

FRONTIER NEWS



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

We are FLamily!

WINTER

JANUARY

2023

#90



The above photo is one of my all time favorites of the Convair 580. It took to the skies at Frontier on June 1, 1964 after the company started converting their fleet of Convair 340s and 440s into turbo-charged “mountain masters.” The last scheduled flight by this type would be May 31, 1982.

Frontier bought their first Convair 340s from United Airlines and started service with them on July 31, 1959. The event was accompanied by a complete redesign of the corporate logo. A boomerang design replaced the arrowhead look that had been used since Frontier’s birth on June 1, 1950. The boomerang was modified on June 1 1964 when the Convair 580 was introduced. It would last until April 30, 1978 when the F design was introduced.

See page 12

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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 FLamily.

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

ADS

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

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 FLacebook:

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

WOW! Here we are 22+ years later putting out the 90th issue of the Frontier News. I never imagined it, and I, would last this long. If all the issues were printed in a book, it would be a volume over 2300 pages long.

Along with that, over 2350 memorial webpages have been posted at the Frontier website. I keep files on articles on FLolks I see that I intend to add to their memorial webpages. But keeping up with current FLights West prohibit my attention getting to the backlog very often. Items in the backlog by class are Clerical-11, FAs-134, Management-818, Maintenance-279, Pilots-1048, Reservations-16, Station Agents-359, TCAs-11 for a grand total of 2676.

One thing about joining the Frontier Octogenarians Club, we are reminded rather constantly that our future is shorter than our past. I know that my standby days for my FLight West are limited and my regret at this late stage is that I will never “catch up.” And my fear is that my marbles will start getting lost and the time left will not get used properly.

There’s an old saying, “Life is not a journey to the grave with the intention of arriving safely in a well preserved body, but rather to skid in broadside, thoroughly used up, totally worn out, and loudly proclaiming, “Wow, what a ride!” Maybe I’m at the WOW stage now:)

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REUNIONS TIMETABLE



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

DEN MAINTENANCE 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 FLIGHT CREWS

Luncheon, monthly, every second Tuesday, 11:30 am
at HIRO Japanese Buffet
2797 S Parker Rd
Aurora, Co 80014

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

DEN REUNION PICNIC

Sat, Aug 19, 2023

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 for 2023

Contacts:
Bill Guthrie, 254-631-5699, bill_guth3@yahoo.com

DFW PILOTS *(Not sure it's still operating.)*

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

Tue, Aug 29, 2023

Contacts:
Jake Lamkins, 479-879-8358, ExFAL@Yahoo.com
Paul Farris, 479-409-9997, paulamos43@yahoo.com

MCI REUNION

Met Sat, Sep 24, 2022. Next meeting planned for some-
time in 2023.

Contact:
Rose Dragen, 816-741-1995,
rmdragen@gmail.com



Tony Vann is the son of Larry Vann, director of materiel control: 1972 - 1979.

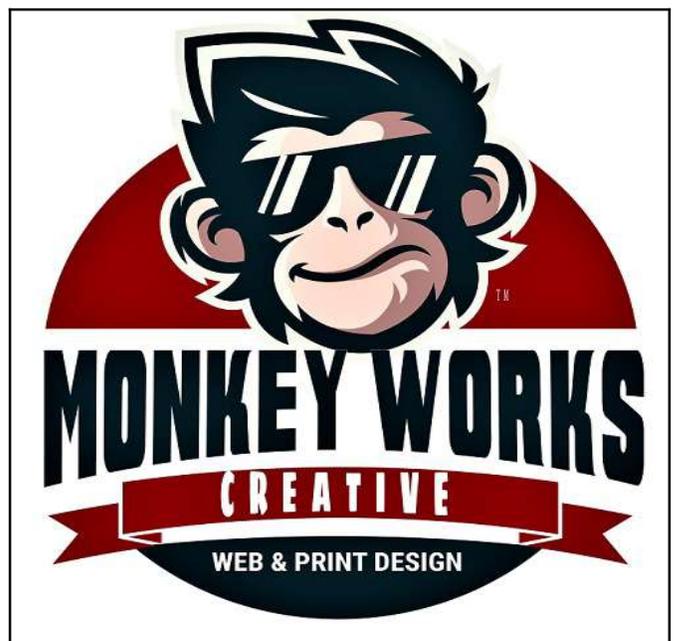
He has a great interest in his Frontier heritage and has volunteered to help maintain the Frontier website and keep it going after I clear standby for my FLight West.

He is also signed on as an administrator of our FLacebook page for the same reasons.

It is a great relief to me to know we have someone to keep our Frontier website and FLacebook webpage operational in the future.

Did I mention Tony has a business doing web stuff: his logo is below. So, we are in good second-generation Frontier hands.

His photo, I confess, has been hacked by a monkey's uncle. :>





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>



26 DEATHS REPORTED SINCE THE FALL 2022 ISSUE

Neil Averett,

SLC BIL TUS sales manager, 4/17/95, age 58, heart

Ray Butler,

LAW DEN station agent, 11/6/22, age 82

Jim Currie,

DEN pilot, 12/2/22, age 76

LaDawn Noble Curtis,

BIL DEN PHX chief flight attendant, 6/6/22, age 86

Al Garcia,

ABQ senior ticket counter agent, 10/25/22, age 82

Jeannette Linnarz Gomez,

SLC flight attendant, 10/19/22, age 85, stroke

Audrey Goudy,

DEN reservations agent, 11/29/22, age 82, cancer

Okie Hobbs,

FMN LNK OKC station agent, 11/19/22, age 83

Bob Knickrehm,

DEN VP-Frontier Agency, 2/17/20, age 89

Don Knudsen,

CPR MSO station agent, 11/2/22, age 83

Fred Krebs,

MKC DEN station agent, 10/28/22, age 85

Pete Lee,

DEN pilot, 6/22/18, age 84

Albert McKenzie,

LAW DFW JAC FSI SATO agent, 11/4/22, age 71

Joan McMullen,

DEN reservations agent, 2018 or 2019, age 79 or 80

Vee Young Mitchell,

PHX DEN secretary, flight attendant, 8/28/22, age 81

Walt Ness,

SLC station agent, 11/14/22, age 85, dementia

Lee Nichols,

Need Info, 6/2/22, age 83

Kristi Peeples,

DFW DEN flight attendant, 9/26/22, age 65

Valinda Pudelek,

DTW station agent, 10/1/22, age 65, accident

Harold Quandt,

DEN lead aircraft mechanic, 10/26/21, age 82

Tom Sittler,

AIA DEN station agent, 12/29/21, age 83

Timm Rice,

DEN MKE FNL ticket counter agent, 10/6/22, age 72

Walt Ruehle,

DEN pilot, 10/11/22, age 92

Bertie Herrera Utley,

DEN flight attendant, 8/29/14, age 54, aneurysm

Darlene Penrod Wood,

DEN PHX flight attendant, 5/7/22, age 87

Marilyn Brooks Wickstrom,

DEN flight attendant, 11/21/22, age 90



NEIL AVERETT
1966 - 1975
DISTRICT SALES MANAGER
SLC BIL TUS
http://FAL-1.tripod.com/Neil_Averett.html



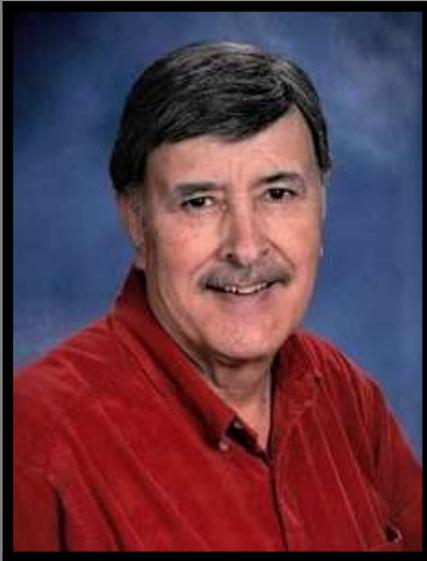
RAY BUTLER
1968 - 1983
STATION AGENT
LAW DEN
http://FAL-1.tripod.com/Ray_Butler.html



JIM CURRIE
1973 - 1986
PILOT
DEN
http://FAL-1.tripod.com/Jim_Currie.html



LADAWN NOBLE CURTIS
1955 - 1959
CHIEF FLIGHT ATTENDANT
BIL DEN PHX
http://FAL-1.tripod.com/LaDawn_Noble_Curtis.html



