 maximum which we have heretofore loaned your company on its existing fleet. Such amounts will exceed our present legal loan limit. It is possible that we might be able to enlist the assistance of our correspondent banks in this financing, however, your debt position relative to your capital investment would then be so large that we doubt if any of our correspondent banks, as well as ourselves, would consider it a sound loan. It is, therefore, imperative that substantial additional equity capital is to be obtained coincidentally with such a financing program.

This cannot be accomplished through earnings except over a period of time because of profit limitations which have to be imposed by your regulatory authorities in establishing your mail pay rates. We know also that it is difficult for you to interest the general public in investing in additional shares of your capital stock without the assurance that your routes can be expanded with more and better aircraft, thus enhancing the earning power of your airline.

This resolves itself directly into a question of financing the purchase of such aircraft. It is our belief that the enactment of Senate bill 2229 would facilitate the obtainment of the necessary equipment financing for your airline because it will greatly reduce the amount of risk exposure to our bank and at the same time will allow us to take care of your requirements within our legal loan limitation.

Sincerely, E. B. Slocum, Vice President.

Speaking now of Frontier's area, the need for pressurized equipment in the Mountain area. We cross the Continental Divide 22 times a day. The service ceiling of the DC-3 does not permit us to avoid turbulence. Altitudes of up to 14,000 feet without pressurized cabins, coupled with frequent turbulences, is a definite deterrent to traffic development.

The West has been making great strides in development. Increasing population, increasing industrialization, and increasing development of natural resources demands improved transportation. We should be in a position of capitalizing upon this rising economic activity to the fullest extent.

The economy of modern aircraft has proven its value to the trunklines. The local service lines will reap the same benefits, given the same opportunities.

The local carriers have a built-in difficulty in taking advantage of the benefits modern equipment would provide due to their historical lack of earnings.

Parenthetically I should like to mention that other legislation referring to the subject under consideration is also pending; the Capital Gains case and the Equipment Trust certificates for airlines.

Frontier is wholeheartedly in favor of this legislation also. It may well be that certain financial houses prefer the Equipment Trust method of financing. I would like, gentlemen, to state at this point that it is my personal feeling that this bill we are discussing today is of No. 1 importance.

While it may be true that the Equipment Trust certificates can



A 1956 news article

be used in certain areas, or with certain carriers, and used effectively. I personally believe that the overall effect of this bill would probably enhance the use of the Equipment Trust certificates for certain carriers in certain areas, but this bill is certainly of No. 1 importance.

As to capital gains I feel very strongly on that matter. Subsidized carriers should certainly be permitted to use the gains on sale of present aircraft to apply on the purchase of new aircraft.

Gentlemen, it is most gratifying that you have permitted me the time to submit this statement in support of S. 2229. For this I express my deep appreciation on behalf of myself and my company. May I urge the passage of this bill in the current session of Congress.

Senator Bible. Thank you, Mr. Myhre. How many DC-3's is Frontier flying at the present time ?

Mr. Myhre. We have 15.

Senator Bible. I note from the letter that was read into the record from the Central Bank & Trust Co. that you mean that in the discernible future your financial requirements will be considerably enlarged. Have you placed any firm orders for improved aircraft, F-27 or comparable aircraft ?

Mr. Myhre. Yes. We have a letter of intent with the Fairchild people for four. It was originally for six. Two firm and four on option. We picked up the option on 2 and dropped it on the last 2. So at the present time we have four aircraft on order with the Fairchild people.

Senator Bible. What delivery dates ?

Mr. Myhre. The delivery dates are not firm. At one time they were, September, October, November, and December of 1957, and January and February of 1959. They are not firm at the present time for two reasons. No. 1, the present engine which was available at the time we signed the contract we felt was not satisfactory for our high altitude and hot-temperature operation. Now it is publicly and officially announced by the Fairchild

people that the aircraft will be available in January 1959 with the bigger engines, and consequently we are back in the mill with them again, although at the moment we have not decided on a firm date for deliveries.

Another thing referred to in the letter regarding additional aircraft is this : Frontier at the present time is involved in several route cases, area cases. Any success in those cases would immediately require the expansion of our present fleet to provide aircraft to serve that new area. Of course those cases have not been finally decided. One is the 7-States area case, the other is Montana local service case.

So we do not know at the present time how many additional aircraft will be required, until the decisions are final. Insofar as the larger aircraft is concerned, and particularly the F-27, we would expect to integrate on a small basis to start with, to use those aircraft over our most productive routes, and particularly over the routes of high terrain where the DC-3 has its limitations.

Senator Bible. Has Frontier Airlines completed its financing for the four airplanes you have under operation ?

Mr. Myhre. It has not been on the F-27's. At the present time Frontier has a commitment of \$2,100,000., which was obtained for the purpose of providing required aircraft in a particular case, which was before the Board and has been heard. That commitment is still good. However, the final decision, the Board's final order has not been issued but a news release has been issued, which indicates that we obtained nothing from the case.

So, therefore the commitment of \$2,100,000, which was obtained upon the expectation of obtaining the route we sought in that case, whose productiveness would have provided sufficient capital, sufficient earnings to satisfy the banks that we could repay the loan, it was on that basis that the commitment was made. But it is conditioned upon getting that route and those potential earnings. Without it, the commitment is no good. We still hold that commitment. We will hang onto it of course until this case is finally decided. Because the thing is conditioned upon a particular case which would have provided certain potential revenues which satisfied the banks that those revenues would enable us to repay their loan they went ahead with it. Without that assurance the commitment would never have been granted.

Insofar as the F-27 aircraft is concerned, we would have to finance that on the basis of the earnings of our present route, or whatever the situation may be at the time. In my opinion the earnings of Frontier would not satisfy the banks to the extent that they would finance the F-27's, even the four of them, without some assurance other than the historic earnings of our company, that the loan could be repaid. And that is where this particular legislation comes into play.

Senator Bible. Do I understand you correctly, Mr. Myhre, that if you secure the additional segments that you are requesting from the Board, then the commitments will be honored and you will secure the loans from the banks?

Mr. Myhre. That is right, insofar as that particular case is concerned.

Senator Bible. If the particular case that is now under consideration is decided favorably so as to strengthen your route structure, then you can secure the necessary financing for purchase of four F-27's?

Mr. Myhre. Mr. Chairman, this commitment was not geared to the F-27 because of its — it wouldn't have been available

## Plane Purchase Planned

May 1958 news article

Frontier Board Chairman Lewis B. Maytag, Jr., brought cheers from approximately 500 Frontier employees and their guests with the announcement that . . .

"Probably, one of the most significant developments has just taken place. In fact, it took place just yesterday morning. We have optioned for very early delivery—three Convair 440 aircraft. The 440 is the latest model in the proven Convair series. These airplanes are, of course, pressurized, they are super-sound proofed and all have weather avoidance radar, which gives us the ultimate in operation flexibility in passenger comfort found in a piston-engine transport. The airplanes will be integrated into the system on some of our high-density routes as quickly as transitional training and maintenance engineering will permit. We hope by the end of next year to have at least five Convairs on our system, however, we do want to proceed cautiously, in view of the extreme difficulties encountered by certain other local carriers by the institution of larger and more modern aircraft in quantities which the system could not support."

Company officials are presently working on the voluminous pile of papers which require signing before the transaction becomes final. The plane purchase will also require approval of the CAB under the recently passed Guaranteed Loan Act which became law during the last congress.

immediately. This particular commitment referred to Convair aircraft, which could be made immediately available provided the case were won. And it was our case of course at that time that we would start service with the Convair aircraft and we would eventually phase them out in favor of the F-27. You see that commitment would have then supported our financing to move into the F-27. You see, the heart of the problem : insofar as our experience is concerned, in financing large amounts of dollars, the banks do not feel that our earning history is or has been sufficient to assure the repayment of such substantial loans. It was only because this particular case that I referred to had the potential earnings within it to return enough to pay back the loans on this particular case.

Senator Bible. If the Board decides adversely to you, then you feel that you will be unable to secure adequate financing commitments without the enactment of this bill ?

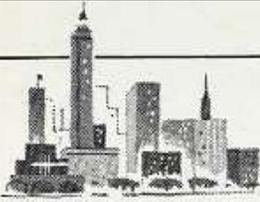
Mr. Myhre. Yes, sir.

Senator Bible. If this bill is not enacted then you will be unsuccessful in securing financial commitments.

Mr. Myhre. We feel that we would find it most difficult, and perhaps impossible, to go ahead with such a program.

Senator Bible. Thank you, Mr. Myhre. We appreciate your testimony.

