

FRONTIER NEWS


SPRING
APRIL
2023
#91
A newsletter for the Old Frontier Airlines' employees & families

So This Is Emily...

Will success spoil Emily Howell – Frontier's and the U.S. scheduled airline industry's first woman pilot? It's not likely. (See Story, page 6)



(http://FAL-1.tripod.com/Emily_Howell_Warner.html)

FRONTIER AIRLINES


FRONTIER NEWS

Vol. 6 – Number 1
Published for Frontier Airlines Employees and Their Families
January, 1973

FRONTIER HIRES FIRST WOMAN PILOT IN U. S.

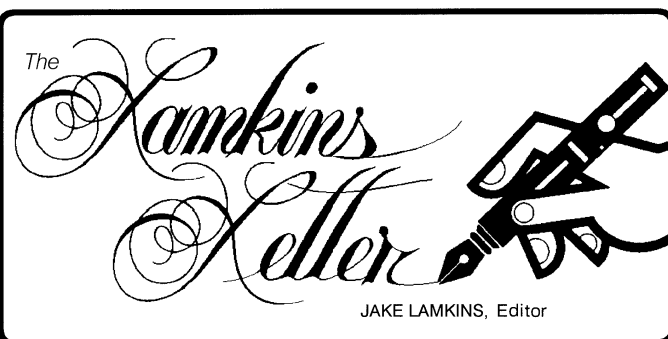
Despite worldwide publicity following her hiring by Frontier on Jan. 11, 1973, Emily Howell, 33, is still the modest, though self-assured, dedicated and attractive gal who applied for the job last September when she “heard through the grapevine” Frontier was considering hiring some pilots.

“All I’ve really wanted to do since I was 17 is fly,” she said, “and I’d hoped someday I could fly for a commercial airline.” “Frontier has given me this chance.”

“I’m not a women’s libber and I’m not trying to strike a blow for anyone,” she says.

See page 12

JAKE LAMKINS
Editor - Publisher
1202 Scrimshaw Cove #4
Fayetteville, Arkansas 72701
 479-879-8358
 ExFAL@Yahoo.com
<http://OldFrontierAirlines.com>



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>

Hope you like the new front page treatment. The previous one had been used since the Winter issue of 2012. Thanks again to Craig Hansen for his help with that graphic.

This issue is 30 pages long, two more pages than we have been averaging. Not having to consider printing and postage costs gives me more flexibility in planning the layouts. I still miss the hard copies but no way was it worth the time, expense and inadequate deliveries.

My problems with our websites being hosted by Tripod have finally been solved (I hope!) after a few months aggravation with their billing department.

A wise man, maybe it was a woman, once said “Time is Mother Nature’s way of keeping everything from happening all at once.” That may be true but it’s also a fact it goes much faster as you age. I once mentioned this fact to my smart-aleck daughter (I say she gets it from her mother and her mother says she gets it from me.) and she responded, “Well, daddy, that’s because you are going downhill.”

So, to all my fellow downhill racers, I hope to see you again in three months when we complete 23 years here.

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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's 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, same time and same place as last year.

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 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 ANNUAL PIGNIC

Luncheon, Tue, Aug 29, 2023

1:00 p.m. at Village Inn Restaurant

3364 N. College Ave., Fayetteville, AR

Contacts:

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

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

MCI REUNION GATHERING

Sat @ 11am on Mar 25, May 20, July 22 and Sep 23.

Paul & Jack's Restaurant

1808 Clay Street.

North Kansas City, MO 64116

Contact:

Rose Dragen, 816-741-1995,

rmddragen@gmail.com

MCI REUNION 2023

Hello to all.....looking forward to getting together again this year! Be sure to share with anyone you think would be interested.

Again this year Paul and Jacks in North Kansas City is willing to host us for no charge for the room! As always eating is optional...but they do have a varied menu and many of us have lunch during or after our gathering.

1808 CLAY ST

NORTH KANSAS CITY, MO 64116-3605

(816) 221-9866

The first date- March 25th, 2023 11AM-2ish The Hornet's Nest Room seats 50 people Our usual room was already booked....if it is too crowded and the weather is nice we can always go out on the patio. The remaining dates are May 20th, July 22nd and September 23.....all in the Game Room

Pat and Bev Orr are hopeful to be with us for the May 20th Gathering...as it gets closer to that meeting I will let you know if it will happen! Fingers crossed!

Any other out-of-towners planning to come this year?

Parking is available in the lot across from Paul and Jack's enter on the North end.

Jim Asplund would appreciate prayers and positive thoughts for, as he and Judy call it, "a speed bump" in the road of life. Jim is scheduled for surgery for Rectal Cancer on March 8th, 2023. The cancer has not spread, is in early stages and the prognosis is good. Any questions, or comments...please contact us at
rmddragen@gmail.com

Looking forward to getting together again.

-Mike and Rose Dragen for the Reunion Committee,
Kansas City, 816-741-1995



Our first DEN Reunion was held at City Park in Sep , 1986.



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

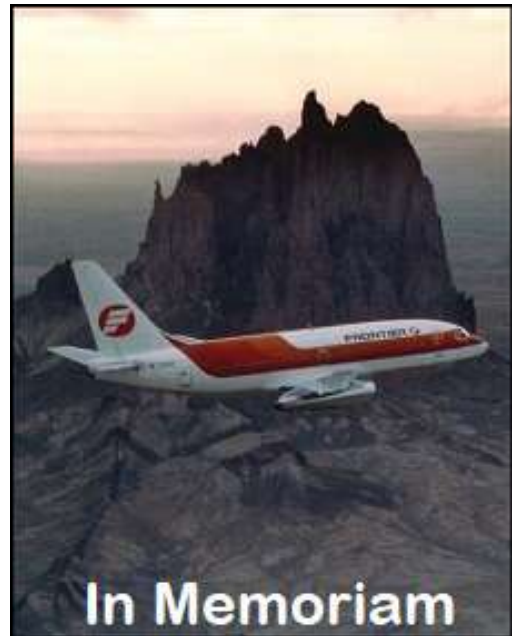
<http://FAL-1.tripod.com/ObitsMgmt.html>

PILOTS, DISPATCHERS, FLIGHT OPERATIONS

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



14 DEATHS REPORTED SINCE THE WINTER 2023 ISSUE



Tim Bunger,

DEN flight attendant, manager-station services,
12/13/22, age 68, cancer

Bob Connolly,

DEN provisioning agent, senior provisioning agent,
station agent, 1/17/23, age 80, cancer

Henry Greathouse,

SLC DEN flight attendant, 1/18/23, age 70

Roy Hampson,

DEN aircraft mechanic, 2/19/23, age 84

Bill Hays,

PHX DEN pilot, 10/7/21, age 100

Shirley Holder Erickson,

DEN flight attendant, 5/17/22, age 68

Matt Klingensmith,

DEN station agent, 1/16/23, age 68

Fred Krebs,

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

Fred Perry,

GSW LIT DEN FSM DFW lead aircraft mechanic,
age 91

Jack Scheeringa,

PHX MCI aircraft cleaner, 6/8/90, age 45

Marsha Seib,

DEN reservations agent, senior reservations agent,
1/24/23, age 82

Dixie Mickel Sperry,

DEN SLC flight attendant, Jan 2023, age 84

Dan Tinlin,

DEN sales representative, 12/10/22, age 88

Jack Zelkin,

DEN station agent, CSR-G, 11/12/19, age 81



TIM BUNGER
1976 - 1986
FLIGHT ATTENDANT, F/A MANAGER
DEN

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



BOB CONNOLLY
1968 - 1986
PROV. AGENT, STATION AGENT
DEN

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



HENRY GREATHOUSE
1976 - 1986
FLIGHT ATTENDANT
SLC DEN

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



ROY HAMPSON
1968 - 1986
AIRCRAFT MECHANIC
DEN

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



BILL HAYS

1946 - 1981

PILOT

PHX DEN

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



SHIRLEY HOLDER ERICKSON

1975 - 1985

FLIGHT ATTENDANT

DEN

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

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MATT KLINGENSMITH

1970 - 1986

STATION AGENT

DEN

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



FRED KREBS

1958 - 1986

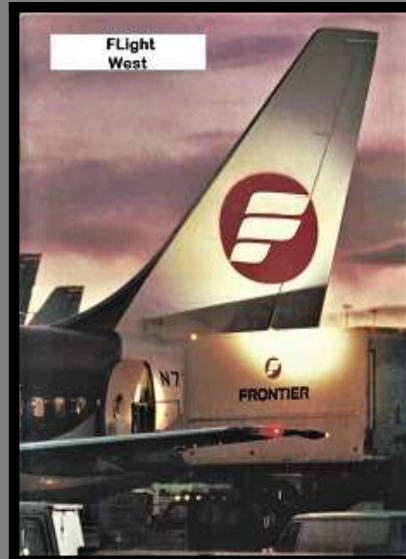
STATION AGENT

MKC DEN

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



FRED PERRY
1960 - 1986
LEAD AIRCRAFT MECHANIC
GSW LIT DEN FSM DFW
http://FAL-1.tripod.com/Fred_Perry.html



JACK SCHEERINGA
1979 - 1984
AIRCRAFT CLEANER
MCI PHX
http://FAL-1.tripod.com/Jack_Scheeringa.html

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MARSHA SEIB
1966 - 1986
RESERVATIONS AGENT
DEN
http://FAL-1.tripod.com/Marsha_Seib.html



DIXIE MICKEL SPERRY
1961 - 1968
FLIGHT ATTENDANT
DEN SLC
http://FAL-1.tripod.com/Dixie_Mickel_Sperry.html



DAN TINLIN
1959 - 1962
SALES REPRESENTATIVE
DEN

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



JACK ZELKIN
1979 - 1986
STATION AGENT
DEN

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

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HIGH FLIGHT **by John Gillespie Magee**

Oh! I have slipped the surly bonds of Earth
 And danced the skies on laughter-silvered wings;
 Sunward I've climbed, and joined the tumbling
 mirth

Of sun-split clouds, — and done a hundred things
 You have not dreamed of — wheeled and soared
 and swung

High in the sunlit silence. Hov'ring there,
 I've chased the shouting wind along, and flung
 My eager craft through footless halls of air . . .

Up, up the long, delirious burning blue
 I've topped the wind-swept heights with easy grace
 Where never lark, or ever eagle flew —
 And, while with silent, lifting mind I've trod
 The high untrespassed sanctity of space,
 Put out my hand, and touched the face of God.



COS station agent Ken Gieck flew west on a Frontier CV580 as you can see from his tombstone. He was the COS ALEA station representative when I was Master Chairman 1980 - 1984. Ken was a terrific guy and always supported efforts to help his fellow employees. He flew west way too soon.

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

How many of you FLolks dabble in poetry?

I'm looking for poems about flying west
 written by our FLamily to post here.

I hope to hear from many of you.

Christmas card on Dec 14, 2022

Jake, Every day here is a miracle. We are still here. Health about the same. I will be 90 on Christmas and Shirley is 86 in March. Still live at home but it does get harder. Hope you are well. I still drive but not far. So many great memories. Would do it all over again with gladness.