AL GARCIA
1960 - 1986
SENIOR TICKET COUNTER AGENT
ABQ

http://FAL-1.tripod.com/Al_Garcia2.html



JEANNETTE LINNARZ GOMEZ
1959 - 1963
FLIGHT ATTENDANT
SLC

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

27



AUDREY GOUDY
1977 - 1985
RESERVATIONS AGENT
DEN

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



OKIE HOBBS
1959 - 1986
STATION AGENT
FMN LNK OKC

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



BOB KNICKREHM
1966 - 1986
VP-FRONTIER AGENCY
DEN

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



DON KNUDSEN
1965 - 1986
STATION AGENT
CPR MSO

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

27



PETE LEE
1968 - 1986
PILOT
DEN

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



ALBERT MCKENZIE
1977 - 1986
STATION AGENT & SATO AGENT
LAW DFW JAC FSI

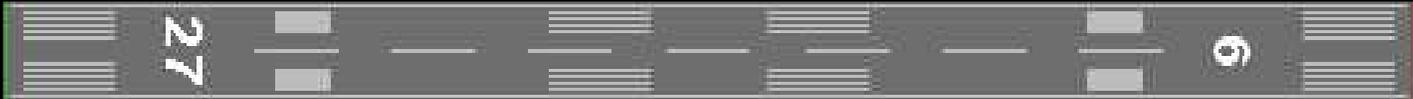
http://FAL-1.tripod.com/Albert_McKenzie.html



JOAN MCMULLEN
1965 - 1986
RESERVATIONS AGENT
DEN
http://FAL-1.tripod.com/Joan_McMullen.html



VEE YOUNG MITCHELL
1962 - 1970
SECRETARY, FLIGHT ATTENDANT
PHX DEN
http://FAL-1.tripod.com/Vee_Young_Mitchell.html



WALT NESS
1960 - 1986
STATION AGENT
SLC
http://FAL-1.tripod.com/Walt_Ness.html



LEE NICHOLS
NEED INFO
http://FAL-1.tripod.com/Lee_Nichols.html



KRISTI PEEPLES
1977 - 1986
FLIGHT ATTENDANT
DFW DEN
http://FAL-1.tripod.com/Kristi_Peeples.html



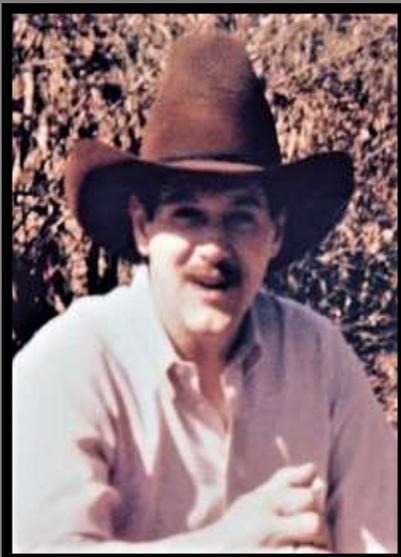
VALINDA PUDELEK
1979 - 1986
STATION AGENT
DTW
http://FAL-1.tripod.com/Valinda_Pudelek.html



HAROLD QUANDT
1976 - 1986
LEAD AIRCRAFT MECHANIC
DEN
http://FAL-1.tripod.com/Harold_Quandt.html



TOM SITTLER
1959 - 1986
STATION AGENT
AIA DEN
http://FAL-1.tripod.com/Tom_Sittler.html



TIMM RICE
 1979 - 1986
 TICKET COUNTER AGENT
 DEN MKE FNL

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



WALT RUEHLE
 1954 - 1983
 PILOT
 DEN

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

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BERTIE HERRERA UTLEY
 1982 - 1986
 FLIGHT ATTENDANT
 DEN

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



DARLENE PENROD WOOD
 1958 - 1959
 FLIGHT ATTENDANT
 DEN PHX

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



MARILYN BROOKS WICKSTROM
1954 - 1956
FLIGHT ATTENDANT
DEN

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



LATE FLIGHT WEST

FRED KREBS
1958 - 1986
STATION AGENT
MKC DEN

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

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UNCONFIRMED - NEED INFO
JIM SEAMSTER
SAN senior station agent
May have flown west around Sep 2022



UNCONFIRMED - NEED INFO
CATHY COLOMBI VINCENT
DEN flight attendant
May have flown west around Sep 2022



Sunliner News

VOL. 8—NO. 6

Published by Frontier Airlines

JUNE-JULY, 1959

RADAR CONVAIRS NOW FLYING



Tasty snack trays are the highlight of "Frontiersman Service" featured on all Radar Convair flights. Stewardess Sandra Smith gives Henry Katzenberger, Braniff district sales manager in Omaha, his choice of sandwiches and cheese wedges.

New Radar Convair equipment—offering new "Frontiersman Service," flying a new route across central Nebraska, featuring new aircraft insignia, and scheduling new faster air service to 16 cities in five states—was made available to the traveling public on July 1.

Negotiations with United Air Lines resulted in the purchase of five CV-340 Convairs at the cost of approximately \$40,000 apiece. Adding to the pleasure of cruising at 275 miles an hour are the air-conditioned, pressurized cabins in which air passengers can relax while reclining in the spacious lounge-type seats.

For the past 13 years, the time-tested DC-3 has been the wings of Frontier's fleet over the Rocky Mountain West. With the expansion of Frontier's routes into the Mid West, and with an increased passenger demand for faster air travel, Frontier's management decided that the twin-engine Convair would be the best equipment to serve the airline's high-altitude operations and the long-stage lengths of its expanding routes.

Introduced on board all Radar Convair flights is the new "Frontiersman Service." After years of being nicknamed a "feeder airline" (because of the local service type of operation) without actually feeding anyone, Frontier now provides a tempting variety of sandwiches, crackers and cheese, fresh fruits and nuts, cookies and cakes to add



A striking insignia on Frontier Airlines' new Radar Convairs has been introduced to the traveling public. Sixteen cities along Frontier's routes are today enjoying the pleasure and comfort of travel on the 275-mile-per-hour aircraft.

to the air of hospitality on board these flights. Also, during the month of July, all Frontier passengers receive a souvenir of their flight in the form of Colorado carnations for the ladies and "Frontiersman" ties for the gentlemen decorated with Frontier crescent "brands."

The 44-passenger Radar Convair will also accommodate over 5,000 pounds of air cargo in its pits. Because of the isolated area served by Frontier, the movement of air cargo continues to be a vital service to the Rocky Mountain West and a major part of Frontier's total business.

Radar is one of the most important pieces of equipment in Frontier's Convair fleet. Its "electrical eye" can see 200 miles ahead of the flight to guide the flight crews over the smoothest routes during turbulent weather.

Sixteen cities along four of Frontier's routes are today receiving this new radar-equipped Convair service. Two daily round trips are scheduled between Albuquerque and Salt Lake City with intermediate service to Farmington, Cortez and Grand Junction. Another Radar Convair links Denver with Omaha with one daily round trip through the central Nebraska cities of Lincoln, Grand Island, North Platte and Scottsbluff. The eastern and western areas of Colorado feature two round trips between Denver and Grand Junction—one flight a non-stop and the second round trip also serving the Western Slope cities of Montrose and Gunnison. A brand new service between Tucson and Denver offers the first one-carrier one-aircraft operation between the "Sunny South West" and "Cool Colorful Colorado." This daily round trip also serves Phoenix, Farmington and Durango.



Sunliner News

VOL. 13—NOS. 3 AND 4

Published by Frontier Airlines

MAY-JUNE, 1964

FIRST CONVAIR 580 JOINS FRONTIER FLEET

History was made for Frontier Airlines on May 1. On that long-awaited day, the first jet-powered Convair 580 was delivered to the airline. An elated Frontier delegation, headed by M. Edward O'Neil, vice president of operations and maintenance, was on hand at the El Paso International Airport awaiting the arrival of the plane from Burbank, California being flown in by pilots of the Allison Division of General Motors. That afternoon jet-powered N73126 was officially accepted by Mr. O'Neil on behalf of the airline.

That night a proud Frontier crew consisting of Captain James G. Carney and Captain Robert J. Nicholson plus the Division Chief Stewardesses headed by Chief Stewardess Vi Lester flew the swift "580" across the skies of New Mexico and Colorado to Denver. Immediately the following morning work got under way in Hangar 5 at Stapleton Airfield to give the aircraft a brand new exterior paint job to further emphasize the superb performance of this fastest of twin-engined, jet-prop aircraft.

With the Convair 580, Frontier Airlines brings to the 11-state area which it serves assurance of the finest and fastest air service provided by any regional carrier in the country. Two powerful turbo-jet Allison engines developing 3,750 horsepower each, built by General Motors, geared to distinctive square-tipped, four-bladed Aeroproducts propellers and using a highly refined



SQUARE-TIPPED, FOUR-BLADED PROPELLERS and the big nacelles enclosing the turbine Allison engines distinguish the Convair 580 jet prop aircraft. The new color scheme consists of a band of turquoise in the mid-section of the fuselage with a thinner band of gold dividing the painted and unpainted sections and is completed by a gold crescent featured on the high vertical stabilizer with the addition of "Frontier" being incorporated in the design. Both the exterior and interior of the aircraft was designed by A. Baker Barnhart of New York City.

aviation type kerosene called Jet A fuel, give the Convair 580 a cruising speed of 355 miles per hour. Combining this speed, which is 100 miles per hour faster than the piston-powered Convair 340, with three times the rate of climb of the Convair 340 plus the hushed smoothness of prop-jet performance, this new aircraft will provide travelers in the high country of the West a new yardstick with which to measure passenger convenience and comfort.