(Details of the act which was enacted on Sep 7, 1957 are at <https://www.govtrack.us/congress/bills/85/s2229/text/enr>)



# Sunliner News

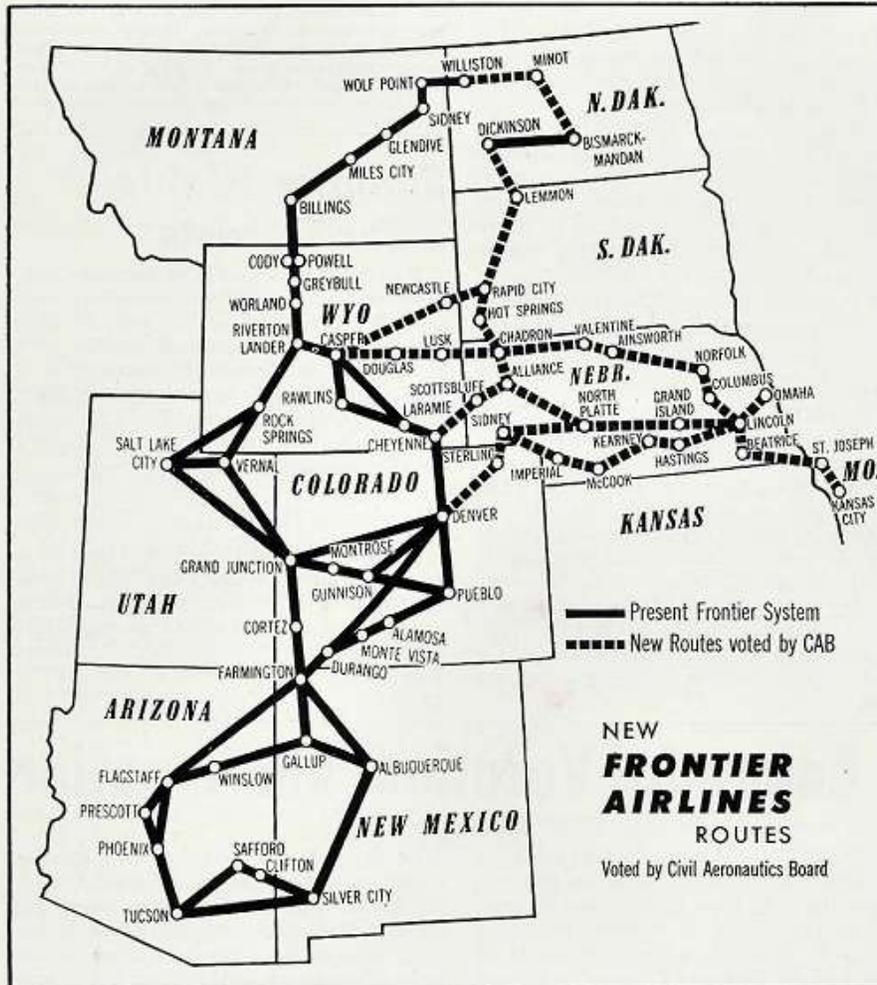


Vol. 7—No. 5

Published by Frontier Airlines

MAY, 1958

## NEW ROUTES AWARDED



### 27 Cities in Middle West Added to Frontier's System

The Civil Aeronautics Board has just issued its decision in one of the biggest area cases in the history of the board. Frontier was awarded an additional 2620 route miles and 27 new cities in Nebraska, South Dakota and Missouri . . . a new market area far in excess of Frontier's present system.

#### North Central and Ozark

North Central Airlines and Ozark Air Lines were also awarded route extensions in the Seven States Case. In brief, North Central was awarded routes between Minot and Sioux Falls; Grand Forks and Minot; Rapid City and the Twin Cities; Sioux Falls and the Twin Cities; Grand Forks-Sioux Falls; Madison and Chicago; and Twin Cities to Milwaukee.

Ozark was granted routes between Des Moines and Milwaukee; Quad Cities and Twin Cities; Des Moines and Twin Cities; Sioux City and Chicago; Des Moines and Chicago; Kansas City and Quad Cities; Omaha and Sioux Falls; and Sioux Falls to Waterloo. Central Airlines was authorized to operate Kansas City, Wichita via Topeka until 60 days after the decision in the Kansas-Oklahoma Case, which is now pending.

#### Studies being made

In announcing its new and more liberal policy of authorizing service to many new communities, the board made it clear that it would watch the traffic results carefully and if, after eighteen months of operation, any city or segment dropped below five passengers per day the service would be terminated.

It is estimated the new routes will require the addition of more than 300 new employees: primarily pilots, stewardesses, and ground personnel. Studies are also being made to determine the equipment requirements.

#### Official order awaited

The board's decision does not become final until the official order is issued which probably will be several months. There is generally a sixty-day period from the date the order is issued until it becomes effective. In all probability it will be late this year before service can be inaugurated because of these necessary procedural steps.

### Grand Junction Nonstop Authority Decision Expected in Three Weeks

Nonstop authority to operate between Denver and Grand Junction is likely to be extended to Frontier Airlines as the result of an initial decision made today in Washington, D. C., by William J. Madden, CAB hearing examiner in the Denver-Grand Junction Nonstop Case. Frontier would be granted the authority on the basis of public convenience and necessity for a three-year period. This initial decision is expected to be made final within the next fifteen days because it is an uncontested case.

United Air Lines is also authorized to fly nonstop service between Denver and Grand Junction. United, however, has suspended its operations into Grand Junction since the

spring of 1956 pending improvements at Grand Junction's Walker Field which would accommodate United's large 4-engined aircraft. At the hearing held in Grand Junction on April 28, United did not contest Frontier's application for nonstop authority between the two Colorado cities.

Effective June 1 Frontier will schedule a nonstop departure from Denver at 3:20 p.m. for the one hour and forty-five minute flight to Grand Junction. Nonstop service from Grand Junction will leave at 5:30 p.m. to arrive in Denver at 7:00 p.m. Frontier also flies two other round trip flights between Denver and Grand Junction with additional service to Pueblo, Gunnison and Montrose-Delta.



## THE NIGHTHAWKS

Before our Central Airlines, there were at least two previous airlines named Central Airlines. One, which operated Stinson Detroiters between Tulsa and Wichita, Kansas, with a later connection to Kansas City, was absorbed by Braniff Airlines.

The other Central Airlines, notable for hiring Helen Richey, the first female commercial pilot in the U.S., merged with Pennsylvania Airlines into Pennsylvania Central Airlines, or PCA, on November 1, 1936.

On April 21, 1948 PCA adopted a new insignia, colors, and name: Capital Airlines. In 1948 it created the "Nighthawk," the first coach class service, designed to compete with the railroads between Chicago and New York City as well as the dominant carriers on the route, United, TWA, and American.

On July 28, 1960 it announced a merger with Chicago-based rival United Airlines. When completed on July 1, 1961 it was the largest airline merger in history up to that time.

Six years later on Oct 29, 1967 the Nighthawk concept was adopted by Frontier Airlines after it acquired the Boeing 727-100s. More Nighthawk flights were added in 1968 and 1969 with 727-200 equipment.

The service was primarily on the LAS-DEN-MKC-STL route. The 24 first class seats were covered with nylon pouches which were filled with mail through the front passenger door using a belt loader.

Passengers were boarded through the aft access door to the coach compartment. It was priced at Economy Coach with the designation KN. Only beverages were served on these late night flights.

A Jan 1968 Frontier News article reported: "Frontier Airlines' Air Freight Up 44%. Air freight flown on Frontier during

November into increased 44% with 2,300,000 pounds. This compares with 1,650,000 pounds of air freight flown in the cargo pits of Frontier flights during the same month in 1966. A. Kenneth Stemler, Manager of Cargo and Military Sales, reported that this increase came about in part due to a substantial cargo airlift boost with Frontier's new "Nighthawk" service.

Furthering the Post Office Department's nationwide program for overnight delivery of mail, Frontier began operating new night flights in order to carry the mail. To do this, a portion of the upper deck (forward cabin area) of the carrier's Boeing 727 aircraft is converted into a cargo hold. The coach section of these "Nighthawk" flights accommodates passengers at special economy fares."

Pilot Ace Avakian recalled the Nighthawks a few years later: ([http://FAL-1.tripod.com/Ace\\_Avakian.html](http://FAL-1.tripod.com/Ace_Avakian.html)) "Soon after Frontier Airlines took delivery of their Boeing 727-200s (a stretched version of the dash 100 series) and service to Las Vegas was inaugurated, a relatively new concept of service was initiated.

Up to this time and generally speaking, the company had no flights operating between mid night and 07:00 A.M. Since passenger traffic indicated that Las Vegas knows no time, knows no season - why not originate flights after midnight, to destinations such as Kansas City and St. Louis, through the Denver hub? With this thought in mind, new service was inaugurated from Las Vegas departing at midnight through Denver (at 2:00A.M.) to Kansas City and St. Louis as the final destination.

This 'experiment' was received by the public with fantastic results! The flights were practically full every night. Westbound flights were also received favorably however, with an earlier departure and arrival at Las Vegas for obvious reasons.

As a promotional "gimmick" these flights, eastbound were labeled as the "Nighthawk."