-Jack Chambers, LIT station agent

News FLaash by pilot Billy Walker on Feb 28, 2023:

Former Frontier pilot receives award!

Captain Scott Hein was presented the Wright Brothers Master Pilot Award today by FAAST Manager, Ernie Copeland, FAA, in a nice morning ceremony held at the Scottsdale FSDO. The more than a dozen there were then treated to a rather lavish Italian banquet following the presentation.

Photo of Carol helping Scott hold his MPA!——>

Former USAF pilot, Scott Hein, began his stellar airline career with Frontier Airlines in 1978. He was soon assigned to my CV-580 flight where our 45 year friendship began.

He flew with America West, where we would both be another decade or so. Eventually, he too would be forced to retire under the onerous FAA Age Rule.

Undaunted, Scott has maintained his Airbus & Boeing qualifications moving aircraft all around the globe. In fact he departs again tomorrow!

Flying Observations sent by pilot Gary Winn on Jan 16, 2023

God does not subtract from man's allotted time the hours spent while flying, but He extends harsh penalties for those who do not learn to land properly.

The difference between fear and terror: fear is when your calculations show you may not have enough fuel to make it to your destination. Terror is when you realize you were right.

Mommy, I want to grow up and be a pilot. Honey, you can't do both.

When you see a tree in the clouds, it's not good news.

Heaven is crowded with civilian pilots who did not get their Instrument Rating

Aviation's greatest invention was the relief tube.

My junior high school teacher told me no one would pay me to look out the window. Now I'm an airline captain.

The older I get, the better pilot I was.

I'm at the age when I realize the best thing about flying fighters was free oxygen

Takeoffs are optional, landings are mandatory.

Never fly the "A" model of anything

Because I'm the Captain, that's why!

Pilots - looking down on people since 1903.

There are three simple rules for making a smooth landing. Unfortunately, no pilot knows exactly what they are.

The average fighter pilot despite a swaggering personality and confident exterior is capable of feelings such as



Carol & Scott Hein with the Master Pilot Award

love, affection, humility, caring and intimacy. They just don't involve others.

When everything else is going against you, remember an aircraft still takes off into the wind.

Heard in a SR-71, "Yeah, though I fly through the valley of the shadow of death, I fear no evil, for I am at 80,000 feet and climbing".

An idiot can get an airplane off the ground, It takes a pilot to get it back in one piece.

Pilot dictum: remember, in the end, gravity always wins.

You can only tie the record for flying low.

Black boxes may be replacing pilots, but pilots can be maintained easily and produced by unskilled labor.

Many young, inexperienced pilots have delusions of adequacy.

Flying is the art of learning to throw yourself at the ground and miss.

Richard Reid forced us to remove our shoes in the TSA line. Thank goodness he wasn't the "underwear bomber".

Elderly lady to airline captain, "Are you sure you are safe to fly?" Answer, "Lady, how do you think I got this old?"

Optimists invented the airplane. Pessimists invented the parachute.

Scientific fact: the rings of Saturn are composed of lost airline luggage.

Newton's Law: What goes up must come down. Squadron Commander's Law: What comes down better be able to go up again!

I was 14 when I wanted to be a pilot. I'm now 80 and still want to be a pilot, but I'd rather be 14 again.

YELLOW FIN TUNA

by Mike Daciek

Larry Beardsley was a Captain at Frontier and I flew co-pilot for him a number of times. Two years prior to his retirement at age 60, he moved to the big island of Hawaii on the Kona Coast. We both liked to fish so he invited me to fish with him the next time I was in Hawaii. In 1982 I had purchased a time share with Royal Aloha Vacation Club and visited Hawaii every year. Larry had two fishing boats, the Missing Link and the Rubber Ducky. He hired a Hawaiian mechanic named Link to maintain his boats.

(http://FAL-1.tripod.com/Larry_Beardsley.html)

The Missing Link, a fully equipped power boat with twin inboard engines was docked at the marina. It had a wench to pull in huge fish like tuna and marlins which could exceed 2,000 pounds. He kept the Rubber Ducky, a small 18 foot boat parked beside his house about twenty minutes away from the marina.

As we arrived at the marina Larry said, "I don't see Link! Last week I had a fuel leak on one of the engines and called Link to repair it. He told me he would get right on it! I reminded him that this was important because I had a good friend coming in from the mainland to go fishing. Before we load the boat I'm going to start up the engine to check if the fuel leak was repaired."

I heard the starter cranking, the engine started, sputtered and died. Then Larry looked over the side and started swearing. "Look at the fuel on top of the water! He didn't fix it!" I asked, "Can't Link repair it?" Larry shook his head in disgust. "Where is he? Now you know why I named this boat the Missing Link! Every damn time I need him, he's missing! You wait here. I'm going back to the house to get the Rubber Ducky. You came here to fish and that's what we're going to do."

It was November and the worse time of the year to be fishing for tuna. We fished all day and had one strike losing a lure that cost Larry \$25. Mike E. was with us and declined Larry's invitation to join us on the next day.

Undaunted we were back on the water at the crack of dawn. The minute we were away Larry turned on the ship to shore radio to get a fishing report on yesterday's catch. They said, "Only three tuna were caught yesterday, one about 40 pounds and the other two, twenty pounds." Larry asked, "Where were they caught?" The voice replied, "At the east end of Kona about one quarter mile off shore." We took up a heading to parallel the coast.

Larry wrapped a bungee cord around the steering wheel and looked at me. "This is a poor man's auto-pilot. Let's put out four fishing lines." As we did that he instructed me, "If we get a strike you man the Captain's Chair and I'll pull in the other three lines to avoid them getting tangled with your line." I noticed a baseball bat on the deck and asked Larry, "What's with the baseball bat?" He said, "There's nothing more fun than wrestling with a live

2,000 pound fish thrashing around inside the boat. When we get the fish next to the boat I'll grab the line to keep him there and you hit the fish in the head with the bat to knock him out. It might take three strikes... and he's out!" I laughed.

"That was funny, Larry, then what?" He said, "I'll take a sharp knife and run it down both sides of the fish along its two major blood veins. This will drain the blood so it won't contaminate the meat. Now I want you to reach under that lid and take out my bottle of "tea." We had a locker the size of a coffin full of ice. This was to put the fish in ASAP to keep it cool. Heat within the fish from fighting would spoil the meat. I noticed the ice had melted and the locker was half full of ice water. Larry had stashed a six pack of beer for me and a quart of Jack Daniels whiskey for the Captain. Larry was a serious drinking man. He removed the cap and said, "Now we can do some serious drinking." He threw his head back taking about four big swallows. He grinned at me and said, "Ahhh, good! Want a swig?"

Three hours later I had consumed all of my sandwiches and six bottles of beer. The locker had a sleeping bag on the top and I told Larry I was going to take a nap. He said, "One more thing, I have a bad back. You'll be doing all the fishing and heavy lifting since we don't have a wench." "Roger that!"

An hour later I heard Larry say, "Mike, are you awake?" "Yeah, where are we?" I asked, looking around. "We're at the end of Kona. Want to see some Killer Whales?" He handed me his binoculars. I took them and looked toward where he was pointing. "Those aren't whales," I said. "They're Dolphins!" He grabbed the binoculars. "You're right, Mike. Tuna travel under Dolphins! I'll turn this baby around and get right in the middle of the school."

Talk about excitement! Traveling along with them, watching them arching in and out of the water, playing with us, crossing from the front and back, was awesome.

Bam! We had a strike! The spool was unwinding and Larry closed the throttle to slow the boat down, yelling, "Mike, man the chair. I'll get the lines in!" I strapped myself in, placing the fishing pole in the leather slot between my legs and the fight began. After about 20 minutes I had the fish close to the boat. He saw it and dived straight down taking the line with him, all my work undone. I began the pumping motion again, pulling the pole straight up, cranking the line in as I dropped the pole back down. I got him back up to the boat and he sounded again. He did it one more time before he gave up and I brought him over to the side of the boat. The fight took over an hour and I was damn tired. Larry grabbed the line holding the fish up against the boat while I knocked the fish out with the bat. Larry said, "Okay Mike, let's pull him in." I shook my head, "My arms are like rubber hoses, I need a couple minutes rest." Larry responded with a big grin, "I think he's over two hundred pounds. What would



Mike (L) and Larry with the one that didn't get away!

you do if he was 2,000 pounds?" I thought about it and said, "We would pull him all the way back to the marina."

After resting I took over saying, "Here's what we're going to do. Because the gunwale extends out over the water we have to swing the fish out away from the boat. We'll both grab the line and I'll count one-two-three! On three we'll push out and up as hard as we can...understand?" He said, "I'll try."

I looked at Larry and began my count, "Ready-one-two..." Larry yanked real hard on the line. We were so far out of sync that we dropped the line and the fish disappeared into the water. I stretched out reaching for the line and luckily I hooked it and pulled it in. We still had the fish. I thought, He's had too much to drink." I told Larry, 'I've got my strength back now...I think I can pull him out by myself...okay?' He nodded.

I had heard that a tuna was the most streamlined fish in the ocean but I didn't believe it. I took three deep breathes, pushed out and pulled up as hard as I could. The fish leaped out of the water like it was shot from a cannon! It knocked me off my feet and I fell backwards with the fish on my chest. The back of my head struck the opposite gunwale! It felt like someone had hit me in the back of my head with a baseball bat.

Larry was on the radio broadcasting to the world that we

had caught a 200 pound tuna. When I regained my senses I saw that Larry was cutting into the fish's veins. I removed the lid from the ice locker. When Larry finished his surgery I said, "Larry, you take a breather and I'll put the tuna in the locker." While I struggled with the fish I heard Larry yell, "Damn it, Mike...help me!" I turned and there was Larry inside the locker, flailing about with both arms and legs sticking straight up into the air. Not knowing that I had removed the lid in anticipation of loading the locker, Larry sat down to rest. I couldn't restrain my laughter as I pulled him out. "That's a helluva way to sober up, Larry. Besides, there's not room for the two of you in there."

Fifteen minutes later I had a huge Marlin on the line. He came out of the water, walked on his tail, dove back down taking out line like there was no tomorrow. Out he came again, dove back down, and the line went limp. I reeled in the line and checked the seven foot metal leader. It was now a three foot leader. It's not uncommon for the fish to get away by bending the leader, crimping it and making it snap. *Asi est la vida!* (Such is life).

The tuna sold for \$556 which went to Larry. He supplied everything except a six pack of beer.

<https://captainbillywalker.com/war-stories/captain-mike-daciek-stories/>

Hi Mike, I'm updating Larry's memorial webpage and came across your article about him and a yellow fin tuna on Billy Walker's website. Is it okay with you to add your story to Larry's memorial webpage. Thanks and hope you are well.

P.S. Is this you and Larry in the pic that was posted with your story?

-Jake Lamkins

Hi Jake, Yes you can share anything I have written on Billy's website. Yes, that's a photo of Larry and I.