Since the first of the year, a large number of Frontier's personnel have been participating in an extensive and intensive training program. Thus far, 132 Frontiersmen have completed two to four week training courses and are now prepared to knowingly operate and maintain the airline's Convair 580 fleet. Courses were conducted by the Allison Division of General Motors Corporation both at Indianapolis, Indiana and at Frontier's training center in Denver. Some 84 supervisors, foremen, mechanics, inspectors and quality control engineers plus 48 pilots and flight training personnel have taken this training. Additional pilot training was conducted throughout the month of May in the Denver and Cheyenne area.

Meanwhile back at the hangars of Pacific Aeromotive on Lockheed Air Terminal in Burbank, California, a Frontier crew of mechanics and inspectors headed by Bill Durlin as foreman have conducted the regular block overhaul on the Convairs undergoing modification. This saves time which might otherwise tie up the aircraft if the work was done in Denver prior to the installation of the Allison turbo-jet engines. At the present time this crew is winding up work on aircraft N73127 which becomes the second ship in Frontier's Convair 580 fleet.

June 1 will mark the beginning of scheduled operation with the Convair 580 turbo-jet aircraft. The three routes on Frontier's system which will first receive service with the "580" are between Great Falls and El Paso with intermediate service to Lewistown and Billings.



AMONG THE FIRST FRONTIERSMEN to see and try out the new form-fitting, jet age seats to be used in the Convair 580 are the sales team who manned the Frontier booth in the Los Angeles travel show. Posing passenger, from left to right, are Joan Hetzler, Denver stewardess, Bill Rowley, Phoenix regional sales manager, Carolyn Woodward, Phoenix Stewardess, and Jerry Bacon, Tucson city sales manager.

Frontier's Convair 580s Retire: The End of an Era



1959: Frontier introduced the Convair 340, the piston-powered predecessor to the Convair 580. These 44-seat aircraft – with a cruising speed of 240 mph – were Frontier's first pressurized planes. They were all named after Indian tribes which had resided in the West, and featured the first usage of Frontier's boomerang logo on the tail.



1964: Jet-powered Convair 580s were introduced by Frontier on June 1. The airline contracted with the Allison Division of General Motors to convert the 340s to Allison propjet engines. The results were impressive: the square tipped, four-bladed propellers backed by two Allison turbines gave the new project a cruising speed of 355 mph. The 580s boasted a new exterior paint design, and were introduced on three routes: Great Falls – El Paso with intermediate stops; Denver – El Paso via Albuquerque and Alamogordo; and Denver – Grand Junction via Montrose.



The Convairst represented a major step in the growth of Frontier and the history of air service in the West. In addition to its operating dependability, the Convair set new standards for passenger convenience and comfort. Seats were arranged in a two-abreast configuration, a combination well received by Frontier's passengers, many of whom made their first airplane rides on the Convairst.



Utilizing the new freedoms of the Airline Deregulation Act of 1978, Frontier began a route restructuring program that called for the addition of new long-haul markets and the termination of service to subsidy-eligible smaller communities. In January 1982 Frontier announced plans to phase out the Convair 580s on May 31. Coincidentally, May 20 was the inaugural day for the newest jet in Frontier's fleet – the McDonnell Douglas Super 80.



May 31, 1982: Captain Jerry Hagen (right), First Officer Tom Sponsler (left) and Flight Attendant Marisa Zamora leave the plane after the final Convair 580 arrival for Frontier Airlines in Denver.



FRONTIER AIRLINES

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Published for employees
by Corporate Communications
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THOSE ENGINES!

The engines on the CV580 were probably its most notable feature. Few failed to mention how awesome they appeared. Some history of these fabulous aircraft follows.

Convair, which is a contraction of Consolidated-Vultee Aircraft, was located in San Diego and produced the B-24 Liberator and the B-36 Peacemaker, among other famous planes. The Convair-Liner project started with the CV-110 prototype, but American convinced Convair to alter it into the CV-240. Convair wanted American's order for 50 aircraft, and took a large loss on the order which CR Smith eventually allowed to be reduced to allow Convair to sell the planes at a profit. Other US operators included Western, Pan Am, Continental, and Northeast.

After the aborted negotiations with TWA and Eastern

for a "Super 240", Convair realized that airlines were not going to accept their current offering, and in response to a United inquiry, developed a plane very similar to the cancelled Super 240, and called it the CV-340.

United took 55, and more US orders came from Braniff, Continental, Delta, Northeast, and National. The CV-340 earned an enviable reputation for reliability and profitability, and was also popular in South America.

The final piston-powered development of the Convair-Liner was the CV-440 Metropolitan, which was 5 mph faster and quieter than the CV-340. Although a fine aircraft, most sales were made overseas, and especially in Europe. In the US, Continental, National, Braniff, Delta, and Eastern all had small fleets.

The lives of the CV-340 and CV-440 have been lengthened by the conversion to turboprop power, the most common engine used being the Allison 501, named the

CV-580. This conversion increases speed by 40 mph, and provides a much more economical operation.

[-http://www.calclassic.com/convair.htm](http://www.calclassic.com/convair.htm)

The Convair CV-240, 340 and 440 was one of the closest designs to come near to being a Douglas DC-3 replacement as despite a glut of cheap DC-3s in the postwar years this family of airliners achieved considerable sales success.

Design of the original CV-110 was initiated in response to an American Airlines request for a DC-3 replacement. American found the CV-110 (which first flew on July 8 1946) to be too small and asked that the CV-110 be scaled up in size, and this resulted in the CV-240 ConvairLiner. The CV-240 was arguably the most advanced short haul airliner of its day, and first flew on March 16 1947 and entered service on June 1 1948.

The success of the CV-240 led to the 1.37m (4ft 6in) stretched CV-340, which first flew on October 5 1951, and the improved CV-440 Metropolitan which incorporated extra cabin sound-proofing, new rectangular exhaust outlets, tighter engine cowlings, and some other aerodynamic improvements and first flew on October 6 1955. Most of the CV-440s were also delivered with weather radar in an elongated nose, which had been an option on the CV-340.

The CV-240, CV-340 and CV-440 sold in large numbers, mainly to airlines in North America, and formed the backbone of many airlines' short to medium haul fleets. Today the small number that remain in service are mainly used as freighters.

Many of the surviving aircraft have been converted with turboprops,

[-http://www.airliners.net/info/stats.main?id=169](http://www.airliners.net/info/stats.main?id=169)

The original piston Convairst have been the subject of a number of turboprop modification programs, the line's inherent strength and reliability making it a popular choice for conversions.

As early as 1950 the potential of turboprop powered CV-240s was recognized, leading to the first flight and development of the CV-240-21 Turboliner, while an Allison 501D powered YC-131C military conversion first flew on June 19 1954.

One other early conversion occurred in 1954 when D Napier and Sons in Britain converted CV-340s with that company's 2280kW (3060hp) Eland N.El.1 turboprops as the CV-540. Six such aircraft were converted for Allegheny Airlines in the USA, although these aircraft were later converted back to piston power.

Canadair meanwhile built 10 new aircraft with Eland engines as the CL-66 for the Royal Canadian Air Force, where they were designated CC-109 Cosmopolitan.

The most popular Convair conversions were those done by PacAero in California for Allison, and this involved converting CV-340s and CV-440s to CV-580s with Alli-

son 501D turboprops, plus modified tail control surfaces and a larger tail area. The first such conversion flew on January 19 1960, although it was not until June 1964 that a converted aircraft entered service (*with Frontier*).

Convair's own conversion program involved Rolls Royce Darts, and the first of these flew on May 2 1965. Thus converted CV-240s became CV-600s, while CV-340s and CV-440s became CV-640s.

Super 580 Aircraft Company, a division of Flight Trails Inc., replaced the Allison 501-D13D engines by -D22Gs and incorporated some further improvements on two or three CV-580s which were redesignated Super 580.

Kelowna Flightcraft in Canada however has offered the most ambitious Convair conversion program, the 5800, having stretched the CV-580 by 4.34m (14ft 3in) and reverting to the CV-440's original tail unit. Production conversions have a new freight door and digital avionics with EFIS.

[-http://www.airliners.net/info/stats.main?id=170](http://www.airliners.net/info/stats.main?id=170)

A turbine variant for the popular line of Convair twin engine transports was first tested only a few years after the initial piston 240 model first entered service for the airlines. The prototype CV-240 was sent to the Allison Division of General Motors in June of 1949 and fitted with two 501-A4 turboprops for evaluation. These would evolve into versions used for the Lockheed C-130 military transport and Electra (L-188) airliner.

Meanwhile, D. Napier and Son of England was the first company to get certification for their turbine N.El.6 "Eland" engine and leased an Eland powered Convair 340 to Allegheny Airlines in the U.S. on July 11, 1959 for in-service evaluation. Convair conversions were limited for this version known as the "540" with Allegheny operating five of the aircraft until 1962. At this time, Rolls-Royce bought Napier Engines and ceased the conversion program, but came up with another variant using their own "Dart" turbines. This line of Rolls-Royce powered Convairst began entering service in 1965 with the 240 models now called "600"s and the 340/440 conversion known as the "640".