Cont'd on page 16

# FRONTIER AIRLINES

## COMPLETE ARROW-JET SCHEDULES

Effective October 29, 1967



### EASTBOUND

	Arrow-Jet FLIGHT 700 F & Y	Arrow-Jet FLIGHT 750 F & Y	Arrow-Jet FLIGHT 710 F & Y	Arrow-Jet FLIGHT 760 F & Y	Arrow-Jet FLIGHT 770 F & Y	Arrow-Jet FLIGHT 790 KN
SALT LAKE CITY	Lv. 7:00 a.m. S S		11:30 a.m.		4:10 p.m.	
GRAND JUNCTION	Ar. Lv. 7:38 a.m. 7:50 a.m.		12:08 p.m. 12:20 p.m.		4:48 p.m. 5:05 p.m.	
DENVER	Ar. Lv. 8:29 a.m. 8:55 a.m.	7:00 a.m. B B	12:59 p.m. 1:30 p.m.	1:45 p.m. L L	5:44 p.m. 6:15 p.m.	12:38 a.m. 1:30 a.m.
LINCOLN	Ar. Lv.	NON-STOP	NON-STOP	3:47 p.m. 4:00 p.m.	NON-STOP	NON-STOP
KANSAS CITY	Ar. Lv.	9:13 a.m. 9:40 a.m.	NON-STOP	4:32 p.m. 4:49 p.m.	8:28 p.m. 8:50 p.m.	3:43 a.m. 4:20 a.m.
ST. LOUIS	Ar. Lv.	11:30 a.m.	4:05 p.m.	5:30 p.m.	9:31 p.m.	5:01 a.m.

### WESTBOUND

	Arrow-Jet FLIGHT 755 F & Y	Arrow-Jet FLIGHT 765 F & Y	Arrow-Jet FLIGHT 705 F & Y	Arrow-Jet FLIGHT 775 F & Y	Arrow-Jet FLIGHT 715 F & Y	Arrow-Jet FLIGHT 725 KN
ST. LOUIS	Lv. 7:30 a.m. S S	11:15 a.m.	12:35 p.m. L L	5:30 p.m.	6:55 p.m. D D	11:35 p.m.
KANSAS CITY	Ar. Lv. 8:13 a.m. 8:40 a.m.	11:58 a.m. 12:20 p.m.	NON-STOP	6:13 p.m. 6:40 p.m.	NON-STOP	12:18 a.m. 12:50 a.m.
LINCOLN	Ar. Lv.	12:54 p.m. 1:10 p.m.	NON-STOP	NON-STOP	NON-STOP	NON-STOP
DENVER	Ar. Lv. 8:58 a.m. 9:30 a.m.	1:18 p.m.	1:23 p.m. 1:50 p.m.	6:58 p.m. 7:30 p.m.	7:43 p.m. 8:15 p.m.	1:08 a.m.
GRAND JUNCTION	Ar. Lv.	10:10 a.m. 10:25 a.m.	2:30 p.m. 2:45 p.m.	TO S Albuquerque & EL PASO	8:55 p.m. 9:10 p.m.	
SALT LAKE CITY	Ar. Lv.	11:04 a.m.	3:24 p.m.		9:49 p.m.	

### SOUTHBOUND

	Arrow-Jet FLIGHT 785 F & Y	Arrow-Jet FLIGHT 780 F & Y	Arrow-Jet FLIGHT 775 F & Y
DENVER	Lv. 7:00 a.m. B B	12:30 p.m.	7:30 p.m. S S
COLORADO SPRINGS	Ar. Lv. NON-STOP	12:55 p.m. 1:10 p.m.	NON-STOP
ALBUQUERQUE	Ar. Lv. 7:55 a.m. 8:10 a.m.	NON-STOP	8:25 p.m. 8:45 p.m.
PHOENIX	Ar. Lv.	2:31 p.m. 2:50 p.m.	
TUCSON	Ar. Lv. 9:03 a.m. 9:15 a.m.	3:20 p.m. 3:35 p.m.	NON-STOP
PHOENIX	Ar. Lv. 9:45 a.m. 10:05 a.m.	TO DENVER	
EL PASO	Ar.		9:26 p.m.

### NORTHBOUND

	Arrow-Jet FLIGHT 785 F & Y	Arrow-Jet FLIGHT 780 F & Y	Arrow-Jet FLIGHT 790 KN
EL PASO	Lv.	FROM DENVER & COLO. SPRINGS	10:45 p.m.
PHOENIX	Ar. Lv.	2:31 p.m. 2:50 p.m.	
TUCSON	Ar. Lv. 9:03 a.m. 9:15 a.m.	3:20 p.m. 3:35 p.m.	NON-STOP
PHOENIX	Ar. Lv. 9:45 a.m. 10:05 a.m.	NON-STOP	
ALBUQUERQUE	Ar. Lv.	4:30 p.m. 4:50 p.m.	11:26 p.m. 11:40 p.m.
COLORADO SPRINGS	Ar. Lv. 11:22 a.m. 11:35 a.m.	S S	
DENVER	Ar. Lv. 12:00 N.	5:48 p.m.	12:38 a.m. 1:30 a.m.

MEAL AND SERVICE SYMBOLS:

- F — Arrow-Jet First Class; Y — Arrow-Jet Coach; KN — Arrow-Jet Economy Night Coach
- B — BREAKFAST (First Class)      A — BRUNCH
- B — BREAKFAST (Coach)            D — DINNER
- L — LUNCH                              S — SNACK
- — MEAL/SNACK SERVED TO BOARDING PASSENGERS ONLY.

Schedules subject to change without notice.

Ask your Travel Agent or call Frontier for additional schedules between the cities listed above with the Jet-Powered Convair 580 — America's fastest twin-jet-prop airliner.

**ASK YOUR TRAVEL AGENT OR CALL FRONTIER — TODAY!**

A Jul/Aug 1972 Frontier News article updated the Nighthawk operation after a temporary halt.

#### Nighthawk Service Gives Cargo A Boost For July

Frontier Nighthawk flights are making it much easier to be a late-night person these days. Effective July 1, Nighthawk flights have provided many added services not normally served before by an airline. These services include late-night mail and cargo delivery plus a reduction in coach fare for passengers.

"Convenience is the key word when referring to Nighthawk," according to Denver Regional Sales Manager, Ken Gann. He went on to say, "By placing cargo shipments on a Nighthawk flight, a businessman can use a full working day without having to place a shipment during business hours. Also, these flights will allow the Postal Service to speed up their delivery because of the late-night handling of mail cargo. With this service, the previous day's mail can be delivered the next morning."

He also pointed out that these flights mean many extra hours for weekend vacationers getting back home. "In fact, the best reason for flying Frontier Nighthawk," Gann said, "is the 20% reduction in coach fare for passengers."

Frontier Nighthawks fly three flights nightly except Saturday between Denver, Kansas City, St. Louis and Dallas.

## FRONTIER'S HISTORY

(From an Aug 1991 article by Michelle Mahoney)

Five years ago, financial woes grounded Frontier Airlines, and many believe the heart and soul of Denver's airline industry passed away with the carrier.

Talk to many of the former Frontier Airlines Workers who were idled abruptly with the shutdown on Aug. 24, 1986, and there's a consensus. Careerwise, the 4,750 employees have moved on, but the Frontier spirit remains alive.

The carrier's legacy lives on in the annual employee picnics in Denver, Seattle and Phoenix that continue to draw hundreds of former workers. On Aug. 26, a plaque will be placed at Stapleton Airport commemorating the airline.

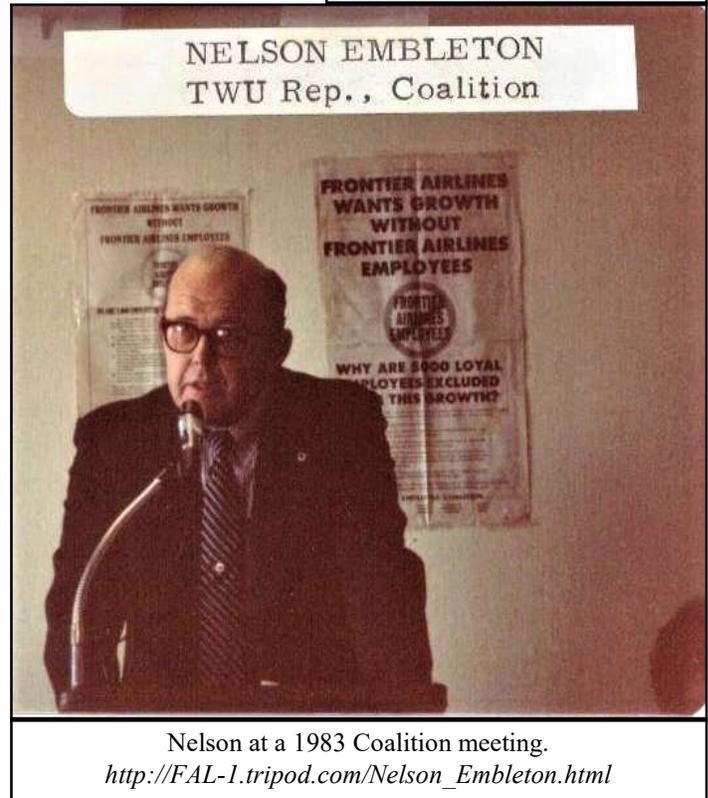
What keeps many of them thinking about their former employer is the fact that it did something most of the nation's surviving carriers don't do very well: put the consumer first.

"Frontier's policy of service was to tell the truth, try to run on time and give people better service than they'd expect from an airline," said Bob Schulman, the airline's former public relations director. "In a nutshell that was Frontier's secret of success."

The carrier's personality was more closely tied to Denver than perhaps any other company that's operated in Colorado. For workers now employed in jobs ranging from working for a congressman to full time actor, Frontier's history remains evident in the lives of those who shaped it.