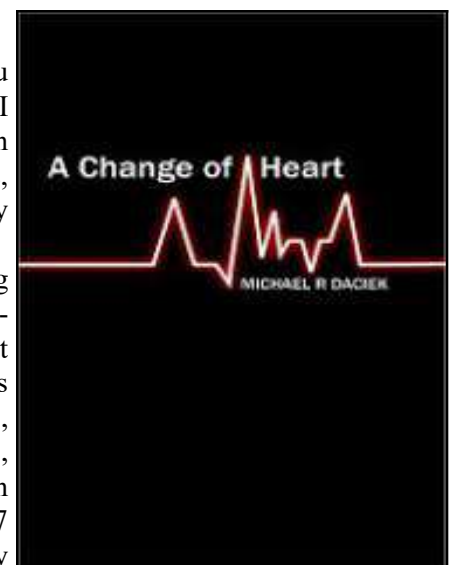
Joan and I are living in Morning Star, Independent Living at 10100 Commons Street, Apt 2005, Lone Tree CO, 80124. I've lived in Colorado since 1967 when I was hired by Frontier/Continental. Great to hear from you

-Mike Daciek

Thanks, Mike! Glad

to hear you are well and appreciate the okay. Take care.

-Jake Lamkins



(Mike became a writer after Frontier died and has published several books that are available at <https://www.Amazon.com>)

FIRST WOMAN PILOT

Emily admits her work is cut out for her. She faces a one year probation period, as do all Frontier pilots, which, she says, will be her first hurdle.

"Right now I'm concerned about the first year. It will be a difficult and challenging job," she says.

Frontier's new pilot comes very well trained for the job. She has logged 7,000 hours of pilot time, is a certified flight test examiner for the Federal Aviation Administration, and has been Chief Pilot for Clinton Aviation Co. of Englewood, Colo. She has been a flight instructor since 1958, and has given "check rides" to a number of men



Emily Howell rests between interviews at a press conference held recently in Denver. She's admitted being embarrassed by all the publicity, but is still quite excited about becoming a pilot.

who later became pilots for Frontier and other carriers.

She'll start off as a Second Officer on the Boeing 737 jetliner on Feb. 5, after completing orientation training. For the first six months, she'll be training for a rating on a Convair 580 or De Havilland Twin Otter, and will have a chance to bid for a co-pilot's job on one of those aircraft.

She's never flown a jet before, but says she can hardly wait. She's looking forward to her six months experience in the 737 where she'll be learning systems and procedures.

According to Ed O'Neil, vice president — flight opera-

Items on pages 12 to 17 are from the Jan 1973 Frontier News.

tions, Frontier had not especially intended to make a "first" out of the hiring.

"The decision was based solely on qualifications," O'Neil said. "We wanted to hire the nine most qualified pilots we could find, and she turned out to be one of them."

Emily had originally wanted to be a stewardess, and took a flight on a Frontier DC-3 in 1958 to see how she would like flying. On the return trip from Durango to Denver, she was allowed to visit the cockpit. It was then she decided she wanted to be a pilot.

She began taking flying lessons when she was 17, and in 1958 resigned her job as saleswoman for the May Company in Denver, and joined Clinton Aviation.

The reaction from airline pilots has been generally positive. Several commented that a woman would be hired sooner or later, and those that know Emily feel she is extremely well qualified.

As for the publicity, Emily says: "I guess I knew it was coming, but it's a little embarrassing." She was referring to front page news stories in Chicago, Denver and New York, and upcoming appearances planned on "What's My Line" and "To Tell the Truth."

It would appear the stewardess profession's loss is the pilot corps', and Frontier's, gain. So from all of us at Frontier, a very sincere "Welcome Aboard, Emily."

PASS IT ALONG

Computer Services

Lowell Burgener has been appointed Manager-Systems and Programming. In addition to responsibility for the programming on all current systems, he will be responsible for analysis and development of new systems and computer applications. Lowell has been with Frontier since 1966, and has previously served as Manager-Computer Operations and Manager-Computer Facilities and Systems.

Lowell is replacing Dick White, who is leaving to accept a position with Johns-Manville.

Replacing Lowell as Manager-Standards and Procedures is Walter Jarrell. Walter came to Frontier in August 1972, after several years with the United States Navy at Arlington, Virginia, where he worked in Management Information Systems. Prior to that time he was with the University of Nebraska Computing Center. His duties will include establishing technical standards and development and operational procedures for the Computer Services Department, responsibility for training of personnel in the department, and any required hardware analysis.

Regional Marketing

Effective January 1, a new Sales Office opened in Lincoln and Ken Woods was selected as District Sales Manager for that city. Ken started his career with Frontier

in 1967 as a Station Agent. Most recently, he was Sales Representative in St. Louis.

George Keffalos has been appointed Sales Service Manager in Joplin. George began his career with Frontier as a Station Agent at Farmington in 1966.

Station manager position in Bozeman has been awarded to Bob Van Epps. Bob has been with Frontier since 1968 and has held ticket counter agent and customer service representative/inflight positions.

Larry Scofield has been appointed station manager in Great Falls. Larry joined Frontier in 1970 as a ticket counter agent in Denver and has been in our customer service representative/ inflight program since 1971.

Our new station manager in Missoula will be Bill Hatfield. Bill began his career with Central Airlines as a customer service agent in 1959. He has held sales service manager positions for Frontier in Gunnison and most recently Flagstaff.

Market Planning

Effective January 1, Ron Beaumont became Manager, Leisure Market Planning and will devote full time to programs to attract the vacation traveler. In addition to tour development, Ron will be responsible for ski show coordination and other similar leisure travel promotions as they are developed.

Mike Newman has been appointed Manager, Travel Agency Marketing and will devote full time to programs designed to improve revenues for travel agents and Frontier Airlines. Before joining Frontier, Mike's background at TWA had included Travel Agency Sales and Training.

These changes have been accomplished to provide a full time staff effort on vacation travel and travel agency sales.

SERVICE AWARDS

25-YEARS

Eakle, R. W., Mgr. Electrical Shop, DEN

Bullinger, R.J., Captain

Hoshock, A.J., Captain

Lietz, E.P., Captain

15-YEARS

Osborn, D. H., Station Agent, JLN

Sledge, J. D., Station Agent, HOT

10-YEARS

Marquez, J., Reservations Agent, DEN

McMahon, R. A., Aircraft Tech., DEN

Nowlin, C. Aircraft Tech., DEN

5-YEARS

Adams, R. L., Foreman, DEN

Backstrom, K. A., Reservations Agt., DEN

Burbank, D. G., Aircraft Tech, DEN

Gibson, A. J., Reservations Agt., DEN

Hess, C. C., Credit Manager, DEN

Johnson, T. F., Second Officer, DEN

Johnson, A., Reservations Agt, DEN

Keller, T. R., Stock Clerk, DEN

Kern, C. P., Cleaner, DEN

Kesterson, R. B., Reservations Agt, DEN

Kietzman, J. P., Aircraft Tech, MCI

Lamon, V. L. Reservations Agt, LAW

Martin, L. W., Aircraft Tech, DEN

McCoy, I. J., Reservation Agt., DEN

McCright, D. W., Second Officer, DAL

McIntosh, K. B., Station Agt, CPR

Mercer, F. G., Second Officer, DEN

Needham, S. G., Sr. Agt, JAC

O'Connor P., Reservations Agt, DEN

Phillips, Z., Sr Reservations Agt, STL

Phillips, L. A., First Officer, SLC

Pottorf, C., Accounting Clerk, DEN

Relaford, D., Reservations Agt, DEN

Richards, G. E., Station Agt, BFF

Small, S., Accounting Clerk, DEN

Smith, K. C., Director Civic Affairs, DEN

Smith, J. E., Cleaner, DEN

Taniguchi, D. E., Sr. Clerk, DEN

Walsh, J. E., Second Officer, DEN

6-MONTHS

Alvarez, D., Stewardess, DEN

Anderson, L. K., Ticket Ctr Agt, MCI

Blackwell, C., Customer Svc Rep Grnd, DEN

Borden, M. A., Market Analyst, DEN

Dark, P. M., Clerk, DAL

Delashmutt, J. A., Stewardess, SLC

Dunlap, K., Stewardess, SLC

Flueger, P. J., Stewardess, DEN

Gradishar, J.A. Stewardess, DEN

Hickey, K., Secretary, DAL

Hirtle, E. D., Aircraft Draftsman, DEN

Hoel, J. C., Clerk, DEN

Hooter, S. L., Stewardess, DAL

Keele, M. K., Sales Rep, DAL

Larsen, C. M., Stewardess, DEN

Lyman, J. H., Sales Rep, SLC

Mabe, G. E., Stewardess, DAL

Peters, C. M., Stewardess, DEN

Pullen, D. S., Stewardess, DEN

Reger, S. J., Spec. Asst. to SIs Mgr., ABQ

Richmond, D. M., Secretary, DEN

Weed, S. C., Stewardess, DEN

Wright, K. J., Stewardess, DAL

IDEAS UNLIMITED

GEORGE J. BRADLEY, Lead Aircraft Technician, DEN — \$100 for his suggestion concerning a modification to the CV-580 fuselage.

EVERETT L. THOMAS, Cleaner, DEN, \$35 for his idea regarding the use of different colored aircraft evacuation cards for each fleet.

ADRIAN D. WELTER, Aircraft Technician, DEN — \$145 for his suggestion concerning 1) the manufacture of

PERSONNEL CHANGES IN JAN 1973

NAME	FROM	TO	CITY
Mike Kennedy	Customer Svc Rep Inflt	Sales Rep	STL
Steve Collins	Accounting Clerk	Station Agent	GLD
Carl Henderson	Station Agent	Sr Station Agent	RIW
Maurice Lester	Station Agent	Sr Station Agent	RIW
William Rau	Power Plt Svc Engr	Reliability Analyst	DEN
Joseph Johnson	Inspector	Lead Inspector	DEN
James Wurtele	Ticket Cntr Agent	Sr Ticket Cntr Agent	MCI
Robert Milne	Sr Station Agent	Sales Svc Mgr C	FLG
Earl Alexander	Provisioning Agent	Ticket Cntr Agent	MCI
Robert VanEpps	Customer Svc Rep Inflt	Sales Svc Mgr C	CPR
Larry Scofield	Customer Svc Rep Inflt	Sales Svc Mgr B	GTF
Alfred Ruiz	Station Agent	Sales Svc Mgr C	GUP
George Keffalos	Station Agent	Sales Svc Mgr B	JLN
Thomas Matsumoto	A/C Technician	Inspector	DEN
Joseph VanZonneveld	A/C Technician	Inspector	DEN
Clayton Phillips	Lead Inspector	NDT Inspector	DEN
Victor Poole	Ticket Cntr Agent	Sales Rep	ABQ
Jonnie Jones	Customer Svc Supv	Ass't Mgr Trans Svcs A-3	DEN
Joan Sands	Clerk Typist	Sr Clerk	DEN
Jan Chippindale	Clerk Typist	Sr Clerk	DEN
Harold Oliver	Temporary Sta Mgr	Station Mgr	VEL
Albert Toll	Customer Svc Rep Ground	Ass't Mgr Trans Svcs	MCI
Ron Showalter	Station Agent	Sr Station Agent	ABQ
Sandra Reger	Special Ass't to SIs MGR	Ticket Counter Agent	ABQ
Greg Eckert	Accounting Clerk	Station Agent	GUC
Jerry Roden	Provisioning Agent	Ticket Counter Agent	DAL
Eleanor Polchow	Sr Data Control Clerk	Statistical Data Base Controller	DEN
Robert Burns	Res Agent	Res Supervisor	STL
Cherry Schack	File Clerk	Clerk Typist	DEN
Robert Connolly	Provisioning Agt	Sr Provisioning Agt	DEN
Ray Sullivan	Station Agent	Sr Station Agent	MKC
Thomas Shores	Cleaner	Station Agent	OMA
Jan Green	Res Agent	Sr Res Agent	STL
Sheryl Cook	Res Agent	Sr Res Agent	STL
Linda Harris	Res Agent	Sr Res Agent	STL
Florence Moreno	Data & Info Controller	Sr Data Conversion Operator	DEN
Norm Jordinelli	Cleaner	Stock Clerk	DEN
Clyde Thomas	Cleaner	Stock Clerk	DEN
Gretchen Wilkerson	Res Agent	Ticket Counter Agent	DEN
Franklin Cope	Station Agent	Ticket Counter Agent	DEN

a piston and lever alignment and holding fixture; and 2) the application of an acti-thane coating to shouldered screws on the ice control bracket assembly of CV-580 propellers; 3) a change of class number of a plate assembly.

