

**GOODBYE, FRONTIER!**

# **FRONTIER N E W S**



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

**We are FLamily!**

**SPRING**

**APRIL**

**2022**

**#87**



**GOODBYE, FRONTIER!**

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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 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".

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>

COVID has killed three of our group this past quarter: Mark Moritz, Harold Maxwell and Jim Camp. This is a terrible time we are going through. It has made a shambles of many lives and disrupted untold activities such as our reunions. I sure hope we get back to "normal" soon. Meanwhile be safe and take precautions.

Our main feature this issue is about April 1980 and is a "slice-of-life" look at a good time in Frontier's past. I doubt if any of us could have guessed what the next six years would bring. It starts on page 10.

It includes a long planned coverage of the Kilian Gun Bill which was precipitated by a tragedy on the DEN ramp on Nov 24, 1976 when station agent Bill Kilian was killed by a loaded gun in checked luggage. He was 31 years old.

Two other employees died on the DEN ramp over the years. The first was Morris Leach, aircraft mechanic, on Jun 30, 1958, age 32, who died instantly when he walked into a turning DC-3 propeller.

The other was aircraft mechanic Jay Shah, age 27, who was run over by a provisioning truck the night of Feb 13, 1980. His death caused the company to put fluorescent stripes on ramp uniforms. An airport ramp was and is a dangerous place to work.

Another thanks to Patty Giordano Benton for sharing her splendid painting shown on the cover. See next page.

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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>  
All meetings are subject to Covid-19 disruptions.  
Check with the event coordinators before making plans.*

**DEN MAINTENANCE BREAKFAST**

Breakfast, monthly, first Wednesday, 9:00 a.m.  
at Ted'z Place, 5271 E 52nd Ave, Commerce City, CO  
Contact: Bob Keefer, 303-229-6904

**DEN FLIGHT CREWS**

Luncheon, second Tuesday every month at 11:30 a.m.  
at Emerald Isle  
4385 S Parker Rd.  
Aurora, Co 80015  
303-690-3722  
Contact:  
Bonnie Dahl, 303-521-5611, BCDahl777@gmail.com

**DEN REUNION PICNIC**

Our 2022 reunion is scheduled for August 20, 2022  
(Saturday), same time and same place  
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**

No info yet for 2022  
Bill Guthrie, 254-631-5699, bill\_guth3@yahoo.com  
Brady White, 817-688-9873, ontopavia@aol.com

**DFW PILOTS**

No info yet for 2022  
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**

No info yet for 2022  
Contacts:  
Jake Lamkins, 479-879-8358, ExFAL@Yahoo.com  
Paul Farris, 479-409-9997, paulamos43@yahoo.com

**MCI REUNION**

No info yet for 2022  
Contact: Rose Dragen, 816-741-1995,  
mdragen@juno.com

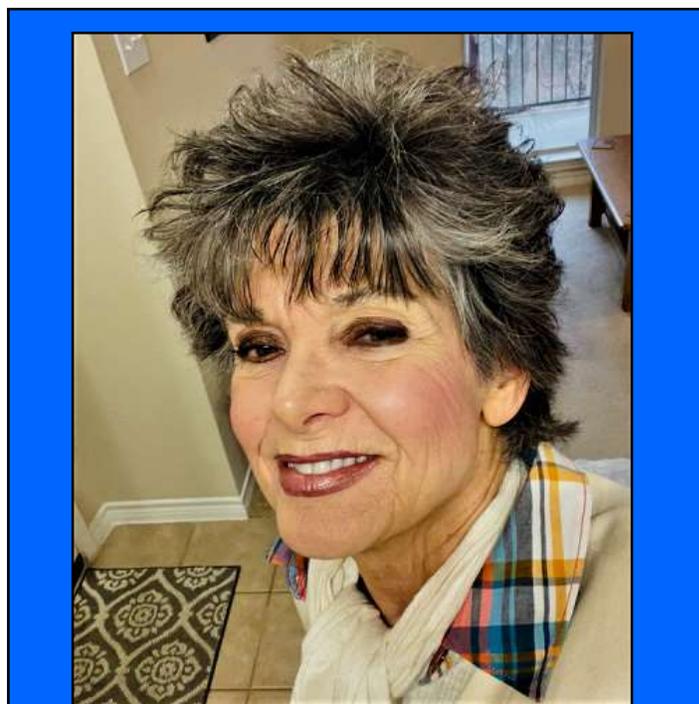
The painting on the front is by our very own Patty Giordano Benton. She has taken up the art since her Frontier days which began Dec 23, 1970. It is titled Airplane On Fire and I loved it at first sight.

With her permission I altered it to make the meme used on the cover.

So many FLolks at FLacebook have liked it that she has checked into making prints. She can get quality prints made for \$88 to \$110 depending on the size. If you are interested, be sure to visit her website at

[www.paintwithmenana.com](http://www.paintwithmenana.com)

Patty is still flying, going on her 52nd year. Incredible! She started in DEN, then was furloughed, went to MCI, back to DEN then to DFW and back to DEN to the end in 1986. Not long after Frontier died she went to work for America West as a flight attendant based in PHX. They merged with US Airways and now it's American in DFW. THANK YOU for sharing your painting with us, Patty!



## 20 DEATHS REPORTED SINCE THE WINTER 2022 ISSUE

**Joe Aguirre,**

DEN manager-maintenance control, 12/26/21, age 95, fall

**Bob Bricker,**

PUB STK LNK OLF GUP MSO station agent, senior station agent, station manager, 2/10/22, age 91

**Jim Camp,**

FYV SHV OKC station agent, 2/10/22, age 80, pulmonary fibrosis and Covid

**J. E. Dawson,**

WRL MKC FSM station agent, 1/3/22, age 82

**Henry Deane,**

TUL OKC ABQ porter, 3/10/09, age 91

**Elaine Ritchey Dixon,**

DEN clerk-typist, secretary, executive secretary, 5/25/19, age 78

**Joe Ferguson,**

PHX SLC DEN pilot, 12/17/21, age 90, COVID 19

**Duane Hollis,**

MKC DEN station agent, csr-in flight, supervisor-schedule production, 1/18/22, age 77

**Richard James,**

DEN aircraft mechanic, 1/13/22, age 80, leg infection

**Harold Maxwell,**

MCI SLC station manager, 2/25/22, age 86, COVID 19

**Mark Moritz,**

DEN station agent, 12/13/21, age 65, COVID 19 and heart disease

**Marv Pester,**

CPR JAC BIL DFW DEN station manager, director-customer service, 1/29/22, age 82

**Herb Red Cloud,**

SNY CDR BIL DFW DEN station agent, 11/16/21, age 68, motorscooter accident

**Jon Riedl,**

SLN DEN station agent, 1/30/22, age 81, stroke

**Joe Roorda,**

SLC DEN pilot, 1/6/22, age 87

**Tricia Horning Scheick,**

DEN reservations agent, 2/12/22, age 61

**Joe Schoentrup,**

GEG station agent, ticket counter agent, 12/1/21, age 74, cancer

**Charla Kramer Smyth,**

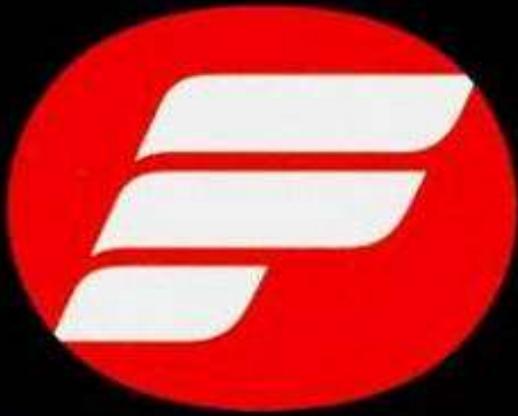
DEN clerk, marketing administrative assistant, 12/29/21, age 80, cancer

**Kathie Watts,**

DEN flight attendant, 2/26/22, age 75

**Larry Wendel,**

DEN maintenance instructor, technical specialist, 4/26/21, age 83



# 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>

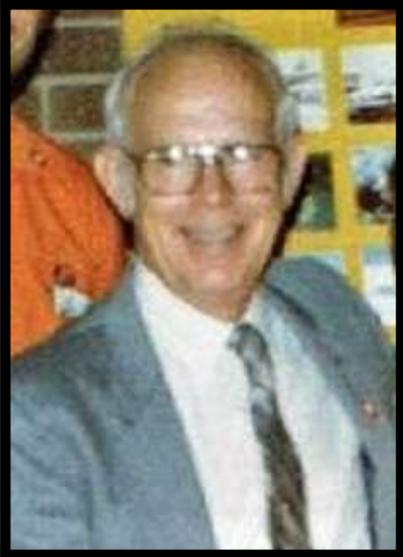
**PILOTS, DISPATCHERS, FLIGHT OPERATIONS**

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





**JOE AGUIRRE**  
1963 - 1986  
MANAGER-MAINTENANCE CONTROL  
DEN  
[http://FAL-1.tripod.com/Joe\\_Aguirre.html](http://FAL-1.tripod.com/Joe_Aguirre.html)



**BOB BRICKER**  
1955 - 1986  
STATION AGENT & MANAGER  
PUB STK LNK OLF GUP MSO  
[http://FAL-1.tripod.com/Bob\\_Bricker.html](http://FAL-1.tripod.com/Bob_Bricker.html)



**JIM CAMP**  
1979 - 1983  
STATION AGENT  
FYV SHV OKC  
[http://FAL-1.tripod.com/Jim\\_Camp.html](http://FAL-1.tripod.com/Jim_Camp.html)



**J. E. DAWSON**  
1958 - 1986  
STATION AGENT  
WRL MKC FSM  
[http://FAL-1.tripod.com/JE\\_Dawson.html](http://FAL-1.tripod.com/JE_Dawson.html)