Nelson Embleton, the colorful leader of Frontier's dispatchers' union, buried his airline career with Frontier and followed an improbable dream: pursuing acting full time. Embleton has had roles in commercials, television movies and industrial films. But his weightiest role may have been as repeated stand-in for Raymond Burr whenever the Perry Mason series was filmed in Denver.

"When I made my decision to walk away from the airline I walked away and didn't look back," Embleton said. "I had no hopes of seeing the airline resurrected and no interest in crying on someone's shoulder who's crying on someone else's shoul-



Nelson at a 1983 Coalition meeting.  
[http://FAL-1.tripod.com/Nelson\\_Embleton.html](http://FAL-1.tripod.com/Nelson_Embleton.html)

der.'

Embleton spent nearly 35 years with Frontier, joining in the early years when the Denver-based airline was one of about two dozen "local service" carriers carving out market share in the years following World War II.

Formed in 1950 by the merger of Arizona Airways and Challenger Airlines, Frontier over its lifetime was recognized by the Department of Transportation as the nation's safest airline, and won industry kudos for its history of labor stability and superior customer service.

It produced a consistent string of earnings totaling \$163 million during the "golden years" of 1972 through 1982. But the tables turned midway through 1982 when United Airlines, taking advantage of the nation's deregulated skies, began a 33 percent increase in its flight scales at Stapleton.

The next year, Continental's Chapter 11 bankruptcy filing helped Frontier's other Denver competitor slash its labor costs and switch to a low-fare strategy.

"The last three years were a nightmare when we got caught in a squeeze play between United and Continental and the red ink started flowing," said Schulman, who now operates his own Denver travel consulting and public relations firm.

Frontier was forced to match Continental's low fares, incurring losses of \$13.8 million in 1983 and \$31.1 million in 1984. The rest of the bad news rolled in in machine-gun fashion. Frontier suffered:

- Threats of liquidation by its major shareholder, GenCorp. of Akron, Ohio.
- Failed buyout attempts by the airline's employees.
- Purchase by Newark-based People Express.
- United's dangling carrot" acquisition offer — later withdrawn — of the airline from People Express.

When People Express terminated Frontier's operations on Aug. 24, 1986, 4,750 employees found themselves jobless and



Lorraine Loflin in 1983 at a Coalition meeting.

42 jets were idled. And 56 cities in 22 states lost the benefits of Frontier's service and Colorado's unemployment rate jumped significantly.

For four harrowing days, Frontier's workers hoped to start flying again. But a Chapter 11 bankruptcy filing came on Aug. 28, and the hopes were dashed.

On Oct. 17, Continental bought Frontier's stock and remaining assets in bankruptcy — a grim end that came just one month before what would have been Frontier's 40th anniversary.

Lorraine Loflin, then leader of Frontier's Association of Flight Attendants chapter, perhaps was the most outspoken of the union chiefs representing Frontier's 4,750 employees. As the leader of the five-union coalition that sought to buy the airline, Loflin fielded calls from reporters even as the group scrambled to draft an employee stock ownership plan.

"I still have bitterness," Loflin said. "I felt then that Frontier employees were being sacrificed and I still do."

With Frontier lost, Loflin joined the Teamsters, channeling her energy into organizing pilot and flight attendant groups at carriers like Northwest and Flying Tigers. Now as political coordinator for the Teamsters' joint council 42 in southern California, Loflin is in charge of all political activities for 28 local Teamsters chapters.

"Frontier had such a family atmosphere," Loflin said. "Everybody knew everybody and we were very close, especially the last three years when every employee put in every ounce of blood, sweat and tears to try to save it. When it was over you could just look in the faces of the people you'd been working with for so many years and see the devastation."

Loflin said Frontier's absence has left a void that neither United nor Continental has been able to fill. "I think Denver sorely misses Frontier," Loflin said. "We had a family and the employees all seemed to be enjoying themselves. Flying is sort of sterile and mechanical now."



Joe O'Gorman, Frontier president Apr 1985 - Jan 1986  
[http://FAL-1.tripod.com/Joe\\_OGorman.html](http://FAL-1.tripod.com/Joe_OGorman.html)

by 30 or 40 days but it was a valiant fight."

Carolyn Boller, former master executive council chairman of Frontier's 2,100-member Air Line Employees Association, spent some time after the closure at the Adams County Employment Center helping Frontier employees get retrained before joining the staff of Rep. David Skaggs as a congressional aide.

Today, Boller keeps a Frontier baggage tag on her luggage as a reminder to herself and to others of better days.

"As a Frontier coalition member, the decisions we had to make were difficult ones," Boller said. "What did I know about doing an ESOP or dealing with the press? I was a reservation agent.

"But Frontier taught me about problem solving and decision making, of taking a problem breaking it down into the real basic issues, and then making a decision on what's the best course," Boller said. "I use that every single day."

Hundreds of Frontier flight attendants, pilots, mechanics, customer service and ramp workers moved onto jobs with airlines like United, Continental and America West.

Perhaps the largest group remaining together in the private sector is five members of Frontier's former management team that run Professional Fee Examiners Inc., a Denver-firm specializing in auditing professional fees in bankruptcy cases and for corporate legal departments.

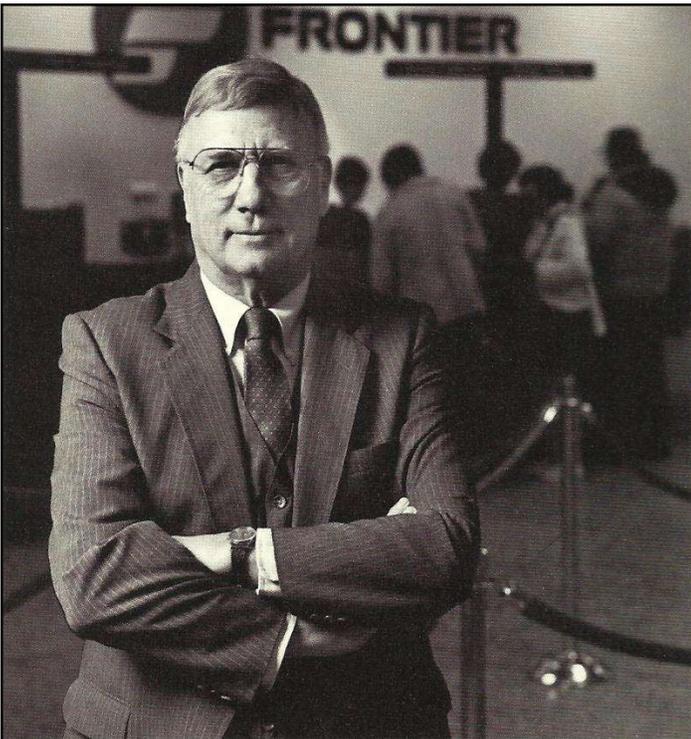
The firm was started by Hank Lund, former president and chief executive offi-

*Cont'd on page 18*



Carolyn Boller in 1980 at an ALEA meeting

cer, and Tom Lamb, a 33-year Frontier veteran who was the airline's vice president of market planning. They've been joined by John Ahlquist, who worked for Frontier for 13 years as vice president and assistant to the president; Art Voss, a 14-year veteran who served as associate general counsel and Judy Toedte, who worked for 10 years as manager of schedule display.



Hank Lund, Frontier president Nov 1984 - Apr 1985  
[http://FAL-1.tripod.com/Hank\\_Lund.html](http://FAL-1.tripod.com/Hank_Lund.html)

Lund no longer was president when Frontier shut down, but "I was heartbroken," he said. "There was a family spirit among us that existed whether you were a president or an entry-level employee."

Lund says some of Frontier's operating strategy guides the auditing firm today. Phrases like "management like commitment," and business planning and budgeting peppered a recent interview with the five Frontier veterans.

"At Frontier we pushed the credit for our successes right down to the lowest level, down right where it belonged," Lund said.

"We tried to give the customer a little more than they expected," Ahlquist said. "We were smaller than the competition so we felt we had to do better. We all take that philosophy into our company day, taking a hard look at giving the client a better deal than what an agreement says."

Five years later, vestiges of Frontier's past live on in litigation. An estimated \$10 million to \$12 million in lawsuits are outstanding against Frontier's estate by as many as 150 creditors.

United has settled two suits brought by Frontier, but four groups of employees are awaiting settlement of a suit filed in 1988, against United claiming contract interference.

Frontier's former pilots are awaiting an arbitrator's decision on how they should be ranked within Continental's seniority list.

"People say 'why do you always talk about Frontier?'" Boller said. "If you didn't work there, you don't understand. There was a spirit there that seemed to develop long-term relationships that last even today. The spirit lives on."

*(That article was five years after the bankruptcy and a few weeks after our 5th DEN Reunion. It would be real interesting to see a similar article after our 35th DEN Reunion.)*

*For more information on how United helped kill Frontier, see the essays at [http://FAL-1.tripod.com/FL\\_Death.html](http://FAL-1.tripod.com/FL_Death.html) I discovered it this past year and it changed my mind about what caused the death of Frontier. Like most aircraft accidents there are usually three factors contributing to a really bad situation. United certainly was one of those factors in our case.)*



This photo is from the 1991 DEN Reunion: L-R: Val Hatcher, Sue "Abby" Longwedel, Frank Hodges, Gerry Wareham, Kay Peterson and Carolyn Boller. Most worked in DEN reservations..