BOB TOMALINO, Aircraft Technician, DEN — \$10 for his suggestion concerning the deletion of a bracket assembly from stock.

HAROLD G. WAGNER, Aircraft Technician, DEN — \$50 for his idea regarding a modification to the CV-580 oil cooker door.

ROD SLACK, Aircraft Technician, DEN — \$10 for his suggestion regarding the deletion of a bracket assembly

from stock.

The suggestion awards received in December totaled \$350.

NOW THERE'S AN IDEA

Frontier Airlines personnel have netted over \$13,500 in awards through the IDEAS UNLIMITED suggestion program.

On December 1, 1972, IDEAS UNLIMITED received the 1,000th suggestion since the inception of the program three years ago. Since that time, there have been 197 winners in the suggestion program or nearly one out of every five suggestions were accepted and their authors awarded.

Roy Hilderman — Director of Personnel Administration,

the originator of the suggestion program, said, "It was an idea to solicit suggestions that would, in the long run, result in money-saving to Frontier." He said further, "In addition to a money-saving value, the customer service program also showed marked improvement through the suggestion program."

IDEAS UNLIMITED was chosen as the name of the program as a result of a contest held at Frontier. At that time it was necessary to establish a positive identity for the program so that the suggestions would not turn into a "sounding board" for complaints.

Three years later, the program has successfully developed to allow an employee a chance to express himself and provide an avenue for his imagination in regards to



GERALD ANDERSON explains a modification to a CV580 lighting assembly. Gerald led all other suggestion winners by winning a total of \$393 during 1972 through Frontier's suggestion program.

(http://FAL-1.tripod.com/Gerald_Andy_Anderson.html)

his job at Frontier.

Once an employee determines the suggestion he will make, he must then finalize the procedure in detail and submit the plan to the suggestion committee. The suggestion is then carefully evaluated between the person or persons most qualified to make a judgment on the particular suggestion.

Suggestions may range from cleaning washrooms, and putting signs up to remind employees to turn off car lights to complicated procedures dealing with aircraft engines.

As the name implies, IDEAS UNLIMITED is a program designed for implementing positive suggestions concerning Frontier Airlines.

After everything has been accounted for, including cost analysis, (labor and time involved), a cost-saving value will be determined. An award winner usually receives 10% of the total amount his suggestion will save the company.

Hilderman is confident that the suggestion program will increase an employee's awareness of Frontier and in particular, his enthusiasm for the job he performs.

From the suggestions received in 1972, the results confirm this confidence in IDEAS UNLIMITED. Total Awards of \$100 or more made during 1972 were presented to the following employees:

\$393.00 Gerald F. Anderson
 250.00 Rod Slack and Bob Tomalino
 (each was awarded \$125.00)
 245.00 Adrian D. Welter
 225.00 Harold G. Wagner
 195.00 L. P. Larsen
 160.00 A. S. Hammersmark
 140.00 Arthur A. Benson
 130.00 John E. Robinson
 128.00 Ellwood Ziegler
 120.00 Richard J. Hebert
 110.00 Everett L. Thomas
 100.00 John R. Browning
 100.00 George J. Bradley
 100.00 Richard Cantwell

Every month for the past year, Rod Slack and Bob Tomalino submit a suggestion or two as a team. The two keep quite busy providing suggestions and, in fact, both Slack and Tomalino won the most individual honors totaling eight. As a team, they each finished the year \$125 richer.

SATO: A FRONTIER OUTPOST

Frontier Airlines has fourteen full-time and several temporary employees who, from time to time, feel almost as if they were part of the Armed Forces of the United States. These are the women and men who work in the Scheduled Airline Traffic Offices (SATO, formerly JAMTO) on seventeen military installations in Arizona, New Mexico, Texas, Colorado, Oklahoma, Nebraska, Utah, Missouri and Kansas. Five of these offices are managed by Frontier Airlines personnel.

The SATO's represent, through some 100 offices in the United States and Puerto Rico, all of the scheduled U.S. air carriers. They concern themselves with providing information and routings, making air reservations and related accommodations and issuing tickets (both domestic and international) for military members and their dependents, civilians working on base/post and the government contractors located on the installation. They also route air

freight and cut airbills for the movement of military unaccompanied baggage and supplies.

The SATO manager is responsible to a Local Committee comprised of interested scheduled air carriers. In addition to his managerial duties at the SATO, he must also function as a salesman on his installation and spends much of his time in the development of additional business for the airlines.

Interested in getting into SATO? As positions become available, job opportunity bulletins are issued. You may bid on these positions or file a permanent resume with the Commercial and Government Market Planning Office in Denver (DENSEP).

The next time you meet a fellow airline employee who says he works at a SATO, don't act surprised; instead, extend a warm Frontier welcome and show appreciation of the task he performs for the Air Carrier Industry and more specifically Frontier Airlines. He, too, is an important member of the Scheduled Air Carrier family.

Frontier's SATO agent, Norm Teltow, and station manager Stan Trudeau find SATO a challenging atmosphere for learning about marketing an airline.

Several airlines may, in fact, share a SATO office and competition is limited to a behind-the-counter presentation of a carrier's schedules and routes. This makes selling difficult by not being able to glamorize a carrier's service and destinations.

According to Norm, "It's here that an agent learns a "trick or two" in the selling game and it all makes the challenge worthwhile."

In Dedication Ceremony

Pilots Pay Tribute To Captain Al Mooney

A group of Frontier pilots and stewardesses gathered recently to join A.L. Feldman in a dedication ceremony to honor Captain Mooney.

A plaque was presented to Captain Mooney's family by Captain Jay Curtis on behalf of the Frontier pilots to honor the memory of Captain Mooney who was killed last August in a motorcycle accident. Participating were Colleen Mooney, Mrs. Barbara Mooney, Captain Jay Curtis, Mary Mooney and A. L. Feldman.

(http://FAL-1.tripod.com/Al_Mooney.html)

Stewardess Of The Month

Pam Duane is honored as Stewardess of the Month for September as result of her hard work and a cooperation in accepting a special assignment for Aircraft Maintenance.

Reporting directly to Bud Naylor, Director-Aircraft Maintenance, Pam was assigned to investigate and report on the maintenance- cleaning procedures involved in Frontier's Cleaning Division throughout the system.

In her report, she called attention to provisioning problems in addition to other factors contributing to occasions of unsightly appearance in Frontier's fleet. According to Bud Naylor, "She did a great job pointing out things we



Pam

never saw. We just needed a woman's point of view."

Employee Prepares Suggestion

Carol Jensen presented a suggestion concerning an exterior paint scheme on Frontier's aircraft to Ray Chanaud, Director of Public Communications.

A graduate from the University of Northern Colorado with a degree in Fine Arts, Carol spent three weeks drawing up plans for the exterior paint change.

In her suggestion presentation she said, "Although the use of brighter colors and bolder lettering has become somewhat standard, my design would be unmistakably Frontier's."

She admitted receiving help from Frontier's draftsmen and engineers on certain FAA regulations and the practicability of an exterior paint change. However, Carol's design and art background helped her sufficiently to place the suggestion in serious consideration for Frontier's plans to change the exterior of its aircraft.

Carol is a clerk typist in Avionics and has been with Frontier for 1-1/2 years.

CARIH: It Was A Very Good Year

Even seasoned television reporters confessed to having tears in their eyes. The occasion was the arrival of six families of CARIH (Children's Asthma Research Institute) patients at Stapleton International Airport — brought about through the generosity of Frontier employees. Three

of the patients met their families at the airport.

Last month's Christmas fly-in, the third made possible by Frontier-donations, was "the most successful of them all," according to Art Davis, administrative assistant — maintenance engineering, who spearheaded the project.

"This year, we had donations from each and every department and station on the system, which indicates that this is truly a companywide program."

As for the children who greeted their parents at the airport the day before Christmas, 10-year old Mike Beechinoor summed it up pretty well.

When asked if this was a good Christmas, he replied: "No, this is more than Christmas."

The parents of all six patients expressed their appreciation to Frontier, the Cosmopolitan Hotel and National Car Rental for making their Christmas reunion possible. The parents of 14-year old Beverly Curtis, of Baton Rouge, La., wrote:

"Dear Sir: My family and I can't find the words to express the joy and happiness of spending Christmas with our daughter, Beverly. We had a marvelous time, and would like to thank all the organizations and persons responsible for making this trip possible." — signed, Mr.

and Mrs. Leon Curtis.

It was the donations from Frontier employees — which totaled over \$2,900 — which made the whole Christmas fly-in possible. (Frontier's Pilots' Wives Club also aided the effort by contributing to the fund. But a number of employees devoted considerable time and effort to the project, serving as "host families" for the patients, helping the children select and wrap Christmas presents for their families, and providing a Christmas dinner with all the trimmings at the Cosmopolitan Hotel.

CARIH is the world's largest free residential treatment center for children between the ages of six and 15 who suffer from chronic asthma. It maintains the only full-scale research facility in the Western Hemisphere devoted solely to the study of asthma and its related allergic disorders.

Art Davis summed it up for the Frontier employees who worked on the project. "You had only to see the faces of the children, some of whom hadn't seen their families in a year or more, when their parents arrived. I feel fortunate to have had the chance to participate in the program."

(http://FAL-1.tripod.com/Kathleen_McCormick.html)



New Stewardess Class: Eight Graduate On December 16

Left to right: Linda Yanago — DAL; Jean Hurst — DAL; Kathy McCormick — DAL; Jane Mead — DAL; Valera Cody — DAL; Scotter Hane — DAL; Janae Knight — MCI.