While the British variant of the popular Convair airliner met with limited success, Allison had refined its more powerful 501 series of turboprop engines with the new airframe / engine match certified on April 21, 1960 as the "580". Convair's new line of turbojet 880s kept the company too busy to handle the conversion, so it was contracted out to PacAero of Santa Monica, California which had previous experience with the Napier 540 model. In addition to the 3750 shaft horsepower Allison turbine power plants, modification for the 580s also included a redesign of the over wing portion of the engine nacelles and exhaust area, anti-skid brakes with heavier ply tires, and enlarging the tail by 12 square feet for the vertical fin / rudder and 17 square feet to the horizontal surface due to

the increased performance of the aircraft.

The first 26 airplanes off the line went to non-airline customers such as General Motors and the FAA starting in September of 1961 with Frontier being the first airline customer in 1964. Other airlines on the list included AVENSA (of Venezuela), Allegheny, Lake Central and North Central. A total of 170 Convair 340/440s were transformed into 580s with the last one (N4801C) of North Central Airlines completed at PacAero's parent unit, Pacific Airmotive in Burbank, CA on July 26, 1969.

The Convair short / medium series of "Convairliners" proved to be an extremely popular choice for many airlines and other operators from its beginnings in the late 40s and continuing today in all parts of the world, helped significantly by its transformation from a piston to a jet-powered aircraft.

[-http://www.hermantheduck.org](http://www.hermantheduck.org)

580 FIREFIGHTERS

Canada's BC Aviation Museum experienced a first on September 23, 2022 – the simultaneous retirement to the museum of both an aircraft and its pilot

The aircraft was Convair CV-580 C-FHKF, a machine that spent more than 20 years fighting fires – and making

his farewell flight at the controls was Grahame Wilson, who has some 40 years' experience in the role.

In Grahame's capable hands, the aircraft made a final flight from Abbotsford to the museum's home at Victoria International Airport. Kilo-Foxtrot will now be put on static display, with Grahame volunteering as a tour guide, explaining to visitors how aviation shaped the province.

Originally built in 1955 as a CV-440 'Metropolitan' – an all-metal airliner – it first flew with Sabena Air of Belgium. Eventually exported to Canada, it was converted to an air tanker and began operations with Abbotsford-based Conair from 2000. Grahame fondly recalls that every year he spent with Conair was "special", and that of all the aircraft he flew, the CV-580 was the most enjoyable and fulfilling.

[-https://www.key.aero/article/convair-fire-bomber-flies-retirement](https://www.key.aero/article/convair-fire-bomber-flies-retirement)

(C-FHKF was Frontier's SN73166. Other Frontier 580s in the firefighting business include 73301, 72129, 73153.

They have all been retired now and a web search found no CV580s in service worldwide. The last one in scheduled passenger service retired in May 2022. It was from NC.)

<https://www.ch-aviation.com/portal/news/116001-new-zealands-air-chathams-ends-convair-operations>



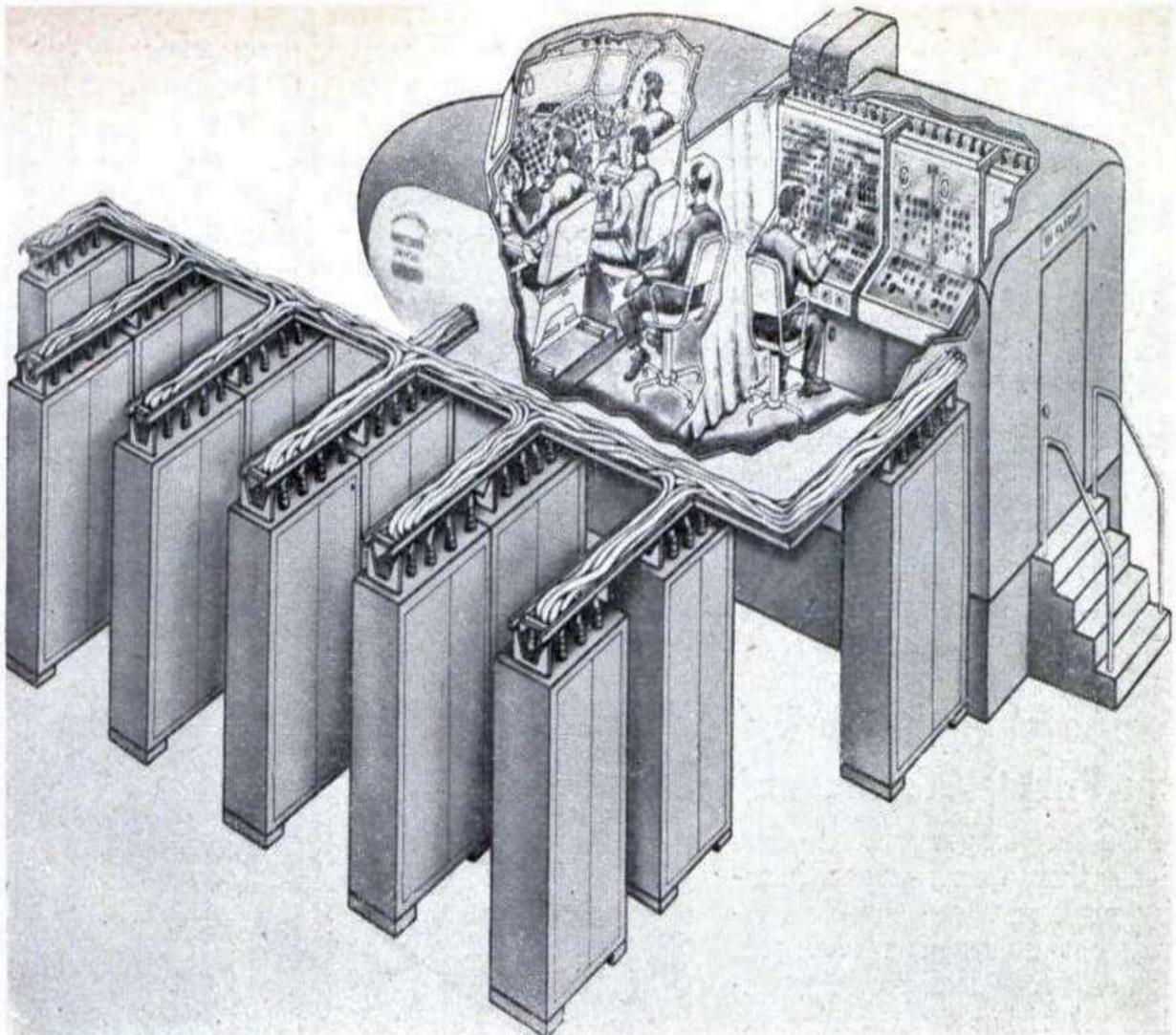
FRONTIER CV580s

Reg S/N	Mfr's S/N	Version	Built	Delivered	To	Sold to FL	Convtd 580
N73102	2	340-31	1/15/52	9/2/52	United	9/9/66	12/11/66
N73106	7	340-31	9/3/52	9/11/52	United	4/16/63	3/10/65
N73107	8	340-31	9/16/52	9/24/52	United	11/8/67	3/23/68
N73108	11	340-31	8/25/52	8/29/52	United	1/67	4/27/67
N73112	16	340-31	9/24/52	10/14/52	United	7/12/62	7/1/65
N73117	25	340-31	10/30/52	11/25/52	United	3/31/66	6/17/66
N73120	34	340-31	12/5/52	12/31/52	United	8/9/63	12/30/64
N73121	35	340-31	12/9/52	12/31/52	United	6/17/59	10/25/64
N73122	41	340-31	1/6/53	1/31/53	United	6/7/67	9/28/67
N73126	53	340-31	2/13/53	2/27/53	United	12/28/62	4/30/64
N73127	54	340-31	2/18/53	3/6/53	United	12/28/62	4/30/64
N73129	57	340-31	2/27/53	3/30/53	United	12/28/62	8/27/64
N73130	59	340-31	3/4/53	3/25/53	United	6/27/59	*
N73132	69	340-31	4/6/53	5/22/53	United	6/13/63	12/30/65
N73136	86	340-41	6/4/53	6/19/53	United	5/22/61	5/6/66
N73140	94	340-31	7/3/53	7/23/53	United	5/22/61	11/10/65
N73143	132	340-31	11/10/53	11/28/53	United	11/6/64	8/9/65
N73145	145	340-31	12/29/53	5/26/54	United	11/20/66	5/22/67
N73152	170	340-31	3/30/54	4/21/54	United	6/29/59	5/29/65
N73153	179	340-31	4/30/54	5/18/54	United	6/18/59	9/24/65
N73155	119	340-48	9/24/53	10/12/53	KLM	6/21/63	2/2/65
N73156	186	340-31	5/27/54	6/24/54	United	11/17/59	4/17/65
N73157	312	440-77	12/14/55	1/26/56	Swiftlite	6/24/67	6/24/67
N73160	336	440-12	6/18/56	7/17/56	Sabena	12/10/67	3/28/68
N73161	354	440-12	7/20/56	8/16/56	Sabena	1/5/68	5/11/68
N73162	361	440-12	8/24/56	9/19/56	Sabena	10/10/67	2/26/68
N73163	366	440-12	9/12/56	10/5/56	Sabena	11/10/67	3/28/68
N73164	367	440-12	9/17/56	10/11/56	Sabena	1/25/68	6/4/68
N73165	368	440-12	9/20/56	10/15/56	Sabena	4/21/68	8/20/68
N73166	374	440-12	10/24/56	11/14/56	Sabena	3/4/68	7/10/68
N73167	381	440-12	11/19/56	12/10/56	Sabena	5/6/68	9/21/68
N73168	382	440-12	11/21/56	12/11/56	Sabena	6/5/68	10/9/68
N73301	80	340-32	5/19/53	6/30/53	Braniff	12/27/65	4/2/66
Totals - 33	340s - 23	440s - 10	580s - 32				