**FLown  
West**

**HENRY DEANE**  
1955 - 1976  
PORTER  
TUL OKC ABQ  
[http://FAL-1.tripod.com/Henry\\_Deane.html](http://FAL-1.tripod.com/Henry_Deane.html)



**ELAINE RITCHEY DIXON**  
1969 - 1972  
EXECUTIVE SECRETARY  
DEN  
[http://FAL-1.tripod.com/Elaine\\_Ritchey\\_Dixon.html](http://FAL-1.tripod.com/Elaine_Ritchey_Dixon.html)



**JOE FERGUSON**  
1958 - 1986  
PILOT  
PHX SLC DEN  
[http://FAL-1.tripod.com/Joe\\_Ferguson.html](http://FAL-1.tripod.com/Joe_Ferguson.html)

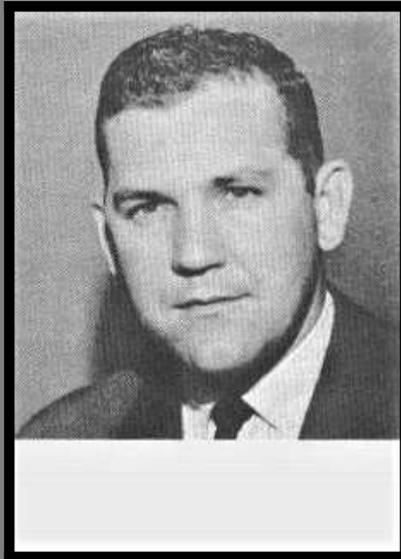


**DUANE HOLLIS**  
1970 - 1976  
SUPERVISOR-SCHEDULES  
MKC DEN  
[http://FAL-1.tripod.com/Duane\\_Hollis.html](http://FAL-1.tripod.com/Duane_Hollis.html)



**RICHARD JAMES**  
1968 - 1986  
AIRCRAFT MECHANIC  
DEN

[http://FAL-1.tripod.com/Richard\\_James.html](http://FAL-1.tripod.com/Richard_James.html)



**HAROLD MAXWELL**  
1956 - 1985  
STATION MANAGER  
FSM MKO OKC DEN ABQ MKC SLC

[http://FAL-1.tripod.com/Harold\\_Maxwell.html](http://FAL-1.tripod.com/Harold_Maxwell.html)

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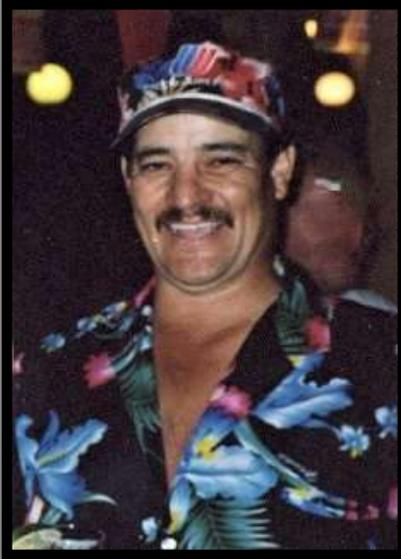
**MARK MORITZ**  
1978 - 1986  
STATION AGENT  
DEN

[http://FAL-1.tripod.com/Mark\\_Moritz.html](http://FAL-1.tripod.com/Mark_Moritz.html)



**MARV PESTER**  
1963 - 1986  
DIRECTOR-CUSTOMER SERVICE  
CPR JAC BIL DFW DEN

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



**HERB RED CLOUD**

1973 - 1986

STATION AGENT

SNY CDR BIL DFW DEN

[http://FAL-1.tripod.com/Herb\\_Red\\_Cloud.html](http://FAL-1.tripod.com/Herb_Red_Cloud.html)



**JON RIEDL**

1961 - 1986

STATION AGENT

SLN DEN

[http://FAL-1.tripod.com/Jon\\_Riedl.html](http://FAL-1.tripod.com/Jon_Riedl.html)

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**JOE ROORDA**

1961 - 1985

PILOT

SLC DEN

[http://FAL-1.tripod.com/Joe\\_Roorda.html](http://FAL-1.tripod.com/Joe_Roorda.html)



**TRICIA HORNING SCHEICK**

1978 - 1986

RESERVATIONS AGENT

DEN

[http://FAL-1.tripod.com/Tricia\\_Horning\\_Scheick.html](http://FAL-1.tripod.com/Tricia_Horning_Scheick.html)



**JOE SCHOENTRUP**  
 1979 - 1986  
 STATION & TICKET COUNTER AGENT  
 GEG

[http://FAL-1.tripod.com/Joe\\_Schoentrup.html](http://FAL-1.tripod.com/Joe_Schoentrup.html)



**CHARLA KRAMER SMYTH**  
 1980 - 1986  
 MARKETING ASSISTANT  
 DEN

[http://FAL-1.tripod.com/Charla\\_Kramer\\_Smyth.html](http://FAL-1.tripod.com/Charla_Kramer_Smyth.html)

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**KATHIE WATTS**  
 1973 - 1986  
 FLIGHT ATTENDANT  
 GSW DAL DFW DEN

[http://FAL-1.tripod.com/Kathie\\_Watts.html](http://FAL-1.tripod.com/Kathie_Watts.html)



**LARRY WENDELL**  
 1968 - 1985  
 TECHNICAL SPECIALIST  
 DEN

[http://FAL-1.tripod.com/Larry\\_Wendel.html](http://FAL-1.tripod.com/Larry_Wendel.html)



March / April, 1980

# *the air line employee*

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## **The legacy of Bill Kilian**

(See writeup, Page 3)

## THE KILIAN GUN BILL

### Protection for station, ticket agents: ALEA, Frontier Airlines join forces to gain new law banning loaded firearms in checked luggage

In response to three years of pressure from ALEA and Frontier Airlines, Congress on February 18, 1980, passed legislation which has a direct effect on the safety of ticket and station agents—especially in the western U.S. Called the Airline Employee Protection Act of 1980, the new law amends the Federal Aviation Act of 1958 and makes it a federal crime to place loaded weapons in checked baggage.

Need for greater protection became evident in late 1976 when S. W. (Bill) Kilian, a Frontier station agent and ALEA member at Stapleton International Airport, Denver, was killed in the accidental discharge of a loaded revolver in a duffel bag. Several on-the-spot surveys conducted by Frontier at Denver and other stations turned up numerous loaded guns in hunters' baggage, and it was apparent that neither Colorado state laws nor Federal Aviation Administration rules were being observed.

Spearheading the drive for a federal law were two Colorado legislators, Senator Gary Hart and Representative Pat Schroeder. Their efforts achieved success February 18 when President Jimmy Carter approved the bill along with the Noise Abatement Act which had also been submitted for his signature.

As shown below, Hart and Schroeder were honored during special ceremonies at Stapleton on March 16. Besides President Glen Ryland of Frontier and representatives of ALEA, Bill Kilian's mother and his son were

also present. Ryland undoubtedly spoke for everyone when he said, "In the past, careless gun shippers could get off with only a slap on the wrist. Now, the prospect of a year in jail or a stiff fine—or both—will make them aware of the risk they take when they attempt to bring a loaded gun aboard an airplane."

Representing ALEA in addition to Regional Director Casey and Master Chairman Lamkins were officers of Kilian's Sub-Council 73b—Secretary, Frank Monheiser, Vice Secretary, James Meade, and Asst. Secretaries Lester Simpson and Jack Latino.

### The Airline Employee Protection Act of 1980

Title V, Section 502 of the Aviation Safety and Noise Abatement Act of 1979 amends Section 902 of the Federal Aviation Act of 1958 to read as follows:

With respect to any aircraft in, or intended for operation in air transportation or intrastate air transportation, whoever—

"(A) while aboard, or while attempting to board such aircraft has on or about his person or his property a concealed deadly or dangerous weapon which is, or could be, accessible to such person in flight;

"(B) has placed, attempted to place, or attempted to have placed a loaded firearm aboard such aircraft in baggage or other property which is not accessible to other passengers in flight; or

"(C) has on or about his person, or who placed, attempted to place, or attempted to have placed aboard such aircraft any bomb or similar explosive or incendiary device; shall be fined not more than \$1,000 or imprisoned not more than one year, or both."



AT THE SUGGESTION OF the FL ALEA Master Executive Council, ALEA presented engraved silver trays to U.S. Rep. Patricia Schroeder and to U.S. Sen. Gary Hart (2nd from right) in appreciation for spearheading the gun safety bill through Congress. Doing the honors are Master Chairman Jake Lamkins and Regional Director Jack Casey. Youngster at left is Kilian's 11-year old son, Bill Jr.



"A TRIBUTE TO HIS FATHER..." That's how Regional Director Jack Casey describes the Airline Employee Protection Act as he reviews a copy with young Bill Kilian Jr. who was given the pen used by President Carter. Also shown as they relax after the ceremony in Frontier's offices at Stapleton are Mrs. Elizabeth Kilian, mother of the deceased ALEA member, and Hank Lund, Frontier vice president—sales and service.

*(The following articles, pages 12 through 17, are taken from the April 1980 Frontier News newsletter.)*

## **RYLAND: HOW 1980 LOOKS**

Frontier President Glen Ryland met with approximately 2,500 Frontier employees in 12 cities during meetings throughout January, February and March.

Among the points Ryland covered with the employees were:

### **Competition**

Since the airline deregulation act was signed into law in Oct., 1978, most airlines have inaugurated new routes. Some of Frontier's new routes, such as Denver-Detroit, Denver-Houston and the upcoming Denver-Atlanta non-stops, are making the competition work a little harder. Likewise, some of our traditionally strong markets have become very competitive. Frontier and Braniff, before deregulation, offered an average of 34 flights combined each day between Denver and Dallas/Ft. Worth. Delta and Texas International joined the route last year, and a total of 49 daily flights are now offered by the four airlines. Between Denver and Salt Lake City, Frontier, United, Western and Texas International offered 54 daily flights before deregulation. That number swelled to 66 daily flights last summer after Hughes Airwest joined the route. Braniff and Eastern started flying the route in late 1979 and Delta plans to enter soon, while the amount of daily flights has dropped back to 54.