Items on pages 18 to 23 are from the Mar 1973 Frontier News.

SERVICE AWARDS

20-YEARS

Curtis, J., Ground Radio Technician, DEN
 Gilbert, J.H., Sales Service Manager, HOT
 Johnson, J.M., Sales Service Manager, GUC
 O'Drain, J.F., Manager Telephone Systems, DEN
 Van Buskirk, P.R., Janitor, DEN

15-YEARS

Bagshaw, B.B., Captain, SLC
 Carter, D.E., Senior Agent, BIL
 Heerboth, M.B., Station Agent, MCI
 Mackenroth, J.B., First Officer, DEN
 Martenson, A.J., Senior Agent, BIL
 McGill, J.R., Station Agent, PHX
 Mertens, W.K., Station Agent, DAL

10-YEARS

Hall, E.R., Station Agent, LAW
 Munro, E.S., Aircraft Technician, DEN
 Sweeney, R.W., Aircraft Technician, DEN
 Walton, J.L., Aircraft Technician, DEN

5-YEARS

Abbott Jr., E.W., Station Agt., DEN
 Adey, D., Station Agt., OMA
 Archuletta, J.A., Res. Supv., DEN
 Bauer, K.D., Aircraft Tech., DEN
 Baxter, R.F., Aircraft Tech., DEN
 Beckingham, D., Station Agt., DEN
 Bronowski, E.J., Plant Maint. Mechanic, DEN
 Brown, J., Janitor, DEN
 Bryant, E.C., Station Agt., MEM
 Bushnell, V.D., Aircraft Tech., DEN
 Collins, A., Aircraft Tech., DEN
 Cross, G. W., Station Agt., dEN
 Demoney, L.F., Staff Assist., DEN
 Desmit, J.C., Station Agt., DAL
 Dix, R., Station Agt., OMA
 Dow, M., Stewardess, DEN
 Draddy, R., Station Agt., FSM
 Duby, S.V., Aircraft Mech., DEN
 Dunne, M., Stewardess, DEN
 Dyck, A., Aircraft Tech., DEN
 Elliott, G., Electronics Engineer, DEN
 Encz, B, Res. Agt., DEN
 Esau, D., Cleaner, DEN
 Farrell, M., Stewardess, DEN
 Faulk, G., Station Agt., FMN
 Faulkner, R.D., Station Agt., STL
 Fresquez, E., Station Agt., ELP
 Gill, J.D., Station Agt., FSM
 Gore, W., Station Agt., OKC
 Gross, L., Lead Cleaner, DEN
 Harms, E., Station Agt., DEN
 Hollins, C., Porter, OKC
 Hostetler, C., Station Agt., ABQ

Howard, J.R., Aircraft Tech., DEN
 Hustmyre, D., Stewardess, DEN
 Lacy, D., First Officer, GTF
 Langford, J.R., Station Agt., SLC
 Lowe Jr., R.D., Aircraft Tech., DEN
 Maranville, D.K., Stock Clerk, DEN
 Matticks, L., Station Agt., BFF
 Mease, R., Mgr. of Spares Support, DEN
 Medinger, R., Station Agt., GRI
 Michel, S.D., Sales Rep., STL
 Morey, W., Station Agt., MCI
 O'Connor, P., Stewardess, DEN
 Pemble, P., Stewardess, DEN
 Pyatt, K., Stewardess, DEN
 Radovich, L., Stewardess, DEN
 Ramser, R.L., Mgr. Base Shops, DEN
 Richards, D., Station Agt., DEN
 Riedel, F.L., Aircraft Tech., DEN
 Rigby, B.L., Stewardess, DAL
 Rose, M., Aircraft Tech., DEN
 Rush, R.E., Foreman, DEN
 Schenck, H.B., Station Agt., DEN
 Schuhardt, T.R., Station Agt., STL
 Shepard, L., Station Agt., PUB
 Summers, G.W., Station Agt., MCI
 Williams Jr., E.W., Station Agt., LAW
 Wszolek, L.M., Stewardess, DEN
 Ziegler, R.M., Station Agt., MCI

6-MONTHS

Adams, A., Clerk, DEN
 Allen, K., Sales Rep. DEN
 Bonds, T.J., Provisioning Agt., DEN
 Cisneros, C.E., Communications Opr, DEN
 Diubaldo, S.M., Clerk, DEN
 Elmore, A.H., Mgr. Facilities Ping, DEN
 Gregory, D.M., Clerk Typist, DEN
 Gustke, B.A., Temp. Sta. Agt., GTF
 Harnisch, M.R., Mgr. Food Beverage Svcs., DEN
 Hartzog, F., Clerk, DEN
 Hobbs, S.J., Clerk, DEN
 Jarrell, W.L., Project Analyst, DEN
 McCauley, G.D., Customer Svc Rep. In-flight, DEN
 Miller, P.H., Temp. Draftsman, DEN
 Nichols, G.C., Sales Rep., MCI
 Rogers, A.J., Part Time JAMTO Agt., HOL
 Schack, C.A., Clerk Typist, DEN
 Scott, K.L., Sr. Scheduler, DEN
 Sicher, A.C., Accounting Clerk, DEN
 Steere, M.C., Part Time JAMTO Agt., WSR
 Storey, J., Special Asst to SIs Mgr., OMA
 Taylor, G., Temp. Cleaner, STL
 Vaughn, R.W., Crew Scheduler, DEN
 Williams, A.L., Jr. Acctg Clerk, DEN
 Wurl, R., Supv. of Scheduling, DEN

PERSONNEL CHANGES IN MAR 1973

NAME	FROM	TO	CITY
Clark, Brad	Customer Svc Rep Inflt	Sales Rep	OMA
Kennedy, Mike	Customer Svc Rep Intit	Sales Rep	STL
Collins, Steve	Accounting Clerk	Station Agent	GLD
Henderson, Carl	Station Agent	Sr Station Agent	RIW
Lester, Maurice	Station Agent	Sr Station Agent	RIW
Rau, William	Power Plant Svc Engr	Reliability Analyst	DEN
Johnson, Joseph	Inspector	Lead Inspector	DEN
Wurtele, James	Ticket Cntr Agent	Sr Ticket Cntr Agent	MCI
Milne, Robert	Sr Station Agent	Sales Svc Mgr C	FLG
Alexander, Earl	Provisioning Agent	Ticket Cntr Agent	MCI
VanEpps, Robert	Customer Svc Rep Inflt	Sales Svc MgrC	BZN
Scofield, Larry	Customer Svc Rep Infit	Sales Svc Mgr B	GTF
Hatfield, Billy	Sales Svc Mgr C	Sales Svc Mgr B	MSO
Ruiz, Alfred	Station Agent	Sales Svc Mgr C	GUP
Keffalos, George	Station Agent	Sales Svc Mgr B	JLN
Matsumoto, Thomas	A/C Technician	Inspector	DEN
VanZonneveld, Joseph	A/C Technician	Inspector	DEN
Phillips, Clayton	Lead Inspector	NDT Inspector	DEN
Poole, Victor	Ticket Cntr Agent	Sales Rep	ABQ
Jones, Johnnie	Customer Service Supv	Ass't Mgr Trans Svcs. A-3	DEN
Treptow, Don	Computer Controller	Analyst Programmer	DEN
Silverman, Bruce	Spares Support Sched.	Sr Scheduler	DEN
White, R overt	Cleaner	A/C Technician	CDR
Lang, Gail	Clerk Typist	Data Controller	DEN
Norton, John	Cleaner	Lead Cleaner	DEN
McKeown, Isom	Cleaner	Lead Cleaner	DEN
Ziegler, Robert	Station Agent	Sr Station Agent	OMA
Clark, Charles	Station Agent	Sr Station Agent	DEN
Leuck, Mike	Customer Svc Rep Infit	Pilot	DEN
Wise, Edward	Cleaner	A/C Technician	DEN
Gold, Maureen	Clerk	Sr Clerk	DEN
Maranville, Donald	Stock Clerk	Lead Stock Clerk	DEN
Rose, Boyd	Station Agent	Sr Station Agent	LIT
Wilson, Linda	Data Conversion Opr.	Computer Operator	DEN

FRONTIER REVENUES, EARNINGS MAKE DRAMATIC CLIMB

Frontier announced recently that the fourth quarter and year of 1972 established record highs in revenues and profits.

A. L. Feldman announced net income for the year 1972 of \$7,119,000 (\$1.08 per share) as compared with a net loss of \$2,472,000 for the previous year. The 1972 revenues included \$1,838,000 in subsidy payment for prior year's service as compared with \$807,000 received in 1971 for a prior period.

For the fourth quarter, Mr. Feldman reported net income of \$905,000 (\$0.14 er share) as compared to a net loss of \$1,121,000 for the same period in 1971.

Frontier said it was the first profitable year the company had reported since 1966 and that record highs in both revenues and profits have been stablished for both the third and fourth quarters and for the year. Operating revenues for the year increased approximately 12% over 1971, Mr. Feldman said, while total expenses had been held to an increase of approximately 2%.

Feldman credited the turnaround in 1972 to the combination of intensive marketing, cost control and improvement in the economy of the area served by Frontier. These factors, in conjunction with increased subsidy in payment for required services to small communities; resulted in substantial improvement in the company's position. Feldman said, 'The company is stable and financially resilient. I anticipate system growth and continued profitability in the future.'

NEW 737 JOINS FLEET

Frontier's new 737, 13th in the jet fleet, was delivered ahead of schedule on Feb. 18th, making possible three new jet roundtrip schedules starting March 15.

The new service includes roundtrips DEN-LAS, DEN-SLC, and DEN-PHX. These will be the fourth roundtrips daily between Denver and these three major markets.

Until it goes into service March 15, the new 737, acquired from Singapore Airlines, is being used for pilot training and is available for backup, extra section and charter work. Beginning March 11 or 12, installation of kits for the fold-down center seat will be done by aircraft maintenance.

The new 737-200 made its first flight for Frontier on Feb. 19 from PHX—OMA—DEN, and then operated as an extra section DEN—LAS. The plane was turned over to Frontier ahead of the planned date of Feb. 23 after being modified at the World Air Center, Oakland, Calif.

Interior modification included galleys, seats, and panels, painting, and polishing. Extensive modification of the avionics was required. The job took World six weeks to accomplish, according to Tom McCartin, Director-Purchasing.

Timing of the new jet roundtrips starting March 15 are: DEN—SLC, Fit. 90, Leaves DEN 10:20 a.m., arrives SLC 11:29 a.m.; daily ex. Sunday; return: SLC—DEN, Fit. 62, departs SLC 12 noon, arrives Denver at 1:04 p.m., continues to DAL, arriving at 4:17 p.m., also ex. Sunday.

DEN—LAS: Fit. 15, departs DEN 3:45 p.m., arrives LAS 4:23 p.m., ex. Sat. Return: Fit. 96, departs LAS 5 p.m., arrives DEN 7:31 p.m., ex. Sat. On Sunday only, we will have six departures from LAS—DEN leaving at 10 a.m., 10:40 a.m., 11:40 a.m., 3:25 p.m., 5 p.m., and 8 p.m. There will be five departures DEN—LAS on Sunday.