**Terry Thompson - FLfacebook post on Dec 31, 2020**

New Year's Eve 1985 – 35 years ago, a flight attendant invited both FL crews overnighting in Tucson to stop by her room. Unknown to us, several flight attendants had brought champagne & glasses with them, assembled party hats from aircraft barf bags, paper cups, diapers, napkins, and “other” aircraft items. Even though it only lasted an hour, their ingenuity and thoughtfulness raised all our spirits and lifted the gloom of yet another holiday on the road. Best to everyone in 2021 and Thanks for all the Great memories.

**Jake Lamkins**

Terry, would love to see a larger scan of the pix & IDs.

**Terry Thompson**

The time stamp on the photo reads 85-12-31. New Year's Eve 35 years ago. Just a bunch of folks happy NOT to be alone on yet another holiday on the road. I'm sorry I don't remember any of your names but I know by morning everyone will have been identified via group effort. I'm in the blue sweater. Happy New Year and thanks for the memories.

**Jake Lamkins**

Great pic! Thanks, Terry.

**Terry Thompson**

You're Welcome Jake. Nothing compared to what you've done

for all of us. Thanks.

Actually, the lamp shade wasn't from the airplane.

Footnote: It was pre-TSA security times. We had mentioned on the preceding day that champagne was nice on New Year's Eve. The gal in the lower left corner told us later that she clandestinely had her boyfriend deliver the champagne to our jetway as we passed through Denver enroute to Tucson that evening.

**Trish Swanson-Hawk**

Thanks for sharing

**Barbara Bender**

Love this

**Phil Stallings**

I miss those "crew" partys

**Terry Thompson**

Yes Phil, in retrospect, it really was a great little airline. More a family than a job.

**Teri Dillon Rampton**

Love this! What a handsome guy in the blue sweater? Who is this? OMG! You obviously inherited the infectious charm of your father!

**Terry Thompson**

Yes I did! Lol.



TUS: New Year's Eve, Dec 31, 1985:  
L-R: Bob Wilson, Peggy Sisk, Kayla  
Pfeiffer, Terry Thompson, maybe Kathy  
Grief Ranson and Larry Frear.

**Patty Hughes Smith**

This is hilarious ! That s the awesome FL spirit!

**Ed Woodson**

Good times!! Miss the people and the family feeling !!!

**Jean McDonald**

Peggy Sisk is wearing the blue/black stripped top.

**Terry Thompson**

Two identified, 4 to go. I'm pretty sure I was flying with the captain in the lampshade.

**Janice Gassett**

I love this. What fun we all had.

**Kayla Naima**

I remember because it was me, Kayla Pfeiffer. I am in the red sweater, at the time or was it Kayla Altamirano? Peggy the blonde and I had arranged to have the bubbly brought to our last flight through Denver. We carried it off on our wheely. She was a good friend and she went to Continental, I went to United and lost contact. We iced the champagne in my bathtub. What a great time we had! Next morning hot meals were put back on and we took one look and decided no one will know so we did not serve them - too hung over, lol! Happy New Year Frontier family.

**Teri Dillon Rampton**

Love this! Love this!

**Terry Thompson**

Thanks so much, Kayla. It was VERY thoughtful of you to do all of that set up and prep. It was very much appreciated by everyone. So now we know 3 of the 6 folks in the photo.

**Linda Miller Anderson**

Unknown guy on the right is Larry Frear, pilot

**Terry Thompson**

Thank You, Linda

**Kim McCaleb Austin**

The gal in blue shirt in front row looks like Kathy Grief Ranson

**Sandy Ryan**

Ask Bob Wilson. He's on the left side with the lamp shade.

**Terry Thompson**

Thank you for the last ID

**Al Beardsley**

Bob Wilson?

**Terry Thompson**

ID's so far: Lampshade Bob Wilson, Peggy Sisk, Kayla Naima (Pfeiffer), Terry Thompson, maybe Kathy Grief Ranson Ariens, Larry Frear.

**Jake Lamkins**

I added the IDs and sharpened it up a bit.

**Kim McCaleb Austin**

Nice job, Jake. That is Kathy. I can tell by her gorgeous smile. RIP (*Kathy\_Grief\_Ranson\_Ariens.html*)

**Terry Thompson**

Thanks, Jake Lamkins. Once again a fun group effort to ID and preserve a great memory.

**John Heimburger**

I am absolutely grateful for the time, effort, professionalism, energy, willingness, and much more that you have invested in Frontier and the employees with great and lasting memories...those now or those having flown west included!

Those super-thankful comments are another angle of appreciation from Chris and myself and already 7 of my family members

who have read it even prior to me. They are in Arizona, Colorado, Texas, Utah, and Illinois...made me both proud and grateful for even being alive then and today.

Lastly. because we were not privy to telling you about mine and Chris' experience during the Blizzard of '82, thought this might be a good time. Was bringing in a flight to Stapleton from the West Coast as I recall and got sent to the alternate -- GJT! Think we were there for 2 nites (that allowed me to reconnoiter the city, make friends with the airport director there, and in '86, actually move to Grand Junction from Denver!)

Long story short: Was actually the 1st flite to land at Stapleton after the airport opened. On final, approach control requested the first braking action report. On the downwind I spied a chopper parked at the end of the north concourse ("D"?) nearest the hangars.

Sarcastically I said, "Well we will, if I can get a ride home to 1180 South Monaco in that chopper!" The braking was good, and we reported it so... And we learned that the chopper was delivering tower, appcon, and support people to various local airports...and it happened to have an open seat!

Was completely surprised to actually get a seat with my FAL uniform and bags on that helio to a park just a block or so south of our condo at 1180 South Monaco #6! Chris' stewardess schedule had her fortunately staying in Denver during the blizzard...actually she was visiting another F/A, Tina Stevens, in Aurora, and couldn't get home until about an hour before I waded through the snow from where the chopper landed to drop me off in the nearby park. But it was one for the ages, to-be-sure! Seems the toughest memories are the easiest remembered, huh!

**Doug Furrow**

FLacebook post on Dec 3, 2020 re Frontier reservations computer system.

Hi Jake, do you (or anyone else reading this) remember the name of the Frontier reservations computer system?

**Jake Lamkins**

Can anybody help with Doug's query?

**Larry Kramer**

SHARES. I worked with SHARES at Frontier and America West and then supported for other Airlines for 44 years. Finally retired last year.

**Ginger Treptow**

Larry, It's about time!! Hope your staying Well and Safe. Greet Pete and may you both have a Merry Christmas.

**Carolyn Boller**

Shares is it. Bill Monday worked that And FAL was the first airline to bring up the system on schedule in 1968

**Jim Fender**

When I was there, I thought it was CSI, or something like that. It was Continental's computer system.

**Bonnie Bias**

Do you mean CCS, Continental Computer Services.

**Jim Fender**

Yes. I knew that you would know. Ask Bonnie, she knew everything about it.

**Bob Noble**

SENTRY

**Susan Quisenberry**

I agree. It was Shares

**Carolyn Boller**

I spoke with Barb Monday who was in the computer arena at FAL during this time and, of course, Bill was her husband-and he did the kickoff on the Res program--on schedule--the first to do it...and she remembered it as Shares.

**Lorrie Craven Tarr**

It was Shares. I was a trainer in the new hire reservation training program for a short bit. I remember when they updated the system to "split screens". We were all so amazed!! Lol!! Good times and a fabulous place to be.

**Larry Kramer**

Still being used today by United and Copa Airlines. We lost a lot of carriers through the years..Alaska, Mexicana, Aero Mexico, FLY BE, Virgin, the new Frontier, America West/US Airways which was my Account till they merged with AA.

Bonnie Bias was the best and learned lots from her...also from Frontier was Mary Cuthbertson, Lois Taylor and others

**Jan Lefler**

Bonnie was the BEST teacher.

**Kathy Petty**

Sentry was the name of the FL system which was originally IBMs PARS passenger reservation system. FL was the 1st to go online with it. Next was UA, WA, and CO. Shares was the name of the system we shared with some Travel Agencies. I don't know too much about it.

**Mildred Jackson**

Kathy, you are so smart. I couldn't remember any names!

**Dee Treptow**

Hi Kathy ... I remember the night Sentry /PARS was brought 'Online'

**Kathy Petty**

I have no idea where that came from but I know it's true. I'm sure there was a contest to name the system.

I was there, we had worked too hard on it. I was in CRC at the time. I also remembered the missing word. Passenger Advanced Reservation System.

**Carolyn Boller**

You got it Kathy--I knew it was something like Shares as did Barb...but count on you to remember all that...and remember in the very old hanger we had Bunko-ramo...after the handwritten cards....wonder we survived as long as we did.

**Dick Rohrmann**

Yes, it was Sentry and we contracted with numerous travel agencies with Sentry and then we turned them over to American. It was part of a deal to switch from Sentry to the American system.

Between Doug Woodham and myself we traveled our entire system signing up travel agents on Sentry which of course was great for them because everything had been manual. It was after the completion of that that the switch was made to the American system

**Kathy Petty**

Bunkoramo was only for tracking space. It was used in current and future space control and I think we could close out a flight in departure. We still had to use the cards for names, contacts, connection etc.