While we have been affected by new competition in some markets, we are holding our own effectively. We are working hard to attract passengers by offering competitive fares, good schedules, and offering our traditional quality of service, both on the ground and in the plane.

### **1980 outlook**

Frontier reported record net earnings of \$21,664,000 in 1979 on total revenue of \$389,655,000. 1980 will also be a profitable year for us, although perhaps not as strong as 1979, due mainly to the lagging national economy resulting in somewhat softening traffic. 1980 will be a tough year for our industry, but Frontier will do okay—and a lot better than most.

### **Route expansion**

Frontier is growing in an orderly, profitable way, adding new routes that reinforce our "hub and spoke" system. New cities include Lexington, Ky., (Feb. 1), Houston, Texas, and Stockton, Calif., (May 1). New nonstop service between Denver and Atlanta begins July 1. We hope to inaugurate service to Regina and Saskatoon, Saskatchewan, sometime in 1980, pending approval by the Canadian Transport Commission. We have the authority to fly to Santa Ana, Calif., in the Los Angeles area, but we are involved in difficult negotiations with the local airport, which doesn't want to allow any new airlines to come in. There are other new cities we are looking at, of varying sizes, but there is nothing to report at this time.

### **Fuel**

As of April, 1980, we are paying our fuel suppliers 85 cents a gallon, more than double the amount we were paying at the start of 1979, 42 cents a gallon. Since the beginning of the year, fuel prices have increased 8 cents a gallon. Each penny increase costs Frontier approximately \$1.3 million more in annual operating expenditures. Frontier uses approximately 130 million gallons of fuel each year. We have had a number of problems getting fuel for our planes, but our fuel people have consistently solved them and we have had only one cancellation due to a shortage.

We have a slight edge in the fuel cost battle, and it's called the Boeing 737. Both the 737 and the 727 were designed back in the time when fuel cost 10 cents a gallon. Although the twin engine 737 was an economical choice on a cost-per-plane-mile basis, the three engine 727—with its greater seating capacity and longer range—made more sense on longer haul, higher density routes. Now, the roles have reversed. The Boeing 737-200, as flown by Frontier, actually costs less to operate on a cost-per-seat-mile basis now, and newly designed JT8D-17 engines provide substantially increased range.

Our pilots are doing an excellent job of conserving fuel in flight, primarily by paying careful attention to flight operating procedures. We are burning 40 gallons of fuel per flight hour less today than in 1973, while using the same basic fleet and carrying more people per airplane.

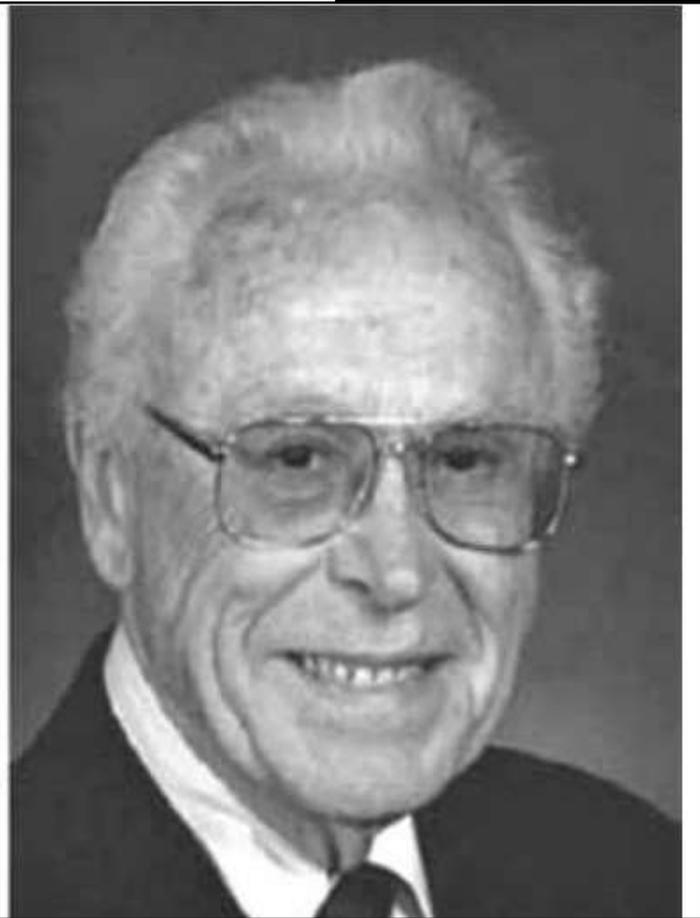
Frontier pilots have always been concerned with conservation, but became more concerned during the 1973 energy crisis. With the aid of improved flight operating procedures, computerized flight plans and more efficient alternate flight plans, a major improvement in fuel conservation was noticed in 1974. Additional conservation measures resulted in a second big improvement in 1976. Our pilots continue to improve their efforts to conserve fuel.

### **Fleet**

We now have 37 Boeing 737 jets in service, with three 737s on lease to Air Florida. By this time next year, we will have 45 737s, after the three leased aircraft return to service and five new 737s are delivered.

We are in the process of conducting an extensive study of the various "new generation" aircraft that are under development. Specifically, we are looking at the Boeing 757 and the DC-9 Super 80. We will answer the questions, "Do we need a larger aircraft," and, if so, "Which of the new aircraft should that be?" The study will be completed by the middle of the year, and we'll have to make some tough decisions after that. If we do decide we need new aircraft, we will have to place our orders by the end of this year.

Another option is developing that may be attractive. Boeing is seriously considering developing a "stretch" version of the 737 - which would be called the 737-325.



Glen Ryland on the left in his World War II flight uniform. He is featured in William F. Meyer's book Remembrances, which presents the stories of ten men and two women who served in World War II. Glen was badly injured while test flying the P-63 when the right wing tore off and he had to bail out barely 1,000 feet above the ground..

The photo on the right is Glen later in life, after Frontier, when he was President of RYCO, a firm that provided aviation equipment and services to various airlines, General Manager of Aviation Consultants and Director of the Air Transportation Association of America. He will be 98 years old in Aug 2022 and lives in an assisted living facility in the Monterey, California area.

This will be a slightly larger version of what we are currently flying, and it would have newly developed, highly fuel efficient engines.

### **Convair 580s**

We now have 21 Convair 580s in service. As we have said before, we are involved in a long term plan to phase the Convairs out of operation. We hope to be out of many of our Convair routes by the end of 1982, although many details are yet to be resolved.

### **Maintenance bases**

Boeing 737s must "overnight" in a maintenance base every other night to be checked by aircraft technicians. As our jet fleet grows, we have to open new maintenance bases to accommodate the new airplanes. We like to do these overnight checks outside Denver, so the planes can fly into our "morning bank" period in Denver the next day, enabling passengers to connect to other Frontier flights. We are adding maintenance bases at Shreveport May 1 and Grand Island June 1.

Employees are concerned about maintenance bases that close. Unfortunately, moving a base inconveniences our

employees. When we add a new route, such as Boise-Eugene, onto an existing route, such as Denver-Boise, it may be more effective to move the maintenance base. In this case the Boise maintenance operation was moved to Denver.

We try to make the best use of our employees, our airplanes, in order to use our resources in the most productive way.

### **Stapleton Airport**

As the largest single user of Stapleton Airport in Denver, the nation's fourth busiest airport, Frontier has more at stake than anyone else in its future. The Rocky Mountain Arsenal adjoining Stapleton is an ideal site for that much-needed expansion, as opposed to a multi-billion-dollar "Taj Mahal" somewhere out in the boonies that won't be ready for 15 years. We need expansion now.

Frontier has taken a leadership role to capture the Arsenal, and making sure this is accomplished is one of our major priorities. We'll have a lot more to say about that later.

On a related subject, our concentration of resources at

our Denver hub has proved to be a winner for Frontier, but at the same time this magnifies our problems when non-routine situations like storms and air traffic jams disrupt operation at Stapleton. We have a top-level team working on management systems to deal with these non-routine problems, much like the way we improved our routine service performance in early 1979.

Our task force—Buz Larkin, Hank Lund and Bill Wayne (the same people who worked out our earlier problems) - hopes to implement some improved policies and procedures by summer.

### BRACEWELL ELECTED

Houston attorney Fentress Bracewell has been elected to the board of directors of Frontier Airlines.

Bracewell, 58, is a founder and partner in the law firm of Bracewell and Patterson, which has offices in Houston, Washington, D.C., and London.

Active in Houston community affairs, Bracewell is chairman of the Port of Houston Authority and a director of the Houston Chamber of Commerce. He also is chairman of the board, Continental Life Group, Inc., Houston, and chairman of the executive committee, Ideal National Insurance Co., Salt Lake City. He is a law graduate of Baylor University, Waco, Texas.

### SUGGESTION WINNERS

Merle Hussel and James Walton, aircraft technicians in Denver, were each recently awarded \$289 for suggestions concerning Convair 580 coffee makers.

Awards are given to employees who suggest ways to save company time, money or increase efficiency.

Melba J. Stevens, reservations agent in Denver, won three awards, for \$45, \$15 and \$15. Double winners were King W. Herrington, lead aircraft technician, Denver, \$60 and \$47.50, and Linda Pitts, reservations agent, Denver, \$42.50 and \$37.50.

Other reservations agents in Denver receiving awards were Mariane V. Vita, \$52.50; Marilyn A. Hoegh, \$15; Carolina K. Smith, \$15; Bill J. Faulkner, \$12.50; and Lisa Owen, \$10.