Information taken from THE CONVAIR TWINS by Gary L. Killion (Thanks to Frank Meyer for the book)

*N73130 crashed GRI 12/21/62 - total loss

UA's Convair simulator



Airline Pilots Fly Anywhere in World—Without Leaving the Ground

Airline pilots now can take off or land at any airport in the world—while sitting on the ground! United Air Lines, at a cost of more than \$3,000,000, has purchased four flight simulators for pilot training. The simulators, built by Curtiss-Wright, actually are huge "electronic brains" capable of reproducing any airplane flight with great realism. Attached to the simulator is the nose of a real plane, complete with all the flight instruments. The instructor sits at an instrument board behind the crew, and by manipulating the instruments

he can feed any type of information into the simulator, which transmits it to the flight instruments. As the pilot takes action to correct any condition, the simulator automatically trims the plane, dumps the fuel or feathers the propeller—all on the pilot's instruments, of course. Noises such as the sound of the engines and the screech of tires on the runway make the "flight" even more realistic. The simulator is so accurate that it has been used to check the performance of an aircraft before the plane even left the ground.

This item was found in the September 1954 POPULAR MECHANICS magazine. Stories that the Convair simulator was built from the remains of SN73130 that crashed at GRI Dec 21, 1962 are not true. The shell that housed the simulator was from a UA Convair, SN73154, which crashed at Dexter, Iowa on Jan 19, 1955.

FIVE CONVAIRS PURCHASED

Officials of Frontier Airlines and United Air Lines recently concluded a sales agreement whereby Frontier purchased five twin-engined Convair 340s from United. Frontier will receive the first of these Convaairs the latter part of March. Three more will be obtained the last half of June, and the fifth aircraft will be delivered in May of 1960.

Frontier plans to inaugurate Convair service on July 1 over four of its routes. On that date, a Convair will replace one of Frontier's DC-3 round-trip flights between Denver and Tucson, with intermediate service to Durango, Farmington and Phoenix. Between Salt Lake City and Albuquerque, a Convair will replace a DC-3 round-trip flight with intermediate service to Grand Junction and Farmington. Between Denver and Grand Junction, two of Frontier's presently operated round-trip flights, now flying with DC-3 equipment, will receive Convair service. One will be a round-trip non-stop flight between Denver and Grand Junction, and the second will be a Denver-Grand Junction flight with intermediate service to Gunnison and Montrose. On July 1, Frontier will begin its operations on the central Nebraska route with three round-trips. One of these round-trips between Denver and Omaha will be flown with Convair equipment, which will also serve the Nebraska intermediate cities of North Platte, Grand Island and Lincoln.

Flight personnel and mechanics of Frontier's Maintenance Department are attending training classes now. United Air Lines in Denver will conduct a part of this training program.

-Jan 1959 Sunliner News

Frontier Leases CV-340 Simulator



Aug 1959 Sunliner News

This CV-340 simulator has been leased by Frontier Airlines from United Air Lines for Frontier maintenance and pilot training, and is housed in a building on the north side of Smith Road, across from the Denver general office.

Al Olinger, Frontier's Supervisor of Maintenance Training (pictured above), reports that in maintenance training, the simulator is used for fire control and engine run-up training. The mechanism can simulate failure of almost any system—for example, induction

system fire, no oil pressure on starting or engine fire. This is the only way that maintenance personnel can practice authentic fire extinguishing procedures.

In pilot training, all flight weather conditions can be simulated. The simulator is also invaluable in familiarizing pilots with the cockpit controls. Regular link training by each of Frontier's Convair pilots is required by company policy. John Myers, Frontier's Supervisor of Flight Operations Training, handles the pilots' CV-340 simulator training.

Convair 580 Flight Simulator Now In Operation

Frontier Airlines is now the sole airline in the country to own and operate a new Convair 580 Flight Simulator. It was extensively modified from our CV 340 simulator by Aircraft Armaments, Inc. of Cockeysville, Maryland at a cost of approximately \$200,000. The simulator received official FAA approval in late December. It was immediately put into use giving 47 proficiency checks to flight crews before the year was out.

Captain Ken Dealy, Director of Training, reports that the new Convair 580 Flight Simulator will be a major factor in the training and qualifying of flight crews and in the training of maintenance personnel. At the same time it will effect great dollar savings by cutting down on the cost of actually using an aircraft in all phases of training and qualifying.

During 1966 Captain Dealy said that 72 captains and 72 1st officers will each receive half of their proficiency checks in the simulator. For the captains this will amount to one of their semi-annual check rides of four hours in the simulator. The semi-annual check-ride is done half in the simulator and half in the aircraft.

The 72 1st officers will use the simulator extensively for initial qualification in the CV 580 and their proficiency checks will be accomplished in the same manner as the captains on an alternating annual basis. It all adds up to sizeable savings in dollars and in aircraft time to be able to duplicate entire flight procedures from takeoff, through cruise and down to the squel of the tires touching down on landing with the aid of the CV 580 Flight Simulator.

Maintenance crews who taxi the CV 580s between the hanger and the terminal and out on the ramp for test runups will also use the simulator for approximately 1,000 hours of training this year. Each mechanic gets initial training of six hours in the simulator during the first six months of 1966. After that they will receive two hours of training per year.

Airplane simulators provide a realistic environment in which to "learn by doing" . . . afford the opportunity for practice without the hazards which the use of aircraft for training could impose and, as a consequence, increase proficiency at greatly reduced training costs.



TWO CREW MEMBERS. Captain John Leslie and First Officer Don Carmon, run through procedures of simulated flight on Frontier's new CV 580 flight trainer.

Handling the flight training program for Frontier besides Captain Dealy who is also a Simulator Instructor as well as Director of Training are: Captain Charlie Weed and Captain Elmer Burson. Keeping the simulator in good working order are Simulator Technicians George Bradley and S. J. Cuellar.



SIMULATING ALL SYSTEMS. Instructor Captain Charlie Weed works with flight crew Captain John Leslie and First Officer Don Carmon in running the CV 580 flight simulator through its paces.

Re Frontier website:

What a glorious wealth of information, Jake! And so lovely to hear from you!

Did you go to the Reunion in August? I haven't been in a few years, but plan on making it next August. I typically am reluctant to travel in August, as that can be a busy hurricane time in south Florida. Hurricane Ian clobbered the west coast, about 75 miles from here.

-Donna Cannady Brown, DEN ticket counter agent

My name is Edward Gonzalez I went to work for Frontier in 1968, worked for a while in Denver, transferred to Grand Junction, and worked there until almost Frontier was going under and they sent me to Colorado Springs. I then worked there until Frontier did go under. I truly miss those years and I thank you for the things that you post and for keeping up with everybody or the passing of everybody. You do a good job, Jake, thank you so much. I now live in Grand Junction, Colorado again and I will keep up with the posts and things that you send and if something should change I will try and let you know.

-Ed Gonzalez, DEN GJT COS station agent

Hi Ed, Great hearing from you.

Thanks for the recap of your FLife and for the kind words. Here's a Nov 1973 article about some good stuff you did. Take care, ol' FLfriend.

-Jake Lamkins, DEN senior station agent

Thank you for that picture. It took me back to better days Stay healthy and safe.

-Ed Gonzalez, DEN GJT COS station agent

Between 1973 and Frontier's demise in 1986, Emily Howell Warner would fly as first officer and captain on the DHC-6, Convair 580 and Boeing 737. In addition to being the first female pilot for a U.S. carrier, she became the first female captain; and in 1986 she would command the first all female flight crew (two years later wrongly claimed by American). They flew from DEN toe ELP and back.

Linda Christopherson was the first officer on that historic flight. Linda was a captain on the Boeing 737 with America West Airlines in Phoenix, Arizona. *(She is a captain at American Airlines now.)*

-Billy Walker, DEN pilot and ALPA Master Chairman



FLY-IN FUND to bring parents to Denver to visit their children in the National Asthma Center's Children's Research Institute and Hospital increased by \$350 when Art Davis, volunteer chairman of the program, was presented with checks from station personnel at Grand Junction and from the Frontier Employees Club. Edward J. Gonzales, left, and Bill Bonds, agents at GJT, brought a check for \$250 to Davis. The money was allocated from the station employees' coffee fund. At right, Glenn Robinette, president of the Employees Club, presents Davis with a check for \$100.

L D CHRISTOPHERSON: Pilot seniority date of 1/14/86, per the 9/1/86 FL/ALPA Seniority List. So the all-female crew flight would have been in the Spring of 1986, but I have not been able to pin down the exact date.