DEN—PHX: Fit. 107, dep. DEN 7:25 p.m., ar. PHX 9:02 p.m., continues to TUS arriving at 9:56 p.m. daily. Return: PHX—DEN, Fit. 100, dep. PHX 8:10 a.m., ar. DEN 9:42 a.m., continues to OMA, arriving 12:22 p.m.

EXECUTIVE MESSAGE

A. L. Feldman
President and Chief Executive Officer
Frontier Airlines

Following is the letter that I will send to our stockholders in the Annual Report to be issued in early March.

"The year 1972 marked the completion of the basic changes required to return the company to a sound condition after four consecutive years of losses. The best profits in the company's 26-year history were recorded, debt was substantially reduced, a strong cash position was established, while operational performance was maintained at a consistently high level.

"New marketing programs were introduced, designed to increase revenue during the normally slack winter months. This effort, highlighted by substantial increases in winter

service to Arizona resort areas, is showing encouraging results.

A two-fold program has been started to upgrade the subsidy portion of our total route structure. First, for those which are showing satisfactory traffic growth, action will be taken to remove them from involvement in the subsidy system as soon as practical. Second, where service is clearly unjustified, deletion will be sought. Several deletion requests were filed in 1972 and more will be filed in 1973.

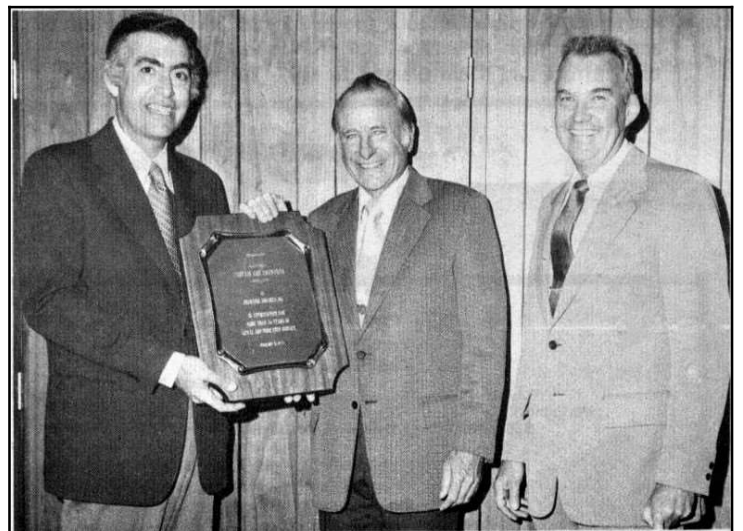
"The company is now stable and financially resilient. Carefully controlled growth is planned keeping costs and capacity in balance with market demand.

"Continued profitability is expected in 1973 and beyond."

At this time, I would like to add that the progress that we have made and the results that have been achieved would not have been possible without the wholehearted participation and cooperation of each of our employees. This has been a team effort and I am pleased to say, "We have a winning team."

-A. L. Feldman, President

#1 SENIORITY PILOT RETIRES



CAPTAIN ART ASHWORTH (center) receives a commemorative plaque in a retirement ceremony held recently to honor the captain's 27 years of service to Frontier.

Captain Ashworth began his career with Monarch in 1946. Presenting the award are President A. L. Feldman (L) and Ed O'Neil, Vice President-Flight Operations.

Art is currently president of his own travel agency in Denver and was recently promoted to the rank of admiral in the Naval Reserve.

IN MEMORIAM

Captain Art Ashworth, pioneer pilot with Monarch Airlines and a retiree of Frontier in 1973, died Thursday, March 17, 1977, in Denver. (He was 64.)

Capt. Ashworth held the number one seniority number on Frontier's pilot list prior to his retirement.

-Frontier News, March/April 1977

(http://FAL-1.tripod.com/Art_Ashworth.html)

FRONTIER OTTER

Sometimes the crews and personnel who man and maintain the 737s and the Convairs get more of the glamour, but the pilots, aircraft technicians and station agents who keep our Twin Otters flying are just as essential to Frontier's operation.

In the two months that Frontier has been operating the Twin Otter between Denver and the Western Panhandle cities of Sidney, Alliance, Scottsbluff, and Chadron, Neb., the area has been struggling through the worst winter in 30 years.

Yet, despite 25 below zero temperatures, blowing snow and cold, Frontier's aircraft technicians, pilots and station personnel have done a "truly commendable" job of operating on-time.

This is what Ray Beall, director of line maintenance, says of his aircraft technicians based at Chadron, Nebr., as well as the station personnel in other Nebraska cities, and the pilots who man the plane.

With the adverse weather conditions in Chadron, blowing snow and freezing cold, and a makeshift hangar, our maintenance personnel have done a great job," he says. "They have changed engine hot sections, performed all heavy maintenance checks on the Otters and done other duties in an exceptional fashion."

The four-man team that set-up and started the maintenance operation for the Twin Otter at Chadron was comprised of Phil Blackwell, Manager of Otter Maintenance; Ralph Hineline, Lead Aircraft Technician; Dedrick Brown and Jay Lamb, Aircraft Technicians. Brown and Lamb have now returned to Denver and have been replaced by Ken Rollins and Robert White.

The Western Nebraska operation is being flown with one 19-passenger Twin Otter, necessitating excellent maintenance work. The plane provides two roundtrips daily between Denver and Sidney, Alliance, Scottsbluff, and Chadron, Neb.

According to Ed Gerhardt, Director-Special Projects, local service marketing, the operation — which got a slow start because of mechanical modifications required on the plane — has smoothed out and "has been extremely reliable."

In January, Gerhardt reports, performance was exceedingly good, and this operational reliability was a major factor in an increase in passenger boardings throughout western Nebraska. At Chadron, 69% of all flights were on or ahead of schedule.

Royal Burt, Director - Denver station, reports that on Flight 239, station performance was 100%, and likewise on Flight 242. Flight 248 had an 80% performance, with only six station delays.

Passenger reaction to the Twin Otter has been excellent, Gerhardt says. He says most passengers said they liked the increased space and legroom of the Otter as compared to

the Beech 99 which it replaced.

"About 65% of the passengers I talked to were not from Western Nebraska, but were sales or government representatives visiting the communities. They liked the visibility provided by the windows, and seeing the pilots. They talk to each other a lot on this plane," Gerhardt said.

We flew on the Twin Otter recently and talked to the captain, Terry Jackson. He said that some passengers who make the trip frequently enjoy sitting directly behind the pilots and watching them work. "One man told me he thought he had the plane 'pretty well figured out.'"

Jackson, recently promoted to Twin Otter Captain, is no stranger to this type of aircraft. He flew the single-engine version of the Otter as a pilot for Alaska Airlines, prior to joining Frontier. He has been copilot on the Convair for six years prior to his promotion.

Jackson's copilot on this particular day was First Officer John Harlan, who flew in the military.

"I like flying the Otter," Jackson told us. "It's a good reliable airplane, and is true STOL" (Short Take-off and Landing Airplane). He says the Otter's ability to get off the ground in a hurry saves schedule time. For instance, at Alliance, we were able to take off from the intersection of the runway and the taxiway, without the necessity of taking time to taxi down to the far end of the runway.

"I enjoy flying to these cities, even though it's a long day," Jackson says. When he's on schedule, he flies 10 hrs. a day making 10 takeoffs and landings on his two roundtrips. "There's a folksiness about visiting these smaller communities."

When we departed Sidney, he leaned out the window and said: "Thank you, Dale, see you this afternoon." And sure enough, Dale Kindred, Station Manager at Sidney, will be there to greet Terry Jackson that afternoon.

Note: According to those who know the pilots, maintenance and station personnel who operate Frontier's "Highline Operation" in Montana, using two Twin Otters, are also doing an excellent job.

The Otters serve the Montana cities of Havre, Glasgow, Wolf Point, and Williston, N.D., along with Lewiston, Miles City, Glendive, and Sidney, Mont.



PASS IT ALONG

Reliability And Quality Control

ARNOLD POPE joined Frontier Airlines on January 1, 1973, as a Quality Assurance Analyst. In this position he acts as a focal point within the airline for all Federal Aviation Agency business as determined by the Manager of Quality Assurance. Arnold comes to Frontier with extensive airline maintenance experience from his positions with Lockheed Aircraft Co., Zantop and Universal Airlines. He attended Washtenaw Community College, El Camino Jr. College, and the Northrop Institute of Technology.

Also on January 1, BILL RAU joined the Reliability Section. Bill has been employed by Frontier for the past nine years in various positions including Technician, Programs and Publications Specialist, and Power Plant Service Engineer. Bill's job will entail analyzing daily aircraft reports to determine fleet reliability status, and determining problem rectification. Before coming to Frontier Bill was employed with Pan American Airlines in New York. He will be receiving his Bachelor's Degree in Business Administration from the University of Colorado in May of this year.

On January 29, 1973, EUGENE DESSEL joined Frontier as the Manager of Reliability. He is responsible for the administering of reliability statistical analysis and related research to analyze aircraft component and system reliability. Gene brings to Frontier valuable airline experience from Icelandic Airlines and Lockheed Aircraft Co. Before accepting the position with Frontier, Gene was employed by the New York City Board of Education as a teacher of Aviation Maintenance Technology. He received a BSME Degree from the New York Institute of Technology and also holds an A & P License.

DON BINGHAM has joined our Reliability staff as an analyst effective February 19, and will be working in the same capacity as Bill Rau. Don comes to Frontier from Eastern Airlines where he was employed as a Power Plant Engineer. He received a Bachelor of Arts Degree in Mathematics from Baylor University and a Bachelor of Science Degree in Mechanical Engineering from Texas Tech.

Regional Sales

Frontier has recently employed GAYLE BARCLAY as the Group and Convention Sales Representative in the Dallas office.

Gayle graduated from Texas Christian University, receiving a Bachelor of Arts degree in May of 1969.

After graduating, her working career included a variety of experiences in Dallas: completion of a special sales oriented training program at Neiman Marcus, flying for Braniff International and working on the Braniff advertising account at Clinton E. Frank, Inc.

In addition to her working experiences, she studied

Elementary Education at the University of Texas in Austin.

Gayle will be responsible for personal sales calls on travel agents, convention groups and various other key travel accounts in the Dallas area.

Gayle will report to Ron Thornton, Regional Sales Manager in Dallas.

Administration

Richard L. Chouinard has been appointed to the newly created position of Corporate Safety Engineer in the Administration Division. Mr. Chouinard joins Frontier following 21 years in the safety field with the United States Air Force.

As Corporate Safety Engineer, Richard will be responsible for the development, implementation and control of accident prevention and safety programs and activities throughout all divisions of the Company. In addition, he will represent the Company in all matters relating to the Occupational Safety and Health Act.

Your assistance and cooperation will be vital to the success of safety and accident prevention programs and will be appreciated. Mr. Chouinard may be contacted in Room 119 in the General Offices or at phone number 4701.