Kenneth Thomas, aircraft technician, Tucson, won \$136.20; Sandra M. Brooks, accounting clerk, Denver, \$52.20; Kathy Messmer, data conversion operator, Denver \$42; James R Caldwell, aircraft technician, Denver, \$40; James L. Meade, station agent, Denver, \$27.50; Diane Hall, flight attendant, Denver, \$22.50; Linda Praytor, secretary, Denver, \$22.50; Diallo, station agent, Shreveport, \$22.50; Louanne K. Leeper, employment, Denver, \$17.50; and John L. Ager, station agent, Alliance, Neb., \$15.

### WHY FRONTIER CUTS FARES

Jan. 30: Frontier announces fares of \$19 one way, including tax, or \$38 roundtrip, on one-third of the 96 weekly flights between Denver and Salt Lake City,

through April 15. The number of seats on each flight sold at the discount fare are limited.

Feb. 19: Frontier announces fares of \$39 one way, including tax, or \$78 roundtrip, on all flights between Denver and Dallas/Ft. Worth. Again, seats are limited.

Why did Frontier cut fares in these markets?

The answer is to maintain Frontier's strong identity among passengers.

Frontier has attracted passengers in competitive routes like Denver-Salt Lake City and Denver- Dallas/Ft. Worth over the years by offering quality service, convenient schedules and competitive fares, according to M.C. "Hank" Lund, vice president, sales and service.

"Sometimes other airlines cut fares," says Joe Lorenzo, vice president, pricing, "in an attempt to take away some of our passengers. When this happens we look at the route and (a) match the competition; (b) offer a lower fare than the competition; or (c) continue with our current pricing."

"Passengers have responded enthusiastically to these discount fares," Lund says. "They are getting the same service, meals and extra legroom at a discount fare as they would if they paid full fare. Discount fares increase passenger awareness of Frontier and the service we offer."

Frontier continually monitors the fares offered by other airlines and the passenger response to those fares, according to Lorenzo.

"From time to time we introduce the lowest fare in a market," Lorenzo says. "Last summer we offered a \$29 fare between Denver and Las Vegas. We are an aggressive pricing airline. We won't back away."

### EMPLOYEES IN THE NEWS

Dallas C. Mortensen has been named director, quality assurance. A 21-year veteran with Frontier, Mortensen serves as liaison between the airline and the FAA regarding maintenance and engineering matters and administers the aircraft engine reliability programs. He most recently served as manager, reliability and FAA liaison.

Robert N. Slichter has been named director, community relations. A graduate of Arizona State University in Tempe, Slichter joined Frontier in July, 1976, as a sales representative. He most recently served as manager, community relations. Prior to joining Frontier, Slichter was a special representative of the military bureau of the Air Transport Association in Washington, D.C.

### APPOINTMENTS

William J. Barker — City manager, GUC

Curt Bourg — City manager, CEZ

Fran Brown — Marketing representative, PHX

Marjorie Cannon — Manager, flight service, MCI

Chuck Caruthers, — Manager, customer service, DEN

Gerardo Chavez — Manager, Mexico operations

Robert J. Coombs — Asst. staff mgr., sales and service

Julie Dickman — Sr. convention sales reservationist

Rita Hammond — Marketing representative, DEN

**1980 TIMELINE**

1980 Jan. Aircraft tail floodlights installation is completed  
 1980 2/1 Glen Ryland becomes 7th president, service to MDW is deleted, service to LEX begins  
 1980 2/13 Aircraft mechanic Jay Shah killed on DEN ramp by provisioning truck  
 1980 5/1 DEN-HOU service started and SMF-SCK  
 1980 6/30 Service to the "highline" is dropped: HVR LWT GGW OLF ISN SDY MLS & GDV  
 1980 8/1 MLC is dropped from service, last one man station  
 1980 9/21 New ATL terminal opens with FL a tenant  
 1980 10/1 Jet service starts at LBF  
 1980 11/30 Nebraska stations of CDR SNY & AIA cease operations, Twin Otters are retired  
 1980 12/1 New service, DEN-DSM-LNK, service to JAN is dropped  
 1980 12/15 LAS-SNA flights begin

Annelle Latimer — Sr. convention sales reservationist  
 Suzi Malloy — Manager, flight service, DFW  
 Duane Martin — Sup., data conversion/production cont.  
 Leopoldo Perez — City manager, ZIH  
 Marv Pester — City manager, DFW  
 Howard Schatz — City manager, SCK  
 Tom Schmidt — Asst. mgr., transportation services, SLC  
 Frank Schubert — City manager, ABQ  
 Ted Simmons — City manager, HOU  
 Steve Ward — Analyst, pricing and control  
 James E. Willey — General foremen, quality control

**Feb./Mar. Service Awards****30 Years**

Brgoch, F. — Captain, DEN  
 Cook, W.H. — Station agent, WRL  
 Dorchak, S.J. — Aircraft technician, DEN  
 Larson, M.E. — Director, accounting, DEN  
 Lehmann, E.H. — Aircraft technician, DEN  
 Leslie Jr., J.D. — Captain, DEN  
 Matthews, D.E. — Aircraft technician, ABQ  
 Miller, G.E. — Aircraft technician, DEN  
 Peck, E.L. — Lead mechanic, DEN  
 Randall, E.V. — Secretray, DEN  
 Waldren, F.W. — Aircraft technician, DEN

**25 Years**

Bearer, C. — Aircraft technician, GEG  
 Dorsey L.W. — Captain, DEN  
 Erickson, D.K. — Lead aircraft technician, DEN  
 Hopkins, H.W. — Senior agent, COS  
 Morris, P.D. — Dispatcher, DEN  
 Long, H.R. — Station agent, RIW  
 Reynolds, W.D. — Aircraft technician, DEN  
 Schulte, J.J. — Station agent, OMA  
 White, R.L. — Station agent, GRI

**20 Years**

Appleby, J.D. — Captain, DEN  
 Denson, D.O. — SATO manager, FSI

Eckles, R.J. — Station agent, GRI  
 Fohn, J.M. — Flight attendant, DEN  
 Fuller, L.A. — Senior agent, FOE  
 Glasgow, R.E. — Station agent, ELP  
 Hatcher, M.V. — Reservations agent, DEN  
 Hawes, L.M. — Flight attendant, DEN  
 Hendrickson, N.A. — Lead aircraft technician, DEN  
 Roberts, B.H. — Manager, local passenger tariff, DEN  
 Vroomen, R. — Lead cleaner, DEN  
 Wagner, G.I. — Station agent, DFW  
 Wilds, J.L. — Senior agent, DFW

**15 Years**

Beringer, S.J. — Aircraft technician, MCI  
 Brady, J.G. — Aircraft technician, DEN  
 Caradori, R. — Senior agent, OMA  
 Castleman, W. — Aircraft technician, DEN  
 Cope Jr., F.O. — Senior agent, DEN  
 Crowell, F.A. — Aircraft technician, DEN  
 Davis, O.L. — Mechanic, DEN  
 Duckett, E. — Lead aircraft technician, ABQ  
 Fahrenholz, C.J. — District sales manager, LAS  
 Farnholtz, J.R. — Aircraft technician, FSM  
 Greene, D. — Aircraft technician, DEN  
 Grizzle, D.L. — Station agent, RDD  
 Larson, S.W. — Dir., marketing research analysis, DEN  
 Middleton, L. — Station agent, BOI  
 Nakata, D.H. — Senior agent, DEN  
 Saunders, R.G. — Senior agent, DEN  
 Tomalino, R.L. — Lead aircraft technician, DEN  
 Weickum, H.L. — First officer, DEN

**10 YEARS**

Baker, W.B. — Senior ticket counter agent, DEN  
 Bare, J.B. — Station agent, OKC  
 Burke, R.L. — Ticket counter agent, MCI  
 Elston, M. — Flight attendant, DEN  
 Hathy, A.J. — Senior ticket counter agent, DEN  
 Hendreschke, R. — Senior agent, SLC  
 Hoelscher, E. — Flight attendant, DFW  
 Johnson, K. — Flight attendant, DEW  
 Jones, K.K. — Flight attendant, DEN  
 Jones, P. — Flight attendant, DEN  
 Kellett, D.C. — Supervisor, reservations, DEN  
 Koby, C.J. — Flight attendant, DEN  
 Kreimier, M.L. — Station agent, DEN  
 Landi, C. — Reservations agent, DEN  
 Mas, A.G. — Stock clerk, DEN  
 McCullough, R.C. — Maintenance scheduler, DEN  
 Mendelsberg, J. — Flight attendant, DFW  
 Patterson, W.A. — Flight attendant, DFW  
 Powers P.J. — Reservations agent, DEN  
 Schmidt, T. — Asst. mgr., transportation services, SLC  
 Shepherd, B.M. — Planner, DEN  
 Sorensen, R.J. — City manager, BOI  
 Spencer, P.J. — Reservations agent, DEN



### PILOTS SIGN CONTRACT

AIR LINE PILOTS ASSOCIATION (ALPA) representatives, on behalf of Frontier pilots, and Frontier management signed a new agreement in March effective through April 1, 1982. Standing, from the left, are Dave Wable, first officer; Pat Benoit, contract administrator, ALPA; Jim Wyche, assistant general manager, flight operations; Chuck Blair, captain; Allan G. Larkin, vice president, administration; and Jack Kane, director, industrial relations-flight. Seated, from the left, are Jack Frost, captain; Ed Trimble, MEC chairman; and R.J. Orr, vice president, flight operations.

Swift, S. — Flight attendant, DEN  
 Tripp, D. — Flight attendant, DEW  
 Turner, V.L. — Flight attendant, DEW  
 Uhrich, R.L. — Manager general ledger, DEN  
 Washington, B.F. — Flight attendant, DEN  
 Wassertheurer, T.W. — Station agent, CYS  
 Welch, S.M. — Flight attendant, SLC  
 Wester, M. — Flight attendant, DEN  
 Wolfe, C.L. — Flight attendant, DEW  
 Womack, B.L. — Flight attendant, MCI

#### 5 YEARS

Brulja, T. — Supervisor, reservations, DEN  
 Dotson, D. — Reservations agent, KCK  
 Fehse, G.A. — Foreman, SLC  
 Hughes, W.L. — Secretary, DEN  
 Johnston, K. — Ticket counter agent, DEN  
 Lawless, E.J. — Temporary nurse  
 McKenney Jr., W.J. — Staff manager marketing, DEN  
 Slothower Jr., V.D. — Planner, DEN  
 Smoger, K.M. — Station agent, TUS  
 Yantis, M. — Reservations agent, DEN

#### IN MEMORIAM

Bobby Gene Donley, line technician in Denver, and his wife Rosilie, March 9.