**Dee Treptow**

Yes, it was Sentry ... I was one of the original operations personnel on duty the night we brought the system online! All the Operations, Programmers, IBM mgt team leaders and Reser-

vations mgt were there that night in 1968. It was the first online reservations system to be brought online, even before United. I have the newspaper article (Rocky Mountain News) that I will locate and post for those that may be interested. Vivid memories of those huge blue IBM boxes!

**Roger Hootman**

Here is a brief history on airline reservation systems. PARS, SYSTEM ONE. SABRE, DELTAMATIC, APOLLO, AND MORE at the website History of Flight Booking: CRSs, GDS Distribution, Travel Agencies, and Online Reservations <https://www.altexsoft.com/blog/travel/history-of-flight-booking-crss-gds-distribution-travel-agencies-and-online-reservations/> (There is an excellent history posted which mentions, "IBM created PARS (Programmed Airline Reservation System).")

**Bonnie Dahl**

Hi Jake, Great job on Spring issue of Frontier News! Too many folks have passed away, but the photos & write ups are great. Pretty colors, brings them back to life! Really enjoyed reading it! Soon as I get the group together will show them copy online. They always act so amazed, and it so easy to pull up to read!

Doing Good job Jake! We all sure appreciate it!

**Jake Lamkins**

Thanks for the kind words, Bonnie. Appreciate your support all these years.

**Roger Greenlee**

I was working in CYS first week I ever worked weight and balance, 2 flight 301 from RIW 361 that originated in Kansas City, across Nebraska to CYS they were about 20 or 25 minutes apart. Lew Dymond came into the back room where I was at introduced himself the lifted himself up on the opps desk (stand up desk) and visited with me while I was doing the weight and balance for both flights, told him I was a bit nervous because first time I worked weight and balance by myself.

He visited while I worked and it calmed me some. I did get papers all done for both flights and other agents came in to get the papers. Spoke to him and out the door. Can't remember exactly what he said but he invited me for coffee when both flights had departed. I think Bob Anderson was the manager and he went to coffee with us.

Being new my co workers double checked my work to make sure I hadn't made any mistakes. Never felt pressure again when working weight and balance. Next time I saw him I was in JAC Flt from SLC came in (before summe rush) we working the flight with one engine running something small like 5 lbs of mail and couple of bags.

Other agent was in front cargo carpetment and had set a bag at the top of the stairs I reached down to pick up the bag. Mr Dymond Hello Roger do you remember me. Had he not had a hold of my hand I might have fallen down the steps backwards. I had a flight cap on and he knew who I was from CYS Jake you may be able to find an article on him.

He was on a flight talking to someone from the Goldfield Corporation and told them he was a licensed pilot, worked as an aircraft cleaner, and aircraft mechanic. He had good insight to what all of the employees were doing. (Dymond and Feldman, in my opinion, were the two best presidents we had but we cannot forget Hal Darr who put together the three way merger to form Frontier in June 1950.)

**Ray Van Camp**

FLacebook post on 4/7/21: I have several of these I just found in a box. If anyone is interested I'll send to you for free.

**Janice Gasset**

I would love to have one. Such treasured memories.

**Carol Bartley**

Thanks. It would be nice, one for my GrandDaughter. I sent my info on Messenger.

**Lorrie Craven Tarr**

I'd love one!! I sent you a PM.

**Joanne Griffin**

Sent you a PM.

**Debra Spurgeon**

Oh my gosh I'd love one.

**Trish Swanson-Hawk**

Also sending you a PM

**Steve Cosgrove**

Send me one.

**Christina Bonatti**

I would love one

**Mary Ann Henderson**

I would love one. I'll send you my info on Messenger

**Jason Hobbs**

I'd love one.

**Ray Van Camp**

I only had a few and they have all been given away. Once in a while I open an old box and find such treasures.

I was a station agent in JLN, MKC, when the airport was down by the river, STL, FSM, LIT and LEX. 1966 - 1984 then furloughed until we shut down.

The FAL days bring back memories, almost all good except those final couple of years.

**Marie Rust**

Ray, I was remembering that book and wondered if anyone else did. Thanks for sharing .

**Joanne Puhac**

I have taken my aunt Dee Lanick Fulscher to the reunions for the past 13 years and have met many of the other employees. A wonderful group of people. I know first hand how much my Aunt Dee Lanick Fulscher has enjoyed this newsletter.

Frontier was always been her family, near and dear to her heart. She amazes us everyday with stories and names of those she worked with. She is still sharp minded for 91 years old.

I have been spending this afternoon navigating your web and it is fantastic. I have been able to print the newest issues and will bring them to her tomorrow at her assisted living residence in Monument, Colorado. She has a set of the Frontier silverware and eats with them everyday.

She also has collage picture frames that I have assembled for her of her time with Frontier. Attached is one of the wall decorations in Dee's residence at Bethesda Gardens Monument, Colorado.

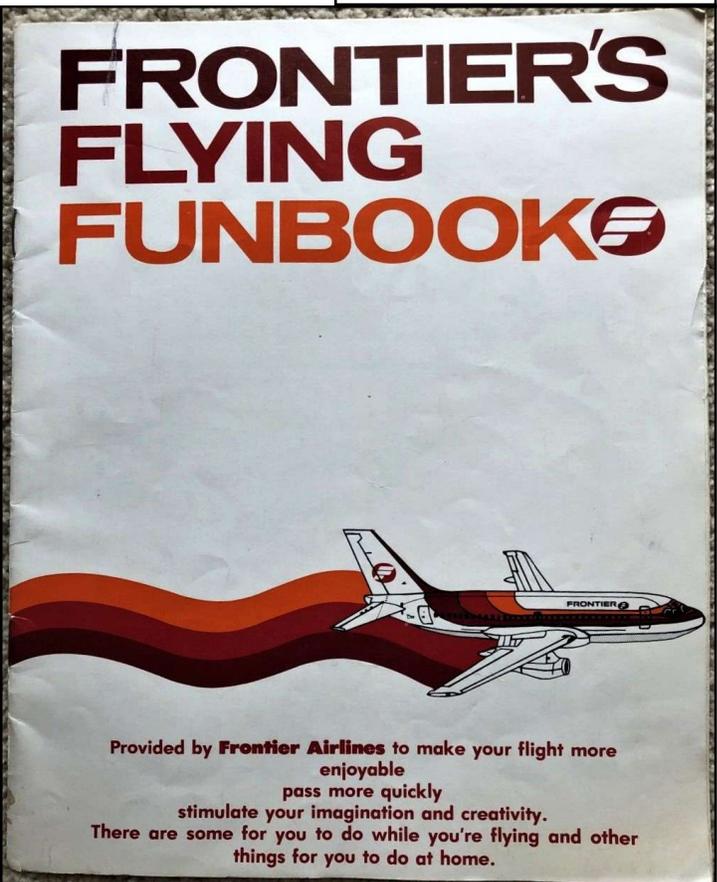
Many guests and staff to her room are amazed at her days as a flight attendant and she loves to recount her stories.

Thank you again, for all of your expertise and efforts at presenting the news. You are much appreciated

**Jake Lamkins**

Thank you, Joanne, for the update on Dee. Tell her hello from her Frontier Family.

*(Dee was a DEN flight attendant and reservations agent 1950 - 1986. See her feature in the Summer 2017 FL News.)*

**Sheril Guerrero Rodgers**

Me!!! I'll love one

**Pat Williams-harter**

You were the most popular person on the planet, for a short awhile!! Seriously though, that was very kind of you! I fondly remember them! Thanks for sharing them - bless you!



## ALEA NEWSLETTER FRONTIER AIRLINES MEC MARCH 1977

### A JOB WELL DONE

This is my first newsletter as your MEC Chairman and I would like to extend sincere thanks from myself and the MEC for the fine work of our past MEC Chairman, Jim Lether. Jim has represented ALEA and the FL members in a most professional manner, both as a member and as an officer. As Vice Chairman of Council 45 I have had the pleasure of working with Jim and I can honestly say that, through Jim, I had the best possible training for the job. With members and officers like Jim, it's no wonder ALEA is the best in the business of representing people.

### VISIT TO THE ALEA HOME OFFICE

Shortly after taking office as your new MEC Chairman, I had the opportunity to visit the home office with Regional Director Jack Casey for several days of orientation. I would like to express my sincere appreciation for the warm welcome I received from the home office staff. They were most helpful. If any of the FL members have doubts as to the dedication and interest of the staff in the membership, only a brief visit to the home office would dispel those doubts. I'm looking forward to my next visit to Chicago and another opportunity to meet with the dedicated staff that makes up the backbone of the greatest labor organization in the world.

### GONE IS FORGOTTEN

As MEC Chairman, I've become more aware of the importance of having disciplinary letters removed from your file. Section 18 (b) 11 designates these letters be removed upon request after two years. If you're curious about your file, inquire of your manager who should make it available to you for review. If a disciplinary letter(s) exists which should be removed from your file, just send me a request to that effect, in triplicate, and I will take it from there.