IDEAS UNLIMITED

A. S. HAMMERSMARK, Aircraft Technician, DEN, \$20 for his suggestion concerning the manufacture of a defuel hose for the D-HC6 aircraft.

DAN M. RECKNOR, Aircraft Technician, DEN, \$20 for his suggestion concerning an altitude code selector test box to determine what part of the ATC transponder altitude reporting system is at fault.

GEORGE KEFFALOS, Sales Service Manager, JLN, \$40 for his suggestion concerning inspection of the forward pins and bolts on the International Lift Bed Truck on a monthly schedule.

WARREN HILL, Lead Aircraft Technician, DEN, \$20 for his idea regarding the manufacture of a defuel hose for the DHC 6 aircraft.

JOSEPH CRIDER, Aircraft Technician, DEN, \$40 for his suggestion concerning the installation of a mirror on the Hough Tow Tractor.

A total of \$140 in suggestion awards were presented in February by Ideas Unlimited.

FRONTIER SPORTS

HERMAN ELLISON, Station Agent — DAL, tied for first place in the Calloway Division of the United Airlines Interline Golf Tournament held January 10-12.

Herman shot a 147 total in the daily handicap event. The tournament was held on the Singing Hills Country Club course, in San Diego, California.

Herman's winnings included a pro-line .golf bag with an all-weather cover, five wood covers and a putter cover. Frontier Bowlers Tune-Up For Company Tournament

MAGGIE SOTO bowled an all spare game of 182 which was the first of the season, she also had a 655 series. She carries a 132 average.

PAT FADER with an average of 143 bowled a game of 272. This was a 234 scratch game and a handicap of 38 pins.

LOUIE OLONA bowled a 699 series which was the first 600 series of the season. Louie carries a 161 average

HIGH GAME is held by the "PINS OLE" with a 913 which was bowled by Ernie Soto, Maggie Soto, Evelyn Kelly & Dick Croisant.

HIGH SERIES is held by the ROWDY RASCALS which was bowled by Ernest Fuqua, Gene Long, Esther Long & Gladys Bracken. 2423 Series.

ESTHER LONG bowled a 220 game which is without handicap on 1-9-73 and also a 221 game on February 27, 1973. She is the only woman in the league to have bowled two 200 games.



GENE BRADSHAW, STL—CRO was named the Reservation Agent of the Quarter at a ceremony held recently.

If Frontier's "Kwickee" service fails to provide adequate package delivery, \$10 will be refunded to the sender.

The small package service will guarantee delivery between any two cities on Frontier's system for twenty dollars.

"There are already 200 shipments month handled through 'Kwickee'," according to Jack Zembeck, Manager Cargo Sales & Service Planning.

Zembeck added, "Unlike other freight deliveries, 'Kwickee Service' will meet twenty minute connections just like passengers do."

Any small package can be delivered directly to a Frontier ticket counter and recovered through the destination baggage area.

The "Kwickee" service requires that the package weigh more than 50 pounds and be more than 30 inches in depth.

STEWARDESS OF THE MONTH

JOY ALLEY has been honored by Frontier Airlines as Stewardess of the Month for September 1972.

She was selected on the basis of the number of compliments received from both her flight crews and passengers.

Joy's hobbies include country and western music and hunting. She has served with Frontier since 1966 and is currently based in Kansas City.



TAFFY VALASSIS, DEN—CRO, was awarded Reservation Agent of the Quarter at the Denver office last month.

KWICKEE

New Small Package Service In Full Swing At Frontier

In only its second month, Frontier's new small package ticket counter service has already proven to be a successful operation.

Named "Kwickee", the service will provide guaranteed delivery of package requiring urgent delivery including legal briefs, machine parts, computer tapes and payrolls.



The Case of the Stewardess' Bag by Captain W. B. Hurt

Spring 1973 Frontier Magazine

(Captain Hurt resides in Longmont, Colorado and has been a Frontier Captain for 27 years.)

Back during the more informal DC-3 days, poor rookie stewardesses were often prime targets for good natured practical jokes from the "men up front."

In the early fifties, Frontier had a DC-3 "milk run" between Billings, Montana and Denver with stops at Powell, Greybull, Worland, Riverton, Casper, Rawlins, Laramie, and Cheyenne, Wyoming.

In those days, the stewardesses carried a large handbag containing various supplies, including instant coffee. One particular rookie stew was always leaving her handbag in the crew room at Billings, which meant the station agent had to run it out to her just as the airplane was about to pull away from the ramp. The captain decided to put a stop to her forgetfulness. On the next trip out of Billings he told the station agent he was going to hide the stew's bag in the cockpit.

Shortly after take-off, the rookie stewardess came running up to the cockpit in a state of panic - "I left my

handbag and all my supplies in the crew room at Billings", she moaned. "Don't worry," the captain calmly replied, "I'll radio Billings and have the station agent put it on the fast bus to Powell. You can pick it up when we land".

Approaching Powell, Wyoming, the station agent was tipped off by radio about what was going on. After landing, the captain dropped the bag out the cockpit window to the agent below. The agent then made a beeline to the rear of the airplane and opened the cabin door. "Here's your bag," he announced. "I just got it off the fast bus."

Nobody let the poor stewardess know that what happened was a joke, so on one of her next flights from Billings to Powell an elderly lady passenger inquired about the flight being late and what time she would arrive in Powell. "I don't know why you fly Frontier to Powell," the stewardess sublimely told the lady. "You could have taken the fast bus and beaten us".

(Willie flew west on Apr 30, 2016 at the age of 97.

http://FAL-1.tripod.com/Willie_Hurt.html)

The cartoon is by Paul Haynie who flew west on Jun 23, 2009 at the age of 73 while instructing a student in a single engine airplane.

http://FAL-1.tripod.com/Paul_Haynie.html)

1962 BEST IN FRONTIER'S 16 YEARS

Traffic and Profits Hit Highs

Records were made to be broken! This truism has had a continuing test this past year of 1962 as record after record for passenger boardings and Frontier's financial showings has been established each month to eclipse previous records.

After vacation travel during the summer months established traffic figures which looked as if they would remain untouched for a long time, the tickets sold in September, October and November caused all previous records for the fall months to tumble by the wayside. Then along came the crowds in December to line the ticket counters and to fill up scheduled flights plus added sections to run up totals which made the twelfth month of 1962 the best in all sixteen years of Frontier Airlines' operation. Recent monthly boarding records which exceeded like months in 1961 were September's 33,645 passengers, an increase of 14 per cent, October with 33,790 for a 15 per cent hike, November's total of 34,362 up 19 per cent and then the 34,700 passengers of December up 22 per cent and flying a total of 10,145,000 passenger miles to make the best month in Frontier's entire history. During 1962 a total of 374,000 passengers flew with Frontier 101,114,000 passenger miles to make it our best year.

Nebraska Cities Set Pace

All 13 communities which Frontier serves in Nebraska showed sizable increases these past six months over the same period of a year ago. In both July and August traffic was up 13 per cent, in September it increased 26 per cent to be followed by October and November with jumps of 38 per cent each and finally to be topped with a spectacular 47 per cent increase for the month of December. The six Nebraska cities of Grand Island, Hastings, Lincoln, North Platte, Omaha and Scottsbluff set the pace for the Beef State.

In all of the nine other states served by Frontier, certain cities stood out in their increased usage of the "Sunliner" flights operating through their airports. In Arizona it was Flagstaff, Phoenix and Tucson. Colorado had Denver, Durango, Grand Junction and Pueblo coming through with new records. Kansas City, Missouri businessmen made exceedingly good use of Frontier's services while in Montana Billings and Great Falls both made good showings for 1962.

Albuquerque and Silver City took top honors in New Mexico for increased passenger boardings while Bismarck and Minot came through for North Dakota with the addition of 44-passenger Radar Convair 340s to quickly airlink these cities with Rapid City which also broke old records in the use made of its frequent service north and south. Both Vernal and Salt Lake City in Utah kept pace with other systemwide leaders as the total increases for the past year were added up.

Profits Make Big Gains

Paralleling passenger traffic increases this past six months, Frontier's profit picture has also had its very bright side. In the third quarter of 1962 net profit was \$185,000 or up 56 per cent above the same period in 1961. Both October and November had healthy increases in operating revenues and in net profit. Then came December with revenues of \$1,532,000, up 20 per cent over 1961 showings. Net profit after taxes was \$132,000, a nice 85 per cent increase over the \$71,200 for the same month last year.

Total revenues were \$15,951,000, up 7 per cent over 1961. Net profit after taxes for the year was \$579,000, an increase of 73 per cent over the previous year. Earnings per share of stock outstanding were 61 cents as compared with 36 cents per share in 1961. Records set in 1962 have made some very high goals. With the same follow-through, these high records will tumble in 1963.

New Denver - El Paso Route Awarded Frontier

The long-awaited decision in the Southwestern Area Local Service Case awarded a new route between Denver and El Paso to Frontier Airlines. Also to be served are the intermediate Colorado cities of Colorado Springs, Pueblo and Alamosa and Santa Fe, Albuquerque and Alamogordo/Holloman APB in New Mexico. Colorado Springs, Santa Fe, Alamogordo/Holloman AFB and El Paso are new additions to Frontier's system.

Non-stop authority was also granted to the airline by the CAB between Denver and Albuquerque and between Albuquerque and El Paso after all intermediate cities have received twice daily round trip service. Also to be provided by the decision is a through-plane service between El Paso and Salt Lake City via Farmington and Grand Junction. It will also make possible connecting service between Denver and the Arizona cities of Tucson and Phoenix via Albuquerque and Silver City.

Frontier hopes to inaugurate service over the new routes somewhere around the first part of May.

SERVICE AWARDS

DUE IN NOVEMBER, DECEMBER, 1962
AND JANUARY, 1963

15 YEAR PINS

Robert J. Bollinger, Captain, DEN
Harry Cutler, Station Manager, MTJ
Andrew J. Hoshock, Captain, PHX
Eldon P. Lietz, Captain, PHX
Chet B. Lubben, Manager of AM&AE, DEN
Walter C. Rea, Station Manager, ALS
Robert W. Eakle, Foreman Accessory, DEN

Items on pages 25 to 29 are from the Jan/Feb 1963 Frontier News.

10 YEAR PINS

Carl W. Henderson, Station Manager, COD

Charles T. Rucker, Mechanic, DEN.