Bud Matlock, aircraft technician, March 30.  
 Ed Pejko, retired aircraft technician, March 18.  
 Jay Shah, aircraft technician in Denver, February 13.

#### "E-Z PAK" SERVICE

Small packages are now traveling door-to-door on Frontier Airlines.

New "E-Z Pak" service, offering guaranteed delivery of any low-weight shipment on a door-to-door basis, was introduced by Frontier March 1. The service is available between any pair of 62 selected cities on Frontier's system.

For \$15, plus a five percent tax charge, Frontier will cover pickup, air shipment and delivery of an E-Z Pak envelope measuring 10 by 15 inches, weighing no more than five pounds and insured for up to \$50. Shipments are picked up and delivered during regular working hours Monday through Friday. The envelopes, sold in groups of 20, are available through Frontier air freight offices at the 62 airports chosen for the service. Hazardous or perishable materials are not accepted.

#### CONSUMER AFFAIRS RESPONDS

Prompt and thorough responses to passenger complaints and complaints are handled daily by Frontier's consumer affairs department.

"We try to satisfy the passengers who notify us in an honest and sincere way," says Jack McGuire, director of consumer affairs.

McGuire and his staff—offering more than 40 years combined airline industry experience—receive passenger comments by letter, telephone, or in person.

Letters of appreciation are sent to passengers who compliment the airline. An employee mentioned in a passenger compliment is recognized for his efforts by his supervisor.

The department investigates each complaint from a passenger. The passenger is asked to provide any useful information, such as a copy of his Frontier ticket; any Frontier personnel mentioned in the complaint are contacted; and a "past date record" is requested, listing all information Frontier gave the passenger. After completing the research, the department decides whether the complaint is valid and, if so, how the passenger should be compensated.

In February, 1980, consumer affairs received an average of 8.8 complaints for every 10,000 passengers who boarded Frontier flights. The department is committed to finalize complaints within 21 days.

"Every complaint is presented differently," says Pat Clifford, consumers affairs representative. "We interpret what the passenger is saying, who is involved and who should be contacted during the investigation. Unfortunately, most complaints are not worded clearly."

The nature of passenger complaints has changed in recent years since the rise of the consumer movement.

"We have experienced a sharp increase in the number of passengers requesting monetary settlements," according to Lyn Griffith, consumer affairs representative. "90 percent of our complaint letters, on the average, request money. A year ago the passengers wanted an explanation. Now they want the cash."

For example, a man requested a full refund after his flight was delayed. His reason: the price of his professional time.

"Consumers are quite aware of their rights," McGuire says. "At the same time, passengers are more knowledgeable than in the past. We have few 'first time' travelers. Passengers today have flown more and are more familiar with airline operations."

"The number of compliments we receive, as well as the number of complaints, reflects what our employees are doing, how they are serving passengers," Griffith says. "Employee attitude is the key."

"I want all employees to be concerned with passenger relations," McGuire says. "For example, if a city manager has a problem with a passenger, it may be more effective for him to settle it quickly than to refer the passenger to this department. Rather than putting words on paper that may lose their impact, if the employee can handle it on the

spot, that is total service."

The staff agrees that passengers simply want to know someone cares, understands and wants to treat them fairly.

"In general, our employees have a sincere objective to give fine service," McGuire says. "It is important for every employee to act as a representative of consumer affairs, showing a genuine interest in a passenger's situation. This attitude will bring passengers back to Frontier."

### WELCOME HOU & SCK

Houston, Texas, and Stockton, Calif., join Frontier's system May 1.

Three non-stop flights will be offered each day in each direction between Denver and Houston, with "through-plane" service to such cities as Salt Lake City, Casper, Spokane and Vancouver. Frontier will serve Houston's conveniently located William P. Hobby Airport, just seven miles from downtown. Houston's other airport, Intercontinental, is located 22 miles from downtown.

Selection of Hobby Airport was based, in part, on a survey Frontier conducted of Houston area travelers, travel agents and corporate travel planners regarding the accessibility of both Hobby and Intercontinental Airports.

More than half of the people included in the survey indicated a preference for Hobby.

Survey respondents indicated that Hobby is convenient to downtown, major residential areas in Houston, the NASA/Johnson Space Center base at Clear Lake City and the Galveston area.

Among metropolitan areas in the U.S., Houston is...

- Number one in economic health, according to the National Urban Policy Roundtable.

- Number one in per capita income growth, 1969-1977.

- Number one in population growth, 1970-1978.

Houston is the home of...

- International trade and commerce, banking, science, manufacturing, aerospace and retailing.

- Energy. 29 of the top 30 oil companies in the U.S. have management centers in Houston.

Stockton, with an estimated metropolitan population of 185,000, is a manufacturing center in California's San Joaquin Valley. The city is a major deep water port, located on the California Delta at the head of the Stockton Deep Water Channel.

The San Joaquin Valley, with an estimated population of 750,000, is a major agricultural and industrial center with more than 300 diversified manufacturing plants. Stockton is located 78 miles from San Francisco and 47 miles from Sacramento.

Two daily roundtrip flights will be offered to Stockton on a Denver-Sacramento-Stockton routing. A third Denver-Sacramento flight will continue to Redding, Calif.

Heading Frontier operations in Houston is City Manager Ted Simmons. Howard Schatz is heading operations in Stockton as city manager.

The addition of Houston and Stockton to Frontier's route system will bring to 93 the number of airports the airline serves in 26 states, Canada and Mexico.

### PASSENGER LETTER

January 28, 1980

Mr. Glen Ryland, President Frontier Airlines

Dear Mr. Ryland:

Friday, January 25, 1980, was a most aggravating and irritating evening. With a front moving slowly across Denver, one airline promptly cancelled their nonstop flight from Amarillo to Denver. We promptly inquired at Frontier's counter in Amarillo as to the availability and timeliness of Frontier's flight to Denver via Liberal, Kansas. We were informed that the flight would depart on time, but we were not assured of arriving on time.

After fastening our seatbelts, we were informed by the flight attendant, Kevin Peacher, that due to weather in Denver our flight would be delayed in Liberal and that if we departed Liberal at all, we would probably divert to Grand Junction. Then Kevin promptly proceeded to endear the entire passenger load to Frontier Airlines by his "personalized," sympathetic, truthful commentary. In all of our years of flying experience and hundreds of airline departure briefings, we have never before experienced such a phenomenal reversal of passenger animosity! Kevin turned 45 hostile Indians into Frontier patrons! It was fun to watch.

In Liberal, after Denver weather went to zero-zero with 50 knots of wind and blowing snow, the captain, H.J. Miller, and the first officer, P.R. Mitchell, did not run off

and hide from the public. Instead, they stayed "out in front" and fielded questions, explained the reasons for delaying in Liberal, and did much to allay the passengers' fears and frustrations. Their approach to the flying public was exemplary and was reminiscent of "the old Frontier" when crew and passengers had a much closer association.

After several hours of holding on the ground in Liberal, we departed for Denver. Enroute, the weather improved as expected, and there was no arrival delay at all. We landed less than two hours late, when all other inbound flights were either cancelled or diverted. Thank you for maintaining a standard of excellence that is unsurpassed.

*-The entire flight 683 passenger load*

### TUS: EVENING AT THE MAINTENANCE BASE

Between 10 p.m. and 6 a.m., on any given evening, 18 aircraft technicians are at work at Tucson International Airport.

Seven days a week, 52 weeks a year, these Frontier employees do "B" checks on Frontier's Boeing 737 jets. Their work is hard, their deadlines are firm and their handling of details and spontaneous problems is thoroughly professional.

Pride in the quality of their work is displayed by the technicians. They are concerned with aircraft and passenger safety.

"Sometimes while I am working on a plane, doing my job, I realize again that tomorrow morning about 100 people will be on this plane," Doug Breazeale says. "It all comes home to me"

The B check is the most extensive "line" check, with the



DEN flight attendant Kevin Peacher and his flight attendant wife Maggie.

more extensive C and D “heavy” checks done at the maintenance base in Denver. B checks are completed on 737s every 250 flight hours. The Tucson technicians do two B checks each evening. A B check requires approximately 36 man hours.

“We usually see every plane at least once a month,” says Tom Willey, maintenance base foreman. “We meet FAA requirements as well as Frontier’s own maintenance policies, which are usually stricter.”

The work each night starts out just routine. Technicians are assigned areas of the aircraft to work on. Responsibilities are rotated each evening. As work progresses, there is the possibility of discovering something on the plane that requires special attention.

“Sometimes we have to spend extra time working on a specific part of the plane, replacing a part, or solving a problem. Then we have to hustle in the morning to finish the work and get the plane over to the gate for the morning flight,” Willey says.

This schedule injects variety into the work. The technicians seem pleased with the variety and the learning opportunities.

“There is a lot to learn,” says Bill Cook. “It takes many years to get really proficient. Every night I pick up something new.”

Willey agrees. “There is something different every night. There are new problems and challenges with each airplane.”

“We do it all down here,” Milton Thayer says. “There’s no monotony. I have worked in maintenance for over 30 years and I still find things to learn. I like the line. I like having different planes come in every night. I never know what I’ll have to handle each night. These younger guys are lucky to be here. They will benefit from this experience.”

The technicians speak highly of their co-workers.

“We work well together,” John Roberts says. “We help each other out. After all, we only have a few hours to get all the work done.”