-Jake Lamkins, DEN senior station agent

That's the first jet I ever flew. First official trip (off OE) Emily Howell Warner was my Captain and we had three female FA's. All women flight crew! Made history (yes we did it before American)! In 1986!

-Linda Christopherson-Bearden, DEN pilot

That is awesome!! Did you get a picture?

-Patty Giordano Benton, DEN flight attendant

No.. we didn't have cell phones back then and nobody had a camera. I didn't even get a crew list so I don't know the flight attendants.

-Linda Christopherson-Bearden, DEN pilot

On Thanksgiving 1977 I was new hire F/O on the Twin Otter based in BIL. I flew a trip that had a turn at one of the outstations on the highline, can't remember the station-

but I do remember the agent took the captain and I to his house for a quick Thanksgiving dinner...That was our airline family.

-Tyler Vance, BIL DEN pilot

I spent Thanksgiving 1978 on a Ft. Smith layover with Capt. John Stark and his wife, a red headed lady with a generous heart. We went out to his ranch, did some chores and had a really great meal with good people. My time at Frontier was far too short.

-Tom Dawes, DEN pilot

Great memories, Tyler! I remember flying the Twin Otter out of BIL as well.....I think the end of the line flying north was Havre? And the east route ended in Williston, ND.

-Steve Tidler, DEN pilot

The great old days of flying for FAL !!!

-Ed Woodson, DEN pilot

Yes it was!!

-Karen Ward Berry, DEN flight attendant

OLD THOUGHTS

As I've aged, I've become kinder to myself, and less critical of myself. I've become my own friend.

I have seen too many dear friends leave this world, too soon; before they understood the great freedom that comes with aging.

Whose business is it, if I choose to read, or play, on the computer, until 4 AM, or sleep until noon? I will dance with myself to those wonderful tunes of the 50, 60 & 70's, and if I, at the same time, wish to weep over a lost love, I will.

I will walk the beach, in a swim suit that is stretched over a bulging body, and will dive into the waves, with abandon, if I choose to, despite the pitying glances from the jet set. They too, will get old.

I know I am sometimes forgetful. But there again, some of life is just as well forgotten. And, I eventually remember the important things.

Sure, over the years, my heart has been broken. How can your heart not break, when you lose a loved one, or when a child suffers, or even when somebody's beloved pet passes? But, broken hearts are what gives us strength, and understanding, and compassion. A heart never broken, is pristine, and sterile, and will never know the joy of being imperfect.

I am so blessed to have lived long enough to have my hair turning gray, and to have my youthful laughs be forever etched into deep grooves on my face.

So many have never laughed, and so many have died before their hair could turn silver.

As you get older, it is easier to be positive. You care less about what other people think. I don't question myself anymore. I've even earned the right to be wrong.

-Gary Winn, DEN pilot

(Both Gary and I are members of that elite group, the FRONTIER OCTOGENARIANS.)



Kenda & Gary Winn

AL FELDMAN ARTICLE

-Business Week, published Dec 16, 1972

TRANSPORTATION

When an outsider tries to save an airline

Alvin Lindbergh Feldman:

Turning red ink to black at RKO General's Frontier?

Like many other regional carriers, Denver-based Frontier Airlines has had a long history of bright prospects and poor results on the bottom line. And no period could have been worse for RKO General's subsidiary than the years from 1968 to 1971.

Faced with Frontier's dismal record, the owners decided that the airline needed a dose of non-airline managerial skill. In March, 1971, they reached out and made 46-year-old Alvin Lindbergh Feldman (born shortly after Charles A. Lindbergh's historic Atlantic flight) the president. An executive with an excellent track record as head of a division of Aerojet-General Corp., another RKO subsidiary, he was given the task of turning Frontier's red ink into black.

"We had four problems," says Feldman, "a very visible continued increase in costs with no offsetting revenue in sight, overcapacity in the system, an operating performance that was not good, and a large number of flights that were to small communities for which we were supposed to be paid a subsidy."

What else, investors asked, could go wrong? During the 1960s, Frontier had been expansion-minded. After a 1967 merger with Central Airlines, its routes spread over 12 states. With expansion came new problems in running the business, and the carrier went from net earnings of \$2-million on revenues of \$46-million in 1966 to a trouble-plagued airline that racked up more than \$23-million in losses in four years. Building morale. Employee morale and investor confidence were low when RKO General turned to Feldman. At the same time, Aerojet president, Jack H. Vollbrecht, was named chairman of Frontier's executive committee. Neither appointment inspired the investors or employees. Gordon Linkon, vice-president for marketing, recalls: "We thought, 'Oh my God,' we have to teach them the business before we can do anything." At first, employees chuckled over some of the elementary questions Feldman asked, and rival aviation people tittered over an apocryphal story that Feldman inquired of a subordinate: "What's the CAB?"

They have stopped laughing. The turnaround came in the second quarter this year, and Frontier expects to end 1972 in the black, which will be its first profitable year since 1967. The nine-month report showed Frontier with a solid \$6-million net income on operating revenues of \$81-million. In the same period last year, there was a \$1.4-million loss on revenues of \$73-million. RKO is so pleased with Frontier's performance that Vollbrecht re-

signed at last spring's annual meeting to leave Feldman as chief executive officer.

Operating tangle. Employees say that while the 6 ft., 4 in. Feldman asks a lot of questions, he listens carefully and acts swiftly. The first problem he tackled was Frontier's abysmal operating performance. Nearly 25% of Frontier's flights in early 1971 were more than 15 minutes late, and 5% were canceled altogether. "If I were a customer buying a seat, I wouldn't have had a lot of confidence that I would get there or get there in time," admits Feldman. To improve performance, Feldman simply asked pilots and maintenance people how much time it took them to do their jobs. Then he changed the schedules to fit their answers. The result was a 50% drop in late flights.

There were two reasons for canceling flights, Feldman concluded. One was an inadequate spares inventory: When a part was needed, it was often not in stock, and this grounded the flight. The other was a charter system, which kept Frontier's back-up jet unavailable for its primary role. Feldman immediately ordered \$500,000 worth of spare parts and cut out virtually all charter service. Cancellation dropped from 5%, to 2.5%.

Feldman also attacked the problem of overscheduling. "We called it 'Kill Off the Dogs,'" says Linkon, who was put in charge of identifying winners and losers. Frontier was running many flights with only a handful of passengers, on the theory it was better to keep planes flying and pay for part of their costs than to let them sit on the ground and absorb all of the costs.

Profitable flights were strengthened by making schedules more attractive and adding extras to draw passengers away from competition. Losers were cut where possible. One stop was discontinued, and Frontier has applied to the Civil Aeronautics Board for permission to cut out others. The line also pared back its jet fleet, keeping only its 10 Boeing 737s. Its four 727s were sold to Braniff International. This move was bitterly opposed by Frontier pilots, who saw the 727s as Frontier's entry into big-league competition, but the cutback meant major savings in maintenance, crew training, and spare parts inventory. Nearly 100 employees were laid off initially, along with a halfdozen or so executives, but as business has picked up, many employees have been rehired.

The finances. All this has helped cure Frontier's sickly financial situation which was termed "pretty miserable" by Glen L. Ryland, who made the move with Feldman from Aerojet to Frontier as vice-president for finance. Not only was the airline losing money, it was also in arrears on bills and in default on loan covenants, and the question of subsidy had not been settled.

Ryland immediately met with major lenders - Irving Trust Co., Chase Manhattan Bank, and the Mercantile National Bank at Dallas—to explain Frontier's financial



situation. Two months later, he gave them a detailed report of what Frontier had done and its prospects. The banks were impressed and agreed to cooperate, and Frontier has since paid off its \$27-million in longterm debt, mostly through the proceeds from sale of the 727s.

Ryland revised Frontier's cash management. He arranged with banks to get credit for payroll withholding deposits, which Frontier had not done before, and he freed up \$1-million in cash by having managers of Frontier's 94 stations forward money to regional banks daily instead of twice a month. The regional banks selected were those where Frontier needed compensating balances to satisfy loan requirements.

Frontier's subsidy situation is still murky. The CAB did not announce its subsidy rate for fiscal 1972 until last June, 11 months into the government's fiscal year, and though Frontier had asked for \$16 million, it received only \$13.2-million. The rate for fiscal 1973 has not yet been calculated. Both Feldman and Ryland chafe under the subsidy system. Feldman says: "It should be under the same set of rules for a long enough period so we can plan ahead and get some minimum return."

The commitment. Feldman's management strategy called for decentralizing responsibility. First, he discarded a policy under which top management set goals for the airline and initiated a "commitment" system. This system,

which Vollbrecht adapted for Aerojet, is simple though unorthodox in the airline business. Employees down to the lowest supervisory level commit themselves to a certain performance. A station manager's commitment, for instance, is his projection of revenue, costs, and performance for the year. Executives add up these commitments and then set certain management goals, such as planning or administrative changes.

Employees are expected to meet their commitments - those who fall short don't last. This has "spurred" creative thinking. A station manager in Salt Lake City, for example, was told he could not renegotiate his plan when another airline announced it would begin serving dinner on a competitive flight. So he dreamed up a "Happy Hour" - two drinks for the price of one. The flight is now doing "just ducky," says Feldman.