### UNITY IS THE KEY

The FL questionnaire for contract suggestions will arrive with the June Newsletter. Meanwhile, I suggest that each station have a union meeting to discuss those items which you consider most important in your station or region. Try to be as specific as possible in your suggestions. If retirement is your top priority, let us know what improvements you desire. When the questionnaires are received, they should be completed and promptly returned to your council chairman. At our next MEC meeting (planned for August) we will elect our negotiating committee and evaluate your contract suggestions. From that we will compile a list of priorities which the negotiating committee will use in the preparation of the proposals to be presented to the company. Direct negotiations should begin approximately November 1, 1977. Remember, there's power in unity.

### INCOMPLETE GRIEVANCES

Some recently filed grievances have contained incomplete information and, therefore, have encountered unnecessary delays in processing. To insure prompt handling of your grievance, be sure to attach all related letters or other documents and give all the pertinent information. Send an attached statement of facts so your local officers and the ALEA Contract Administration Department can properly and promptly evaluate your grievance and assist you to the fullest extent. In many cases either I or your council chairman will attend initial hearings. The more informed we are, the better we can present your case. A good rule of

thumb — you can't provide too much factual information. If you have questions about proper filing, contact your local officers or chairman.

### WHAT'S HAPPENING

Each council chairman will be forwarding letters to each station in the respective council requesting information about station activities. With cooperation from the entire membership, everyone will know "what's happening" in all stations within their council. We'll need total support in getting information to the station representatives to get the ball rolling. Give them your help and you'll be up on the latest news.

### SPOTLIGHT

Although all members of ALEA are highly respected and valued as assets, some members who serve as council officers stand out. The spotlight falls on FYV and Jake Lamkins, Secretary of Sub—Council #74b, who was born in Malvern, Arkansas, and comes from a family of seven. After graduating from Memphis Tech High School. Jake spent four years in the Air Force serving in Hawaii, Wake Island, Guam, Thailand and Japan. Upon his discharge in 1964, Jake joined Central Airlines and became active in ALEA after transferring to St Louis in 1968, and then to Fayetteville where he was elected as station representative in 1971, and later sub—council secretary. Jake and his wife, Lisa, still find time for their hobbies which include reading, traveling, chess, gardening, and politics, but ALEA business comes first. Jake's dedication is shown best in this quote "We must have our members' friendship and confidence to adequately represent them," says Jake, "Only effective communication — both ways — will accomplish that goal." To that end, Jake publishes a monthly sub—council newsletter.

### ORGANIZING

The organizing drives on UA, TW, and AL are all progressing nicely and we hope elections are scheduled soon. We are asking that you, our members, discuss ALEA with any employees you may know on these air lines to assist in their effort. The UA, TW, and AL employees have done an excellent job of getting authorization—to—act cards signed and generating interest in ALEA. They are totally dedicated to becoming ALEA members so they can enjoy the same high level of professional representation that we already in ALEA have enjoyed for so many years.

### PETITION

A petition has been delivered to Senator Gary Hart of Colorado asking for his support in sponsoring Federal legislation against carriage of loaded weapons in baggage to prevent a recurrence of the recent tragedy in Denver.

### SYSTEM BOARD OF ADJUSTMENT

Dates for the next System Board of Adjustment have been set and all cases submitted to the 4—Man Board prior to March 11th will be heard. Results will be sent out following those Board hearings.

### 1977 MISS ALEA CONTEST

Without a doubt, Frontier has more pretty females than all other air lines combined. Since we'd like the next "Miss ALEA" to be from Frontierland, all of our members of the fair sex should submit photos of themselves, at least 5x7" — not necessarily in color — to be judged by a trio of celebrities. We want to see one of our Frontier beauties enjoy the trip to London. Send your entries to ALEA right away.

### LARRY WILLIAMS

FL/ALEA Master Chairman, Salt Lake City, Utah  
([http://FAL-1.tripod.com/Larry\\_Williams.html](http://FAL-1.tripod.com/Larry_Williams.html))

The approval of the Monarch Airlines and Arizona Airways merger hinged on the approval of a new route segment from Gallup, NM to Winslow, AZ.

The two route systems were not connected as certificated. Without the route approval the two airline routes would have to be operated separately. The merger application specified the necessity of the segment approval for the merger to be completed.

The Gallup - Winslow segment was approved and verified in the CAB decisions of Apr 10, 1950 and May 15, 1950.



The CAB had previously approved a conditional merger of Monarch Airlines and Challenger Airlines on Dec 16, 1949.

In their May 15, 1950 report they certified a three way merger of the three air carriers.

## What Moves a Station to the Top? CASPER PERSONNEL CAN TELL YOU

On April 27, 1971 at an appropriate banquet setting in Casper, Frontier's President, A. L. Feldman, presented fifteen deserving Casper station personnel with the company's Presidential Award. It was the first time this award honored a station group.

Jim Schneider, Sales/Service Manager at Casper, proudly accepted the plaque in behalf of his personnel who were all present. Handsomely engraved across the face of the plaque are the names of the fifteen Casper station personnel who worked hard to make the presentation become a reality.

### WHAT HAD THEY DONE?

In addition to other wording scribed on the super-shiny plaque is: "Given in recognition of on-time performance, cost control, commitment to company objectives and enthusiasm."

This plaque marks a sharp turnabout from some time ago when the Casper station was problem-ridden. These prob-

lems were evident to customers who made their awareness known indirectly through downhill boarding results. Throughout the station, the general attitude left something to be desired.

Following a thorough investigation, certain changes were implemented. Under the new leadership of Jim Schneider as Sales/Service Manager, things began falling into place. Soon, but not without dedicated work, that old zip started showing up again. Teamwork was manifest behind the ticket counter as well as in operations. Individual enthusiasm plus the desire to be people-oriented became evident. As a result, on-time performance at Casper skyrocketed from a customer-losing low of one year ago to a customer-winning performance average of 99.5 percent for January, February and March.

This period included several nasty winter weather days. Additionally, that sensitive group of people known as our customers was fast to see the positive attitude projected by the "new" Casper station personnel. Boardings increased by 23 percent during 1970.



John Knapp, CPR Senior Station Agent  
"This Casper really has it."



**Collectively sharing honors of the company's Presidential Award presented by President Feldman are the Casper personnel. Left to right (kneeling): Robert France, Station Agent; James Schneider, Sales/Service Manager; George Woodward, Station Agent, and Ermund Huseth, Station Agent. Left to right (standing): John Knapp, Senior Station Agent; Ron MacLeod, Air Cargo Representative (formerly Regional Manager-Transportation Services); Ken McIntosh, Station Agent; Richard Norway, Station Agent; Don Siemans, Station Agent; Wynn Roberts, Station Agent; Alma Welty, Ticket Counter Agent; Roger Greenlee, Station Agent; Robert Vineyard, Station Agent; Robert Tucker, Station Agent; Donald Scheetz, Senior Station Agent, and Ronald Huet, Senior Station Agent.**

"It's a pleasure to come to work nowadays," says Jim Schneider. "Everyone is here because he wants to be here." Also, according to Jim, Casper personnel find the work to be done and are happy doing it.

John Knapp, Senior Station Agent, who has worked in some five stations throughout his Frontier career, says, "Of the stations I have worked. Casper and one other are highest in cooperation, and this Casper really has it."

"Individually and collectively, we are proud of this award," stated Don Scheetz, Senior Station Agent.

#### GOAL SET

One thousand consecutive on-time flights was one of the new goals for Casper personnel. This past winter, they reached as high as 827 consecutive on-time flights, then—blooey? In

subfreezing temperatures, a deicing got the best of them by only a few minutes. So, after starting from scratch again, Casper station is already beyond 112 consecutive on-time flights and is going for 1,000.

Making commitments and meeting them in all aspects of station operations is what placed Casper station personnel in the lead. Now, they have one goal—to stay on top.

That's not all of the story. When you read earlier that all Casper station personnel were present at the banquet, you might have wondered who was watching the store. Well, here's where cooperation comes in. Volunteering their time to work the Casper station the evening of this banquet were Al Krauter and Steve Schuman. Station Agents from Billings, John Scoville, Ticket Counter Agent from Denver, Lindley Brooks and Jay Wilson. Station Agents from Denver.



## 34TH ANNUAL REUNION PICNIC in Colorado

Summit Event Center  
located at 411 Sable Blvd, Aurora, CO  
Saturday, August 21, 2021  
10:00am to 2:00pm

It's been 35 years and we are still a family... come join the celebration at the Frontier Airlines Reunion in Aurora Colorado on Saturday the 21st of August starting at 10:00am until 2:00pm at the Summit Event Center located at 411 Sable Blvd, Aurora CO. The cost will be \$25 per person with a brunch and cash bar. The cost covers the mailings, postage, NCOA, and food.

**We request you to be considerate of our attendees---we will be following the directives of the State of Colorado and the requirements of the Event Center---please be vaccinated and bring your mask. If you are not vaccinated—a mask will be required.**

Feel free to bring any items of "nostalgia" as we will have tables available for their display, auction, and/or sale. All proceeds from such sales to be donated to the FAL Fund.

A big THANKS to everyone who are attending the function and those who have mailed in advance donations. We couldn't continue if it were not for your generosity and support. Finally, it is extremely important that you advise if you will attend by completing the section below and mailing it by August 7, 2021. This is needed for an accurate food count. RSVP required!!!!!!