“I’ve worked with a lot of guys, but I don’t think I have ever come across a better group,” Ron Blanchette says,

According to Willey, the work is a team effort. “I have never been around such quality mechanics. They really work hard.”

There is a lot of pride in the completed work among the technicians. “I like to see the plane, when we’ve finished, when it flies,” says Charlie Hatfield. “I feel like I have accomplished something.”

After hours, the technicians participate in a city softball league for late-night employees. Their team is called the Frontier Fanners.

“It’s a good life here in Tucson,” Ciro Myers says. “We like our work. Nobody will say the hours are the best, but this is when the job needs to be done, and we’re here to do it.”

## NEW MASTER CHAIRMAN, NEW PRESIDENT

*(Both items from the Apr 1980 ALEA magazine)*

When the Frontier/ALEA Master Executive Council met in Chicago early in February it took the same action as the air line’s board of directors did a few weeks earlier—it elected a new chief officer. He’s a 16-year station agent at Fayetteville, Arkansas, W. C. (Jake) Lamkins, who succeeds Frank Monheiser, resigned. The council officers also came up with a new vice master chairman, Walt Hatfield, a 20-year man at Phoenix, Arizona.

As the first step toward a new agreement, due next January, Lamkins and the following were named to the negotiating team: Carolyn Boller for reservations, Sandy Bambei for the general office, Ralph Brott of Phoenix for stations, and Mary Lou Marquez of Dallas-Ft. Worth for the ticket agents.

The change in management involved Glen L. Ryland, executive vice president who became the top man on February 1 when A. L. Feldman took over from R. F. Six at Continental. Ryland and Feldman both came to Frontier in 1971, and during the past nine years they have built its fleet from 10 737’s to 43 (by the end of 1980), passengers from 2.6 to 5.6 million, employees from 3,200 to 5,500, and revenue from \$92 million to nearly \$300 million.

Ryland, who holds a commercial pilot’s license, was employed by an aerospace firm in California before joining Frontier. He served with the Army Air Force during World War II and later studied at the University of California, graduating in 1949 with a degree in Business Administration.

Feldman’s move to Continental is seen as an attempt by the company to reverse the present losses, \$12 million in 1979, that have marred the record of the past 40 years. Although Six is 72 years old, he does not plan to retire from his post as chairman of the board for at least two more years.

## LINDA HARRIS, A RESERVATIONS AGENT

and former council chairman who helped during negotiations in 1974, recently won \$1,377 for three money-saving ideas she submitted in the company’s suggestion program. Biggest payoff, \$1,295, was for her recommendation that videotape be introduced for certain phases of the employee training classes.

Hired by Central Airlines in 1967, Harris became active in ALEA soon after Central was absorbed by Frontier. In 1975 at Dallas she became Frontier’s first female station agent but has since returned to the Denver reservations office where she is once again a union officer.

An additional \$567.50 was shared by reservations agents Linda Pitts, Lisa Owen, Patrick Barry, Lois Taylor, Melba Stevens, Sandra Reich, Vicki O’Connell, and Carolina Smith; by general office employee Leone Springer; and by station agents Rich Norway of Missoula, Rich Ofstad of Manhattan, and Terry Hansen of Spokane.

[http://FAL-1.tripod.com/Linda\\_Harris.html](http://FAL-1.tripod.com/Linda_Harris.html)

## FEB 19, 2022 WAS THE 42ND ANNIVERSARY OF THE ENACTMENT OF THE KILIAN GUN BILL

After Bill Kilian's tragic death on the DEN ramp November 23, 1976, it became known that there was no federal law banning loaded firearms in airline passengers' checked luggage. Efforts began almost immediately to rectify that omission. The progress of the gun bill is told in the following articles from the Frontier News employee newsletter.



BILL KILIAN

[http://FAL-1.tripod.com/Bill\\_Kilian.html](http://FAL-1.tripod.com/Bill_Kilian.html)

### FRONTIER MAKES PROGRESS WITH GUN BILL

Two years ago this November, Denver Station Agent Bill Kilian was killed by the discharge of a loaded firearm in a checked bag. Since that time Frontier has taken a leadership role in working to prevent such a tragic accident from happening again.

"Immediately following Kilian's death, we tightened our own rules for the handling of loaded firearms in checked baggage," explained President Al Feldman. "Through our security, public affairs and marketing departments, we have sought industry cooperation in this area and initiated

steps to secure federal legislation to make checking a loaded firearm a criminal offense."

In April 1977 a Frontier-supported Air Traffic Conference resolution went into effect that provided for a certain degree of uniformity in carrier handling of checked firearms. Airlines were made responsible for informing passengers that firearms would have to be declared. This past April Frontier efforts resulted in an amendment to an FAA rule which further tightened requirements on the carriage of firearms.

Spurred by the accident at Stapleton, the Colorado legislature last year became one of the few to pass legislation making it a crime to carry a loaded firearm into a public transportation facility.

"We strongly support the uniform application of this law," emphasized Feldman. Frontier has worked with the Air Transport Association on testimony presented to congressional subcommittees that would amend the federal firearms statute. It looks hopeful that action taken in the next session of Congress will make the introduction of a loaded firearm in checked baggage a criminal offense.

In the memory of Bill Kilian . . . Frontier will keep working until that goal is achieved.

*-Sep/Oct 1978 Frontier News*

### GUN BILL UPDATE

Legislation spearheaded by Frontier and the Air Line Employees Association (ALEA) to protect employees from loaded guns in passenger luggage has received wide support in the U.S. Congress.

37 members of the House of Representatives co-sponsored the Air Line Employees Protection Act of 1979 introduced by Representative Pat Schroeder (D-Colo.). The legislation makes it a federal crime to place a loaded firearm in checked airline luggage.

Frontier and ALEA have led an aggressive campaign in support of the legislation since Denver station agent Bill Killian was killed when a loaded revolver in a duffel bag he was handling discharged in 1976.

Representative Schroeder will reintroduce the legislation this summer as HR. 4926, Killian's employee number.

Schroeder's office has received substantial mail supporting the legislation, largely a result of the campaign mounted by Frontier and ALEA. Frontier urged citizens, Senators and Representatives in 21 states to support the legislation.

The Senate version of the bill was introduced in May by Senators Gary Hart (D-Colo.) and William Armstrong (A-Cob.). It has been referred to the Senate Commerce Committee.

*-Jun/Jul 1979 Frontier News*

### GUN BILL UPDATE

Legislation to protect airline employees from loaded guns in passenger baggage was reintroduced in the U.S.

House of Representatives in late July by Rep. Pat Schroeder (D-Colo.).

The Air Line Employees Protection Act was assigned the number H.R. 4926, the employee number of Denver station agent Bill Killian, killed in 1976 when a loaded gun went off in baggage he was handling.

Frontier and the Air Line Employees Association (ALEA) continue to press for passage of the legislation, which makes it a criminal offense to place a loaded firearm in checked luggage.

The Senate version of the bill, introduced by Senators Gary Hart (D-Colo.) and William Armstrong (R-Colo.), has received support among members of the Senate Commerce Committee.

According to Bill Schore, a Hart legislative assistant, "We are encouraged the legislation will pass, either on its own, or as an amendment to another bill."

*-Aug/Sep 1979 Frontier News*

### KILIAN GUN BILL PASSES

Legislation making it a criminal offense to place loaded weapons in checked airline luggage was passed last month by the U.S. House of Representatives.

Contents of the Air Line Employees Protection Act, introduced by Rep. Pat Schroeder (D-Colo.), were included in the Airport and Airway Development Funds Bill, passed by the House Oct. 22, 1979.

Frontier and the Air Line Employees Association have pressed for passage of the legislation since Denver station agent Bill Kilian was killed in November, 1976, when a loaded gun went off in baggage he was handling.

Passage of the Senate version of the gun legislation is imminent, according to Bill Schore, legislative aid for Sen. Gary Hart (D-Colo.). The measure was introduced in the Senate by Hart and Sen. William Armstrong (R-Colo.).

*-Oct/Nov 1979 Frontier News*

Gun Bill ceremony at Frontier Headquarters in Denver, Colorado in April 1980. L-R: William Kilian, Jr., Colorado's U.S. Representative Pat Schroeder, Frontier station agents and ALEA representatives Les Simpson, Jack Latino, Jim Meade & Frank Monheiser, and Colorado's U.S. Senator Gary Hart



### GUN BILL SIGNED INTO LAW

Legislation spearheaded by Frontier and the Air Line Employees Association (ALEA) to protect airline employees from loaded guns in passenger luggage was signed into law Feb. 19 by President Carter.

The new law, which makes it a federal crime to ship loaded weapons in airline luggage, calls for penalties of up to five years in jail and fines of up to \$5,000 for offenders.

Until now, the penalty for putting loaded weapons in checked baggage was a civil fine of up to \$1,000.

The legislative drive was prompted by the death of Frontier station agent Bill Kilian on Nov. 24, 1976, when a weapon discharged inside a duffel bag he was moving from one flight to another at Denver's Stapleton International Airport.

The legislation was introduced in the U.S. House of Representatives by Rep. Pat Schroeder (D-Colo.) and in the U.S. Senate by Sen. Gary Hart (D-Colo.), co-sponsored by Sen. William Armstrong (R-Colo.).

"In the past," says Frontier President Glen Ryland, "careless gun shippers could get off with only a slap on the wrist. Now the prospect of going to jail should make them wise up to the safety risks they are creating."

Ceremonies were held March 16 at Frontiers headquarters in Denver to salute the new law. Among those attending were Mr. Kilian's son, Bill Jr., 11, his mother, Mrs. Elizabeth Kilian, his stepdaughters, Mary-Jean Carson and Janeen Marie Carson, his brother-in-law Don Cameron, Hart, Schroeder, Ryland, ALEA Regional Director Jack Casey, and other airline and union officials.

Family members were presented the pen used by President Carter to sign the gun safety law, along with framed copies of the legislation.