John L. Chapel, Manager of Revenue Accounting, DEN

5 YEAR PINS

Orval E. Bowen, Payload Controller, DEN

James W. Cahoy, Station Agent, PHX

Jill Cassidy, Stewardess, DEN

John K. Gauer, Copilot, PHX

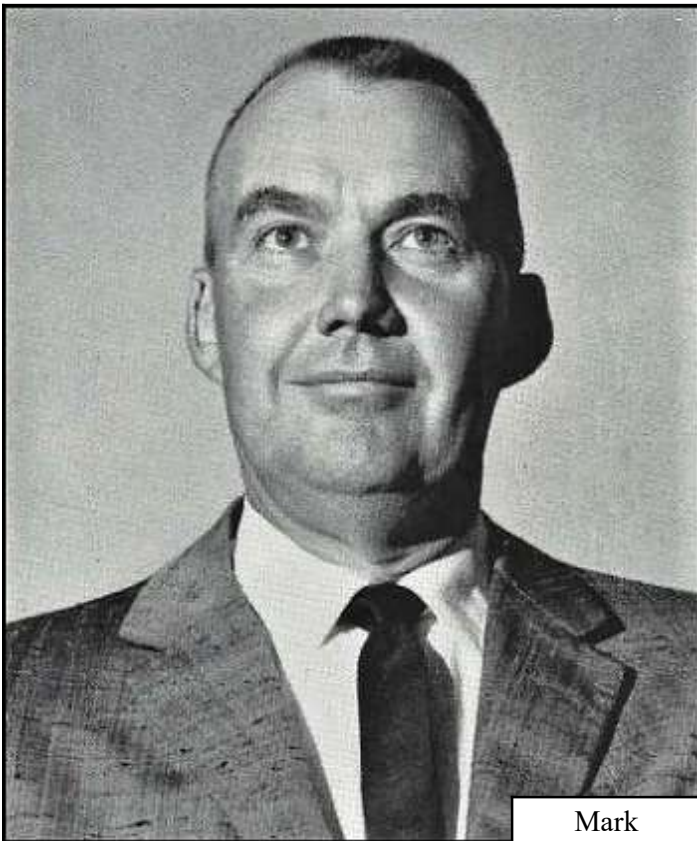
Robert G. Krieger, Inspector, DEN

Francis J. Rottinghaus, Station Agent, LBF

James M. Snider, Senior Station Agent, CYS

Marion J. Tongish, Captain, DEN

TWENTY-FOUR FRONTIERSMAN APPOINTED TO NEW JOBS

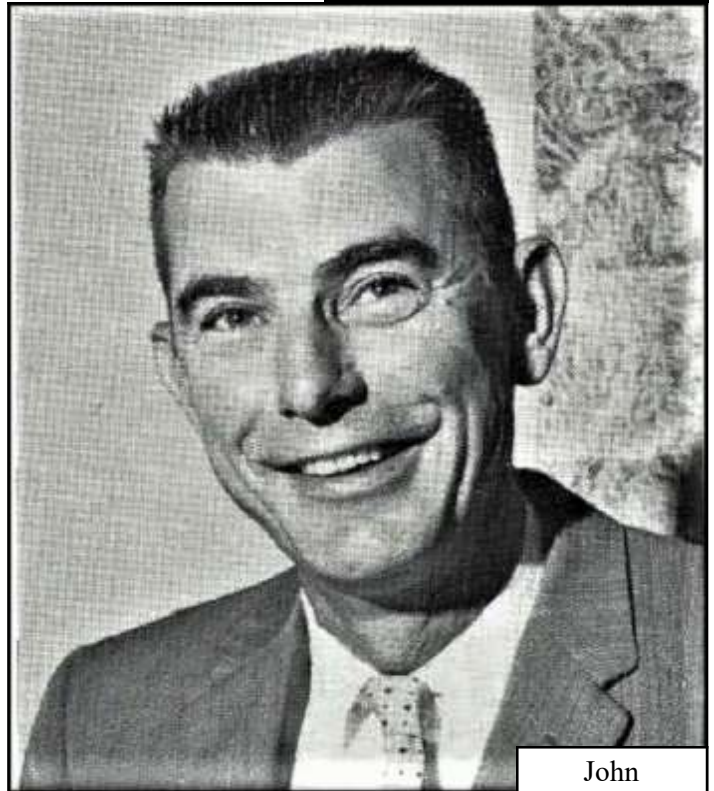


Mark

M. EDWARD O'NEIL—Vice President of Operations and Maintenance. He joined Monarch Air Lines, one of Frontier's predecessor companies, in early 1947. Formerly director of flight operations and prior to that Denver division chief pilot.

O'Neil is a native of Colorado Springs where he also attended Colorado College. During World War II he was with both the 12th and 15th Troop Carrier Commands in the European and Mediterranean theatres. In all he has logged approximately 15,000 hours in twin-engined aircraft. Active in the U. S. Air Force Reserve, O'Neil has attained the rank of Lieutenant Colonel.

JOHN A. MYERS—Director of Flight Operations. Started with Monarch Air Lines as a line pilot 16 years



John

ago. More recently he was Denver division chief pilot and supervisor of flight training.

Prior to World War II, Myers was an aerial photography instructor with the U. S. Army Air Corps and a flight instructor with the Ray Wilson Flying School in Denver. During the war he continued as a flight instructor at the Wilson Bonfils Flying School, a U. S. Army Air Force contract school, at Chickasha, Oklahoma.



Warren

WARREN H. SCHULING—Director of Maintenance. Has a background of 22 years in maintenance starting with Pan American Airways. During World War II he was with a U. S. Navy aviation transport squadron.

Following service, Schuling joined National Airlines as a mechanic in Miami. With NAL he was a foreman, shift supervisor, manager of maintenance in New York, manager of maintenance investigation and service analysis manager of quality control and finally manager of system maintenance before coming to Frontier Airlines.

ASA W. TOMPKINS—Director of Quality Control and Engineering. Joined the U. S. Army Air Corps in 1937 and during World War II he served with the 8th, 12th and 15th Air Force in Europe,



Asa

Following service. Tompkins graduated from Boston University with a degree in aeronautical engineering. For five years he was in engineering with Piedmont Airlines and then joined National Airlines in the same capacity. Tompkins finished his seven years with NAL as manager of quality control before joining Frontier Airlines.

RICHARD A. FITZGERALD—General Counsel and Corporate Secretary. Has over 21 years of aviation and legal experience. Before joining Frontier he was vice president-Washington affairs for Seaboard World Airlines, a trans-Atlantic cargo carrier.

For 20 years Fitzgerald was associated with National Airlines, the last six of which he was vice president in Washington. During that time he was also a member of the Washington law firm of Cummings, Stanley, Truitt and Cross. During World War II he served with the U. S. Navy.



Richard

Mr. Fitzgerald is a native of Franklin, Ohio. A graduate of Western Michigan University and George Washington University Law School, he is a member of the Bar of the District of Columbia and the Supreme Court of the United States.

SHIRLEY M. BOLO—Chief Stewardess. Nearly ten years with Flying Tiger Line based out of Burbank, California. She was training instructor and senior flight atten-



Shirley

dant on contract passenger flights operated to all areas of the world.

For one year Miss Bolo was on leave from Flying Tiger and at that time she was a stewardess with Continental Air Lines based in El Paso. She got her start in aviation with Ozark Air Lines' passenger service department in St. Louis. Her home is Wood River, Illinois.

EUGENE L. LAMANSKY, JR. — Controller. Joined Frontier in 1959 as manager of general accounting. Previ-



Gene

ously he had been a staff accountant for the certified public accounting firm of Kirkley and Olson in Denver.

A native of Denver, Lamansky earned his degree in business administration from Regis College. He has also attended both Marquette University and the University of Denver. During service with the U. S. Air Force he was with the Intelligence Section while in Germany.

BILL G. ROWLEY — District Sales Manager in Phoenix. Began his career in aviation with Southern Airways in 1950. He was manager of the Joint Airlines Military Traffic Office (JAMTO) at Keesler AFB, Mississippi and later was station manager for Southern at Birmingham, Alabama and at Eglin AFB, Florida.

For the past three years Rowley had been Southern's district sales manager in New Orleans before moving to Frontier. He was raised in Sturgis, Kentucky and has attended Jacksonville State College in Alabama.



Bill

OTHERS

FRANK L. DAVIDSON — Director of Communications and General Support

A. E. OLINGER, JR. — Technical Assistant to Director of Maintenance

KENNETH A. DEALY — Director of Operations Training

ARTHUR E. KRIEGER — Operations Training Instructor

R. CLAYTON HOUSH — Operations Training Instructor

ROBERT M. LAGUARDIA — Air Freight Sales Representative

MARY F. PALKOWSKI — Division Chief Stewardess — Salt Lake City

DANIEL E. FARLEY, JR. — Economic Analyst

JERRY F. WAPLES — Superintendent of Fleet Maintenance Department

DONALD G. BRADY — General Foreman, Heavy Service

HAROLD W. RUPPEL — General Foreman, Ramp Service

OLIVER J. FRIGON — General Foreman, Aircraft Overhaul

WILLIAM R. MONDAY — Manager of Schedules

CHETNEY R. LUBBEN — Manager of Air Mail and Air Express

MARVIN F. LARSON — Manager of General Accounting

ARTHUR DAVIS — Material Controller



A class of brand new stewardesses graduate Dec 21, 1962 and get their wings. Back row (left to right) are DeLois Curl, Mary Romans, Sandra Odegard, Carol Lilly, Beverly Brown, Patricia Lutz, Heidi Green, Sandra Lovin and Joan Hetzler. Front row (left to right) are Birdella Black, Bonnie Kistner, Linda Wilkinson, Sharon Steadman and Reba Murrell.

CAREERS IN THE SKY

After three hectic full weeks crammed with intensive ground school studies, exciting inflight training and nerve-straining, comprehensive tests another class of proud young ladies has earned the privilege of wearing the bright gold wings and the smart brown uniform of a Frontier Airlines stewardess.

Every three or four months another group of from ten to eighteen girls passes their initial interviews and comes to Denver to join a new class of aspiring stewardesses. After a first day of checking through the Personnel Department, taking their physicals and getting fitted for uniforms, they begin their ten days of ground school training under the guiding eye of Miss Vi Lester, division chief stewardess, Denver. Vi has been handling all stewardess training for the past three and a half years. She gets an assist from Art Krieger and Ted Van Steenburgh, both operations training instructors, and on emergency procedures and meteorology from Dave Burr, supervisor of station training.

After the completion of their ground school the fledgling stewardesses get their chance to try out while on actual flights the things which they had been learning during the previous two weeks. Working onboard scheduled flights with passengers, they are under the guidance of regular

line stewardesses during their three training trips.

Coming down out of the clouds the girls are abruptly brought back to earth with one last full day of general review of all that they have been taught topped off with a pencil-nibbling final examination.

Then comes the big day of graduation toward which they had been working so strenuously for three weeks. Decked out in their new stylish shark-skin uniforms, their perky hats and a lovely corsage, they attempt to eat their lunch while nervously awaiting the award for all of their days and nights of intensive effort. Finally each girl steps forward to receive her new wings from Mr. C. M. Britt, vice president of sales and service, as a flash bulb pops and a camera records the event for posterity.

At the present time 93 stewardesses are flying the line for Frontier Airlines with Miss Shirley M. Bolo, chief stewardess, heading the group. Denver is the largest domicile with 58 girls based in the Mile High City. Vi Lester is in charge as division chief stewardess. In Phoenix there are 13 stewardesses with Marg Bussell, division chief stewardess, in charge. Both Salt Lake City and Billings have 11 stewardesses based as each domicile. Mary Palkowski is in charge at Utah's capital city while Ellie Bastar heads the group in Montana's oil capital.

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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

We
are all in this
together,
by ourselves