Decentralization under Feldman has led to a combination of "stimulation and freedom," Linkon says. Ryland adds that employees are "trained to make decisions with the knowledge we will back them up, and we do." Last summer, Western Airlines, citing Federal Aviation Authority regulations, refused to fly a dying boy from Denver to Wyoming because he had two bottles of oxygen with him. A Frontier assistant manager read the regulations differently and flew the boy. Though the airline got a slap on the wrist from the FAA (the regulation is now under study), it received hundreds of letters from airline passengers backing it up.

Innovation is the key. The new management's non-aviation background has been a decided plus in Frontier's turnaround, Feldman thinks. "You don't have the folklore," he says. But the outsider's view is not always a plus. An experiment to switch from a computerized to a manual reservation system was unsuccessful, just as long-time employees had predicted. But the willingness to innovate has allowed Frontier to come up with new solutions to aviation problems and has encouraged employees to look outside the industry for ideas. Nowhere is that more evident than in marketing, which has gotten increased emphasis under Feldman.

More important, though, Frontier planes now leave on schedule, even if that means sometimes missing passengers from late connecting flights. If Frontier's own flight is late, the line tries to get passengers out on a competitor. "It hurts, but in the long run they're going to come back," Linkon says. "When the situation goes wrong, that's the time to make the best of it to win a friend."

FRONTIER NEWS

DEC 1972 ARTICLES

HEROIC STEWARDESS

KATHY NORRIS is seen here waiting in Denver between flights. Kathy has been nominated for the Presidential Award at Frontier.

When Frontier Stewardess Kathy Norris was watching



one of her favorite television programs, she had no idea that some of the life-saving techniques shown on "Marcus Welby" would influence her own life. Kathy credits a sequence on this show dealing with the treatment of burn victims with reminding her of what to do when the situation actually occurred.

On the night of October 2, a 747 high-lift catering commissary truck tipped over rounding a corner at Love Field, Dallas. The gas tank exploded, severely burning the driver.

From Frontier's gate, Kathy saw smoke rising from the truck and immediately rushed to the accident. Larry Thomas, Assistant Transportation Services Manager, was

pulling the injured man from the truck when Kathy arrived at the scene. She then ordered Thomas to bring her ice, blankets and first aid equipment so she could help the injured man until the ambulance arrived. As a bystander later wrote to Mr. Feldman: "She literally directed the other personnel around on how to assist her while she soothed his burns with ice..."

Kathy admitted that the television show helped her treat the injured man but also credited her upbringing in a medical family. She said, "I was brought up around doctors and nurses in my family, so the accident wasn't too much of a shock." Kathy added, "When you see something like this happen, you must act and not think about it."

The Director of Aviation for the City of Dallas wrote: "The extraordinary efforts of Miss Kathy Norris in administering first aid to the injured man should make Frontier Airlines very proud. We witnessed her quick and appropriate response and poise in this tragic situation and we sincerely believe she deserves your highest commendation."

Frontier is proud indeed of Kathy Norris. She has been nominated to receive the Presidential Award. Kathy has been a stewardess for Frontier for six years.

BULLETINS

Sid Tolbert - Assistant Manager Transportation Services died Tuesday, December 5 following a long illness. Tolbert had been with Frontier since 1958.

Twin Otter 300 began service Dec. 8 on the Western Nebraska route with two round trips daily through SNY, AIA, BFF and CDR. The plane provides those cities with one-day commuter service to and from DEN, plus good connections at DEN to FL and other airline flights.

Stewardess Sue Miller and Marie Chevin have earned their recognition as Stewardess of the month for repeated excellence in service to passengers on board Frontier Airlines.

Frontier has announced the purchase of a Boeing 737-200 advanced model jet airplane from Singapore Airlines. The new jet will enter Frontier's service next spring.

A.L. Feldman said the airplane will bring the company's 737 jet fleet total to 13. "The addition of this jet to our fleet will enable us to increase service in some markets and provide additional capacity for the heavy summer travel season," Mr. Feldman said.

In addition to the 13 Boeing 737 jets, Frontier operates 32 Convair 580 jet prop airplanes and three 19-passenger Twin Otter aircraft used in Montana and Western Nebraska.

PILOT AVOCATIONS

(Editor's note: Many people wonder what a pilot does when he's not flying. Because a pilot's schedule often allows him two weeks off at a time, he is often accused of staring into space or building model airplanes. However,

Frontier is fortunate in having two pilots pursuing a unique and daring hobby during their spare time by building, maintaining and flying experimental aircraft.)

It took Frontier Captain Ken Wells twenty-two months and 24 days to build his "Super—Skybolt."

Even then, Captain Wells claims that his airplane was built in record time saying, "It normally takes four years to build a craft of this type."

A 260 h.p. engine powers the "Skybolt" which has a wing-span of 24 feet with the length of the plane measuring 20 feet 9 inches. Captain Wells says that there is only one other craft of this type flyable in the world.

Asked if he would enter the "Skybolt" in air shows, he said that he would rather enjoy looking at it a while and fly it leisurely before entering any competition.

But he certainly would not sell the "Skybolt" although he's had offers and will have many more.

"If I said how much it's worth, someone might try to buy it. I'm not selling." He admitted spending over \$10,000 building the plane but he hesitated giving an exact figure.

After spending hundreds of hours away from his family building the plane, Captain Wells can certainly feel proud of his accomplishments. A couple of weeks ago the "Skybolt" was certified to fly by the FAA in the experimental category.

Frontier Captain Gordon Bourland's antique airplane was recently named Grand Champion at the 20th annual Experimental Aircraft Association Convention.

The Dallas-based pilot won the award with his 235 h.p. "Waco-Taperwing" airplane. According to Captain Bourland, "This is the first time a 'Taperwing' has ever been awarded the grand championship at the annual Fly-In (air show) convention." He added, "My plane is one of only five 'Taperwings' that are even flyable in the world today."

Bourland's craft was the sportsman's airplane of the early 30's. It was used in many of the early air shows and was quite popular during this period.

"If you were anyone at all who was involved in aviation in the early 30's, you had to have a 'Waco Taperwing'."

The "Taperwing" will cruise at 110 miles an hour and has a wingspan of 30 feet 3 inches.

The Captain has flown his craft over 40,000 miles the past four years. Flying to one Fly-In after another, he says, "It gets pretty cool out there sometimes, but the country I fly over is quite a beautiful sight through the wings of this 'Taperwing.'"

Captain Bourland is also one of a group of five pilots that is building their own antique airfield near Justin, Texas.

SERVICE AWARDS

20-YEAR SERVICE PINS

Henderson, C.W., Station Agent, RIW

15-YEAR SERVICE PINS

Gadow, M.E., Captain, MKC

Myers, B.K., Station Agent, AMA

Pennington, H.E., Station Agent, TUS

Rottinghaus, F.J., Station Agent, TOP

Snider, J.M., Sale Service Mgr., BZN

10-YEAR SERVICE PINS

Huggins, C.S., Stewardess, DEN

5-YEAR SERVICE PINS

Arensmeyer, W.W., Second Officer, GTF

Backman, K., Reservations Agent, DEN

Blanchard, G., Stewardess, DEN

Caraway, T.D., Second Officer, DAL

Drake, R.L., Second Officer, DEN

Fry, A., Stewardess, DEN

Gardner, K., Station Agent, MKC

Gilbert, D.G., Station Agent, AMA

Gilliam, Jr., W.R., Second Officer, DEN

Green, J., Reservations Agent, STL

Hayes, G.W., Station Agent, STL

Hein, P., Stewardess, DEN

Hodges, M.M., Reservations Agent, DEN

Johnson, L.M., Reservations Agent, LAW

Kalcsits, P., Tool Room Attendant, DEN

Karr, R., Stewardess, DEN

Lafferty, F., Station Agent, ELP

Lawler, K., Stewardess, DEN

Lingren, E.L., Assignee, DEN

Moening, C., Stewardess, DEN

Nevin, T., Station Agent, MKC

Nobles, V., Div. Chief Stewardess, DAL

Oskvarek, L.J., Secretary, DEN

Parish, N., Sales Service Manager, PUB

Sanders, P.E., First Officer, GTF

Shiple, M.L., Sr. Clerk, DEN

Slotterback, M.D., Station Agent, DEN

Smith, J.D., Sales Service Manager, LBL

Spencer, D., Station Agent, TBN

Spencer, J.J., DHC First Officer, GTF

Sullivan, T.R., Cleaner, DEN

Tomita, R., Station Agent, DAL

Trujillo, D., Reservations Agent, DEN

Vasquez, F.T., Station Agent, DEN

Vega, G.L., Second Officer, DEN

Wadley, V., Reservations Agent, DEN

Walton, S.J., Station Agent, MKC

Zentz, L., Station Agent, MHK

6-MONTH SERVICE PINS

Allison, V.A., Clerk, DEN

Bracken, Clerk, DEN

Cantu, S., Stewardess, DAL

Guffey, D.E., Mgr. Industrial Engrg., DEN

Hertzke, S.K., Clerk, DEN

Hoshijima, J.T., Secretary, DEN

Landis, L.D., Internal Auditor, DEN

Lang, C.G., Clerk Typist, DEN
 Lucero, L., Provisioning Agent, DEN
 Scheller, D.K., Clerk, DEN
 Shandrick, M.S., Public Relations, DEN
 Tobin, R.S., Crew Scheduler, DEN
 Toedte, J.L., Executive Secretary, DEN
 Vann, L.E., Material Hndlg Engr., DEN
 Wickiser, B., Clerk, DEN

MOVES AND APPOINTMENTS

Robert H. Dibb has been appointed Director of Advertising at Frontier. Prior to joining Frontier he served as Manager-Advertising and Public Relations for Vollroth Company, a leading manufacturer in Wisconsin. In addition, he established and managed the company's in-house advertising agency.