The Committee

Carolyn Boller, 1293 Revere St., Aurora, CO 80011 303-905-4356 or 303-364 3624 ckboller@comcast.net

Julie Dickman, 15501 E 112th Ave Apt 24A jjdickman@gmail.com 303-717-6242

Barbara Monday: 9800 E Walsh Pl, Denver, CO 80247, 303-344-8745 bgmonday@comcast.net

Anna Metzsch: 3515 Woodford Ave, Montrose, CO 81401 303-733-9968 metzschanna@aol.com

Please detach on the line and mail with your check or cash to:

Carolyn Boller at 1293 Revere St, Aurora CO 80011. Check should be made to FAL Picnic Fund.

-----  
 I will attend the reunion (# attending) \_\_\_\_\_ X \$ \_\_\_\_\_  
 Sorry, I cannot attend this year, however please keep my name on the list (a donation is appreciated for continued mailing) for any future reunions.  
 Enclosed are names of my friends who may be missing from your list.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Email \_\_\_\_\_ Phone \_\_\_\_\_

**Al Kendell's** pilot seniority date of 8/30/54 earned him the #1 spot on the last Frontier pilots seniority list dated Sep 1, 1986.

He is shown as #2 because Bob Williams, formerly #1, flew west on Jun 21, 1986 and his name was stricken from the list at the last minute. ([http://FAL-1.tripod.com/Bob\\_Williams1.html](http://FAL-1.tripod.com/Bob_Williams1.html))

Al hired on with Comtinerental after Frontier's bankruptcy to finish up his career even though his 60th birthday and mandatory retirement were just months away. I'm surprised Continental hired him with such a short time left.

Comes the fateful day, May 23, 1987, the day before he turns 60, Al dressed up in his Frontier Airlines uniform and flew Continental flight 1793, an MD80, from DEN to SLC.

Thirty years later there was a big celebration at Al's house on May 24, 2017 as he marked his 90th birthday and 30th year of retirement.

Al took his final flight on Nov 25, 2019 at age 92.5 years. His memorial webpage is at

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

Some FLacebook posts about Al's retirement and birthday:

#### **Scott Kendell**

30 Years ago today. Continental Airlines Flt 1793 DEN to SLC was flown by a Pilot in a Frontier Uniform, Captain Al Kendell retired. Tomorrow he turns a young 90 years old! What a great Dad and proud member of the Frontier Family.

#### **Frank Malone**

I flew with Al on the MD 80 about that time. Quite the gentleman. Good memories. Happy Birthday.

#### **Lisa Kerr Zeman**

Happy Birthday!

#### **Ann Whitlock**

Happy Birthday

#### **Bonnie Dahl**

Hi Al, Have a great Birthday, you are a lucky man! Miss you

#### **Pat Williams-harter**

Happy Birthday Al, I loved flying with you!!

#### **Jake Lamkins**

Birthday wishes to a great guy who has been very helpful to me for the past 17 years with the Frontier newsletter. Al is always willing to furnish info on pilot affairs and Frontier history. He was #1 on the last pilots seniority list. THANK YOU, ol' FLriend!

(5/23/17)

#### **Sylvia Rau**

Happy Birthday, Captain Kendell!

#### **Al Beardsley**

Happy Birthday Captain Al Kendell!!! What a fond memory this is for me! I was so honored to be flying the F/O seat on your retirement flight to Salt Lake City! I sure wanted to "stay for the party" but I was scheduled to fly the airplane back to Denver with a reserve Captain! Al Kendell was "the best of the best" (in my pilot opinion).

#### **Roberta Karr**

Happy Birthday Al. I flew the 580 with Al out of SLC and always enjoyed flying with him.....a true gentleman.

#### **Trudy Ross**

Happy birthday Al. Great memories flying back in the day.

#### **Beverly Armando**

WOW! Congratulations! Happiest of Birthdays - what



a wonderful career - & I bet great memories.

#### **Jane Haggart**

Happy Birthday!

#### **Greg Stearns**

BEST...GUY...EVER.....!!!!!!

(5/24/17)

#### **Ruth Pitts**

Happy Birthday Al!

#### **Bill Guthrie**

Happy birthday Captain.

#### **Paul Farris**

Happy Birthday Al! You SLC pilots were the best.

#### **Kayla Naima**

Happy Birthday Al from one Gemini to another.

#### **Pris Weston**

A very nice man.

#### **Al Kendell**

I just want to say thanks to everyone for the birthday wishes, I had a great day with my family. Thanks to all of you who made Frontier and flying so much fun. You all have been great to work with. Thanks again. (5/25/17)

FRONTIER AIRLINES, INC.					PAGE
PILOTS SENIORITY LIST EFFECTIVE					1
SEP 01, 1986					
SEN. NO.	NAME	SENIORITY DATE	LEAVE CODE	LEAVE DATE	
1		0/00/00			
2	A B KENDELL	8/30/54			
3	H F BURKE	11/22/54			
4	D O DODD III	11/27/54			
5	H C BARRON JR	10/06/55			
6	R A HUDDLESTON	1/10/56			
7	P H LAMKIN	3/06/56			
8	R H CHURCHILL	4/13/56			
9	D S KOHLER	4/18/56			
10	C G THOMAS	7/13/56			
11	R T SAMPSON	11/23/56			

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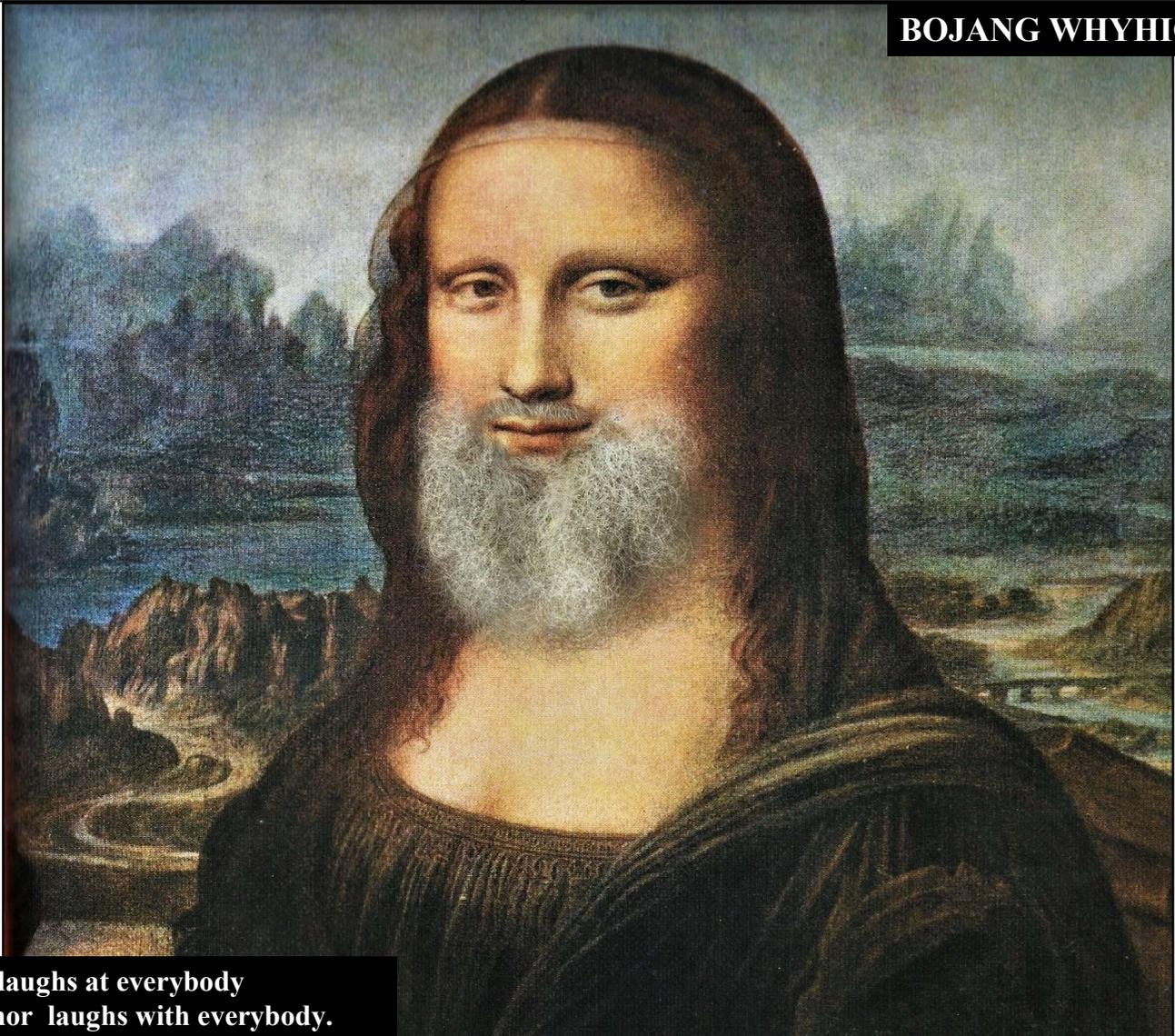
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**Wit laughs at everybody  
Humor laughs with everybody.**