"The new law culminates nearly three years of work by Frontier, ALEA and the congressional leaders," Ryland says. "Thanks to the new law, airline employees and passengers alike now have an important new safeguard on the books."

*-FL News, April 1980*



*Bill's son, who goes by Stephen, still lives in Denver and is a member of the FLacebook group where he often posts items to his FLamily. Other members of Bill's family are also members.*

### GUN FIRE FROM BAG KILLS WORKER

Denver, Colo. — UPI

A loaded pistol, tucked inside a military duffel bag, accidentally discharged Wednesday (Nov 24, 1976), killing an airline station agent standing only a feet way.

Police and FBI officials identified the victim as Stephen William Kilian, 31. A Frontier Airlines employee for the past 10 years, Kilian, a father of three, was the only one injured by the gunfire. The pistol discharged as it was being transferred from a commercial airliner outside a concourse at Stapleton International Airport.

Authorities said Kilian was struck once in the back of the head by the bullet from the .357 magnum Luger pistol. He was killed instantly. The gun was one of two loaded weapons discovered inside the bag.

"The agent was just transferring luggage from one flight to another," Frontier Airlines spokesman Larry Bishop said. "The gun went off accidentally when the luggage was being moved. It wasn't dropped."

The owner of the duffel bag was identified as Augustine S. Hart. Officials said the man boarded a Frontier plane at Omaha, Neb., and was transferring to another flight to Billings, Mont. when the accident occurred. He was taken into custody for questioning by both federal and local officials.

Hart declared that weapons were in the duffel bag before he boarded the plane in Omaha, and officials said the luggage carried a tag warning that guns were inside.

Bishop said the FBI intervened in the case to determine if federal laws were violated because of loaded weapons being carried in the luggage.

"In certain cases. It is a federal crime," Bishop said. "If its not a crime, it's at least a very foolish and dangerous thing to do."

*-The Milwaukee Sentinel newspaper on Nov 25, 1976*

## KING OF THE LOCALS

### The background to the Frontier-Central merger

*(Excerpted from the August 23, 1967 issue of AEROPLANE, The International Air Transport Journal, printed in London, England.)*

Not so much of an oversized local but more of an aspiring trunk: that will be the new status of Frontier Airlines of Denver once the marriage with Central Airlines of Fort Worth finally takes place. Frontier, the bridegroom in the union and therefore the one whose name will survive the merger, will be transformed with a final few strokes of the pen from just another local-service carrier to an airline with a route network mileage exceeded only by those of three of the domestic trunks.

Only formal rubber-stamping of the Frontier-Central alliance is now needed. A CAB examiner, Merritt Ruhlen, has recommended approval of the merger, subject to the usual provisions relating to Federal subsidy adjustments and job protection for employees. The merger can take effect before the beginning of September unless a review of the recommendation is petitioned for or if the CAB itself decides that a reappraisal of the implications is necessary. The examiner's verdict followed overwhelming endorsement of the proposed union by more than 99 per cent of the Frontier and Central stockholders.

By acquiring Central, Frontier is staking a claim for leadership of the US local-service airline industry and creating a precedent which is likely to be repeated as a series of mergers among the locals whittle down the present 13 to four or five in number. Lewis W. Dymond, the 47-year-old chairman and president of Frontier, thinks as much and is likely to be the prime mover in arranging further marriages. He admits that Frontier's aspirations do not end with Central. He plans to go shopping again and with the backing of RKO General, a subsidiary of the General Tire and Rubber Co., which owns 56 per cent of the stock, can well afford to.

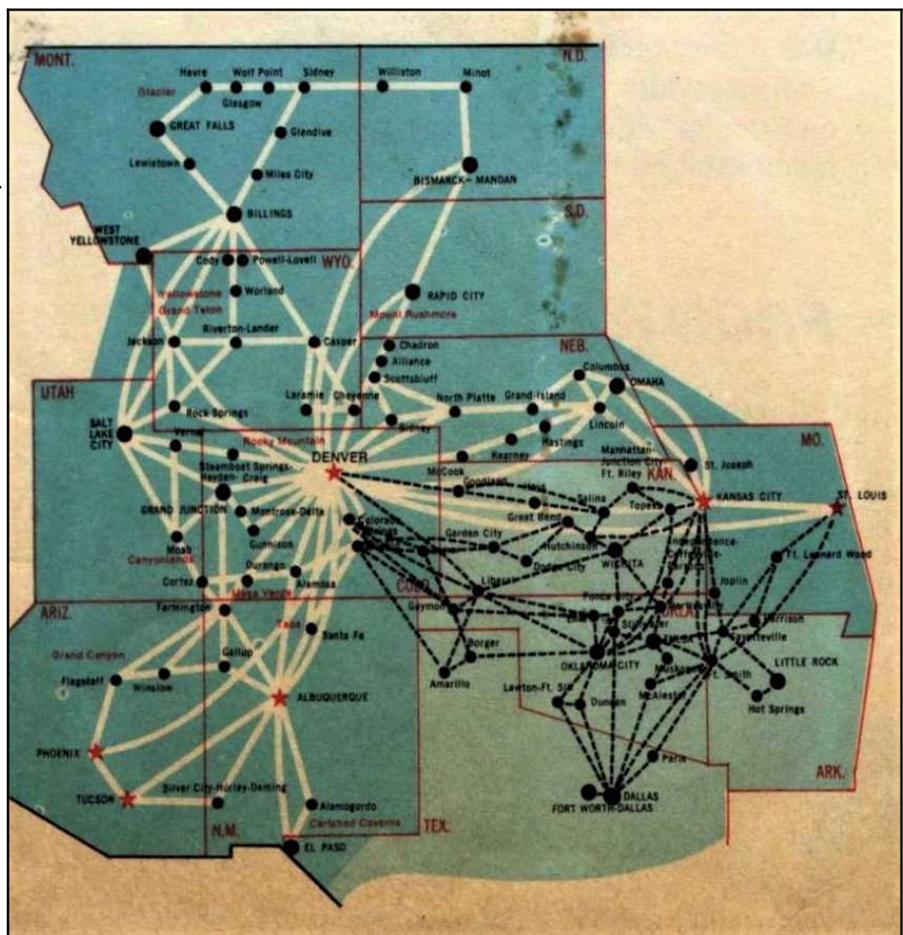
Recently Dymond was quizzed about rumours of a possible Frontier merger with neighbouring Trans-Texas Airways. He did not deny that such a merger was out of the question but cautiously stated that there had been no recent discussions nor were there any currently in progress. But what he did say was that the talks with TTA were conducted both before and after the sale of a majority interest in the airline to Minnesota Enterprises Inc., an investment company. This suggests that while the ground for a merger with Central was being prepared,

tentative plans were also in hand for the future acquisition of a second local.

For the \$7.5M being laid out for Central, Frontier is getting a route system which fans out northwards from Fort Worth through six States (Texas, Oklahoma, Colorado, Kansas, Missouri and Arkansas) to reach 40-odd points, now to be dovetailed into the 70-point network already served by Frontier. Combined, the two systems produce a grand route network total of 12,600 miles, exceeded only by those of United, Eastern and Delta.

That one of the other locals with a network adjacent to that of Central should ultimately absorb this, the smallest of the 13 and one whose health has been steadily worsening, was inevitable. Ozark Air Lines was the number one contender, having eyed Central covetously for a considerable period of time. It got as far as submitting a draft merger proposal to the CAB for approval before the finance houses which were funding purchases of new aircraft clamped down on the proposal. Ozark cried off and the door was left open for Frontier.

Right now Frontier is without doubt the most go-ahead of the locals, a trend-setter in the true sense of the word and one which by all accounts owes a good deal of its present status to the energy and futuristic thinking of one



Frontier and Central join forces to create a new, big airline serving 114 cities in 14 states.

man— Lewis Dymond. Dymond, at 47, is one of those human fireballs who periodically emerge from the echelons of airline chiefs, a man with a colourful past who, as the popular Press is always ready to point out, began a 24-year career with National Airlines as a \$60-a-month plane-washer and apprentice mechanic and wound up as vice-president for operations, engineering and maintenance.

In 1962 he moved to Frontier, the result of a chance meeting with a top executive of the Goldfield Corporation which had just bought a majority shareholding (later sold to RKO). Goldfield offered him a vice-president's job. Dymond plumped for the presidency or nothing—and got it. When he went to Frontier it was in the doldrums, doing its best to struggle along as a feed for the trunks with a fleet of DC-3s and making heavy weather of the task. Dymond pulled the airline up by its bootlaces to the extent that last year it earned a profit of \$1.8M, the biggest of any of the locals, and returned a 58 per cent rise in revenue passenger-miles, the highest increase of any US scheduled airline.

In the five years of his presidency Dymond has certainly made his mark. For one thing he has been instrumental in seeking an elevation in status for the locals, particularly by bombarding the CAB with successful applications for new route authority with the emphasis very much on the longer hauls.

Dymond's philosophy is a simple one: given a slice of the trunk route cake the locals could reduce, if not ultimately eliminate, the need for Federal subsidies. It is anomalous, he thinks, that on the one hand the locals received \$65M. in subsidy in 1966 whereas the trunks are "making profits in excess of a reasonable rate of return".

So far as Frontier is concerned Dymond wants to put the situation to rights, which is why the airline has a stack of new route applications before the CAB awaiting hearing. Already it has been successful in winning Denver-Kansas City-St. Louis rights as part of phase one of the CAB's Northwest-Southwest route case. Now the sights are on still higher things with applications pending for new routes from Denver to Seattle, San Diego, Los Angeles, Chicago, New Orleans, Houston and Miami plus trans-border services to Mexico.



Plane-washer to airline chief—Lewis W. Dymond, chairman and president of Frontier Airlines.

Frontier is the only local service carrier to have actually bought the Boeing 727, biggest jet in any of the 13 locals' fleet inventories. In prospect is an order for five 727-200s plus either 737s or DC-9s.