Bob received a Bachelor's degree in Business Administration from the University of Wisconsin and entered the management training program of a major Illinois manufacturer.

Bob later joined a Wisconsin advertising agency as Account Executive on a variety of consumer-industrial accounts. He brings fourteen years of advertising experience to his new position at Frontier. His office is located in Office 202, the new location of the Public Communications Department.

James W. Ramsey has been named Director of Public Relations at Frontier. Jim joined the company on October 30 and has his office in Room 202 of the General Office, the new location of the Public Communications Department.

He served as Regional Public Relations Manager for United Air Lines for eight years in Chicago, Atlanta and Honolulu. For the past year, he has been Editor and Publisher of the Idaho Fishing and Hunting Guide in Boise, Idaho.

Prior to joining United, Jim served as Managing Editor of Aviation Daily and before that, he was a reporter on newspapers in Chicago and Albuquerque in addition to United Press International in Denver.

Jim will be responsible for much of the company's public relations activities and will report to Ray Chanaud, Director- Public Communications.

SUGGESTIONS AWARDS

Suggestion award winners netted a total of \$537.50 for the period from the end of October to the end of November.

MICHAEL W. BURKE, Station Agent, Minot, \$35 for his suggestion concerning a revision to routing guides.

STEVE HEINZ, Field Auditor, DEN, \$20 for his idea regarding a change to the Deposit Collection Report.

KARALEE STAUFFACHER, Secretary, DEN, \$10 for her suggestion concerning the maintenance of restroom facilities at the General Office.

EARL W. MCGUIRE, Aircraft Technician, DEN, \$27.50 for his idea regarding a modification to the bearing

puller.

DONALD L. KLOKE, Lead Aircraft Technician, DEN, \$25 for his suggestion concerning a change to the balancing procedure with the Prop Shop.

ROD SLACK, Aircraft Technician, DEN, \$15 for his suggestion concerning the use of a tool to check wear on shoes in the CV-580 prop regulator.

BOB TOMALINO, Aircraft Technician, DEN, \$15 for his idea regarding the use of a tool to check wear on shoes in the CV-580 prop regulator.

DOUGLAS C. ALLAN, Station Agent, Las Vegas, \$40 for his suggestion concerning the conversion of the teletype system to IBM sets.

MARVIN SCHWEIN, Aircraft Technician, DEN, \$25 for his suggestion concerning the cutting of a hole in the retaining wall between the heavy check and overhaul areas.

RICHARD J. HEBERT, Aircraft Technician, DEN, \$120 for his suggestion regarding the manufacture of station 140 header assembly.

HAROLD G. WAGNER, Aircraft Technician, DEN, \$45 for his idea concerning the modification of the manufacture jig for the construction of CV-580 oil cooler doors.

DANNY DEVORE, Station Agent, Farmington, \$30 for his suggestion concerning the water-proofing of airbill envelopes.

JOHN B. ROBINSON, Aircraft Technician, DEN, \$130 for his suggestion concerning the modification of the turbine inlet temperature indicator chopper. his idea will significantly increase the reliability of the temperature indicator chopper for the CV-580.

TWIN OTTERS RESUME

Frontier's Twin-Otter service to Montana and North Dakota is back in full operation after having been temporarily reduced because of modifications being made on the craft. Also several modifications on the DeHavilland Twin-Otter-300 were required by the FAA and further delayed Frontier's scheduled service to southern Nebraska.

The recently-acquired Twin-Otter-300 is currently scheduled out of Denver for pilot training. According to Ed Gerhardt—Director-Special Projects, Local Service Marketing, it is expected that the 19-passenger Otter will be in full service to Nebraska December 8.

Three Frontier Aircraft Technicians are being assigned to Chadron, Nebraska for the maintenance of the Otter. They are Ralph Hinline—Lead Mechanic, Dale Wood—Aircraft Technician and Jay Lamb—Aircraft Technician.

RESERVATIONS AWARDS

Dixie Ferrell, STLORO, was presented the Outstanding Achievement Award for the Third Quarter recently at a ceremony in St. Louis. Bill Monday, Director—Systems Reservations, presented the award to Dixie.

Also receiving this distinguished award was Julie Christie, DEN-CRO. Jim Montgomery, Director—Consumer Affairs resenting the awardS. Both girls were judged on the basis of overall dependability, performance and attitude.

Joan McMullen, DEN—reservations, recently chowed down on one of a year's supply of steaks she won in the Continental Airlines Great Stakes Contest. Joan also won an Amana freezer to keep her steaks in. She was asked what she felt like winning all that meat and she explained, "After a year, I'll either be too spoiled to eat anything else but steak or I'll never want to see another steak again."

OUTSTANDING SERVICE

Harry Vacek, Station Manager-Hastings, Nebraska, was presented the Outstanding Service Award for the third quarter recently by Jim Marine, Director-Station Operations.

The award was presented to Harry at a dinner given by Local Service Marketing in Manhattan, Kansas.



SIDEWALK SUPERVISOR

Frontier stewardess Judy Puskar recently surveyed the construction of Frontier's facilities at the new Dallas/Fort Worth airport.

Judy participated in a special-event commemoration recently by implanting her footprint in a section of concrete at the terminal complex.

Frontier's terminal at the new DFW airport is 53 percent complete. Construction on the mammoth project is approximately one year away from completion.

SHORT HOPS

Dallas-based pilot, Rusty Lambert and Kansas City Sales Representative Roger Gunderson played at the World Airlines Golf Tournament in Scottsdale, Arizona. The two-man team put Frontier in 10th place in the thirty-three team tournament.

Employees Still Needed For Frontier Sports Club: Men and women employees at Frontier are still needed to help organize sports activities at their stations.

Several activities have already been organized within the company including a basketball team, golf team, and bowling league.

According to the sports club chairman, Clyde Hart, "The club has been slowly getting off the ground but other sports are needed to make this a complete sports program." Hart added that the club's purpose was to provide company-wide competition for employees through sports. He said, "The objective of this program is to bring about a more family-type atmosphere among Frontier employees. But this club isn't intended to pit one department against another."

The sports that are currently being organized are bowling—Dick Croisant, DEN-ME; golf—Clyde Hart, DEN-DP; Frontier Golf Club—Don Berridge, DEN-MR; Bill Rau, DEN-MR; Dorothy Armstrong, DEN - PP; women's basketball—Donna Garland, DEN-OY; skiing—Dave Sanctuary, DEN-DP.

"It is especially important that the outlying stations be involved in this program," Hart said, "and they are urged to contact me in order to plan the end-of-season play-offs."

Chairmen are needed to organize the following sports: Men's and Women's Softball, Men's Basketball, Tennis, Swimming and Volleyball.

The sports club is a year around effort to organize a sports club throughout Frontier's entire system, and is sponsored by the Frontier Employees' Club. Those joining the sports club must first be a 'member of the employees' club. The membership fee is \$5.00.

Interested parties should contact Clyde Hart at (303)-466-3265, Jan Duncan or Linda Martinez at 5128 or 5129.

The "Crystal Girls" will greet passengers as they board their Snow Club flights and report the latest snow conditions in ski areas throughout the Rocky Mountains.

The "Crystal Girls" answer passengers' questions regarding ski areas, assist passengers with transportation problems, and serve as an attractive ground hostess for departing Snow Club skiers. They are Ann Corcoran (GJT), Joan Storey (OMA), Mary Robertson (OMA), Pat Duffy (MCI), Kathy Benoist (STL), Lorraine Martinez (DEN), and Becky Stevens (STL).

Greeting passengers on arrival at ski areas in the Rocky Mountains this season will be attractive Frontier Girls who will serve as good-will ambassadors to their areas. The girls, all good skiers familiar with their areas, will describe snow and ski conditions to visitors on the bus ride from airport to the ski areas. They are Donna Stephens (Steamboat), Monica Ball and Sue Mosely (Crested Butte), Liz Clark (Jackson Hole) Regie Pearce (Steamboat) and Elaine Hensen (Jackson Hole).

THE KANSAS CITY CV-580 CREW BASE

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THE FRONTIER NEWS at

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

OLD FRONTIER AIRLINES WEBSITE

<http://OldFrontierAirlines.com>

Jake Lamkins, Webmaster,

ExFAL@Yahoo.com

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

Capt'n Phil Stallings, Webmaster,

RedRyder35@att.net

Check the websites for FL news,

notices on upcoming events,

pictures and stories from the past.



BOJANG WHYHIGH

**There is no fun
in medicine
but lots of medicine
in fun.**