Not unnaturally the trunks do not take a very benevolent attitude towards the attempts of Frontier to muscle in on their preserves. But Dymond has the bit firmly between his teeth. When the 43-day IAM strike paralysed five trunks last summer, costing them \$826M in lost revenues, Frontier jumped in feet first and applied—and in most cases received—temporary CAB authority to serve new markets outside its usual sphere of influence. The CAB was reportedly impressed with the lightning reflexes of Frontier in reacting to the strike situation. It was also suitably impressed by the speed with which the airline took up its new Denver-St. Louis rights last month.

Another of Dymond's hobby-horses has been the introduction of bargain basement fares. Thirteen are now



This is the DEN ramp in 1966 before the advent of the Boeing 727s which went into service Sep 1 that year. In the background on the left is the top of a Central DC-3 and on the right side the top of a Central Convair 600. The adjacent ramp operation made for an easy merger the next year.

Likewise, the seniority lists of the pilot, station and flight attendant crafts were merged simply by combining the lists in a straightforward manner. It helped that all three groups were represented by the same unions: Air Line Pilots Association, Air Line Employees Association (A subsidiary of the pilots union at that time.) and the Association of Flight Attendants (Also a pilot subsidiary then.)

on offer by Frontier and from January to May this year 37 per cent of Frontier's total \$10.5M revenues were accountable to use of discount rates. Clergymen, Government officials, vacationers, servicemen—practically everyone who is not a businessman is eligible. Similarly, Frontier is the only local actually to have bought the Boeing 727, whereas most of the other locals have acquired smaller capacity short-haul jets.

Such are the hopes of Dymond for Frontier that he is now talking in terms of increasing the present fleet of five 727-100s by taking up the options held on another five.

These, predicts Dymond, will almost certainly be the still bigger Series 200 version and there is in prospect a complementary order for DC-9-30s or 737-200s. Both types are named in current route applications.

The present fleet, apart from the 727s, includes 21 Allison-turboprop Convair 580s plus the last four DC-3s of the original 26. From Central, Frontier will acquire 11 Dart-engined Convair 600 conversions plus a few more DC-3s. Central has been the only one of the 13 locals that has never been firmly committed to a jet purchase, for although there have been frequent rumblings of a DC-9 order, a purchase has never showed up on the official Douglas customer listing.

The big question now being asked is what the Frontier-Central merger will achieve in bringing about a reduction in subsidy payments. Central currently receives \$41M per year and Frontier \$44M. The CAB examiner who recommended the merger has now proposed a review of the amounts, so presumably the merged unit must expect less.

Dymond shows no concern over a likely reduction. He thinks that a merged Frontier-Central will ultimately be able to do without Federal handouts altogether and in the

meantime has pledged that all profits from new routes in excess of a 10 per cent rate of return will be applied to reducing the current figure still further. But obviously there appears to be no little degree of arm twisting behind the pledge. In a nutshell it is: give us more trunk routes on which to make money and we will subsidize the unprofitable feeder lines. This is an argument which Dymond has been touting around since his early days with Frontier. Now that the airline is about to become king of the locals there seems every reason to believe that the CAB will see Dymond's point of view.

Now there's a new big airline. Frontier. A big one in every way.

Big route system. Fourth-largest in the U. S. in air route miles. Second-largest in number of cities served.

Big planes. A big fleet of Boeing 727 Arrow-Jets is already in service. And Frontier has placed a \$75 million order for more.

Big service. A bigger hello when you step aboard, and bigger food, beverage, and flight comforts than ever before.

Big savings. Frontier offers more special rate plans than any other U.S. airline. That means you can travel farther, in more comfort, for less on Frontier.

No Doubt about it. This is the start of something big.

Frontier. Big, new influence in air travel.

FRONTIER AIRLINES

The airline that knows the West. Best.

*(Blurb inserted in the article.)*



Frontier's Boeing 727-100, SN7273, arrives at it's latest home in Jun 2021. It was sold by Frontier in Nov 1969 to Braniff Airlines who bought all our 727s when we converted to a Boeing 737-200 fleet. The Boeing 737 hotel at the same location is not one of Frontier's aircraft.

### WHAT HAPPENED TO BOEING 727 SN 7273

*(Adapted from an article by Joanna Bailey at <https://simpleflying.com/boeing-727-hotel-experience/> with info from several other internet websites. Thanks to pilot Billy Walker for the weblink. The hotel's website is <https://www.aerotel.co.za/> but there were no photos of the finished project at press time.)*

A 54 year old Boeing 727 has taken a five-day-long trip across the north of South Africa. Unlike its previous flying days, this was a slow, arduous trip by road, traveling 320 miles between Johannesburg and Hoedspruit. The 727 is destined to become a VIP hotel suite for the ambitious Aerotel, with up to 18 beds available to rent.

People in South Africa witnessed a very unusual convoy on the roads last week. A Boeing 727, loaded onto the bed of a huge truck, slowly made its way across the country from Johannesburg's OR Tambo Airport to the town of Hoedspruit on the edge of the Kruger National Park.

While the trip would have taken just minutes if the aircraft was flying, the journey by road took a whole lot longer. Altogether, the trip covered 520 km (323 miles), a distance achievable by car in under six hours. However, as the convoy was so exceptionally large and cumbersome, the truck could only crawl along the roads at around 10 miles per hour.

Consequently, the entire journey took five days to complete. The aircraft set off from Johannesburg in the morning of Monday, 7th June. It finally arrived at its destination in the afternoon on Friday 11th. It had passed through a number of South African towns and villages along the route, causing much excitement on the way.

The final destination for the Boeing 727 is the Aerotel in Hoedspruit. Aerotel already has one aircraft hotel on site, a Boeing 737, previously registered ZS-BIL. This 39 year old 737-200 was originally delivered to America West, although its last operator was Gryphon Airlines in South Africa.

The company already has a 737 on-site with 12 guest bedrooms. Aerotel founder Martin den Dunnen and his wife Tracy den Dunnen bought the 737 in 2019, rebuilding it into a 12-bed boutique hotel complete with showers. It opened in October 2020, but den Dunnen wasn't done there.

According to a report in the South African, the plan was always to have a second aircraft on site. The second would be a VIP experience, which could be hired out in its entirety for guests of the Aerotel. The 727, in its VIP configuration, fit the bill perfectly.

Founder Martin den Dunnen bought the 727 as a VIP accommodation.

The giant 727 will have 18 beds in total, making it perfect for large families or group getaways. Although the big T-tail was removed for transportation, it will be reinstalled at the site as the project to refurbish the plane gets underway.

No details on the pricing for the 727 accommodation are yet available, but the 737 rooms are bookable from R1,500 (\$109) per person.

#### About the 727

The Boeing 727 was most recently registered J2-KBA, and was a VIP jet for the Djibouti Air Force. It had flown in this role between April 2001 and September 2012, but



This what SN7273 looked like in her glory days at Frontier from 1967 until 1969.

has been parked since then.

Before entering VIP configuration, the plane operated for the former Frontier Airlines. This is not the same Frontier we know today, but an airline formed from the merger of Arizona Airways, Challenger Airlines and Monarch Airlines on June 1st, 1950.

Operating out of Stapleton Airport in Denver, the airline began service with 12 Douglas DC-3s. It was the first airline to fly the Convair 580, and didn't integrate the 727 until February 1967. Flying as N7273F, this aircraft was one of the first to arrive, but it left the fleet in 1969 when it was sold and the airline moved to Boeing 737-200s

The 727 became N300BN, flying for Braniff International until 1982. It spent the next decade with Burlington Northern (BAX Global), a cargo airline, as N3946A, until it left the fleet in 1995. Its final stop was with Force Aérienne du Djibouti, where it served as a VIP transport plane from 2001 until 2012.

Now, it will take on a new lease of life as a VIP hotel suite for Aerotel's most distinguished guests. The hotel has said that, because the plane is already in a VIP configuration, not a lot will need to be changed internally. Therefore, we can expect bookings to open up in the near future.

Thanks to station agent Ken Edmondson who sent this historical info on SN7273

SN7273F was purchased new by Frontier Airlines and first flew at Boeing's Renton, Washington Plant on May 26, 1967 and was delivered to the Denver Stapleton Field Base on June 2, 1967. The aircraft was painted in the classic crescent moon and arrow color scheme. Frontier ordered a total of five Series -100 Trijets - N7270F through N7274F.

Later, all of the Boeing 727 Series 191 aircraft were sold to Braniff Airways and later three of the Series 291s were also sold to the Dallas based carrier. Braniff took delivery of Ship N7270F which was registered as N297BN in December 1969, preceded by N298BN in the same month. Ship N299BN was delivered earlier in April 1969, and N301BN in November 1969.

SN7273F was sold and delivered to Braniff Airways on November 5, 1969. The aircraft was reregistered as N300BN. The aircraft flew for Braniff for the next thirteen years and was sold on December 29, 1981 to Burlington Northern Railroad Corporation and was reregistered as N3496A in April 1982. Burlington repainted the aircraft and outfitted it as an executive transport. In March 1989, the Boeing Trijet was transferred to Burlington Resources, a BNRR subsidiary based at Seattle, Washington. The aircraft operated here for the next three years and was then reregistered to Burlington Resources on February 24, 1992. The aircraft then continued to operate for Resources until January 23, 1995, when it was transferred to another BNRR subsidiary, Meridian Oil.

Meridian flew the Boeing jet for only two months until it was sold to Dart Container of Waxahachie, Texas, on March 21, 1995. Dart reregistered the aircraft as N727X in August 1995 and flew for twelve months before selling it to DSTS, Inc., in August 1996. DSTS operated the aircraft until March 2001 when it was sold to the Republic of Djibouti in Africa. The Republic bought the aircraft for use as a government VIP Transport and subsequently reregistered it as J2-KBA.

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## BOJANG WHYHIGH

**What you do not know  
will not get you in as much trouble  
as what you know for sure  
that just ain't so.**

