

FRONTIER NEWS



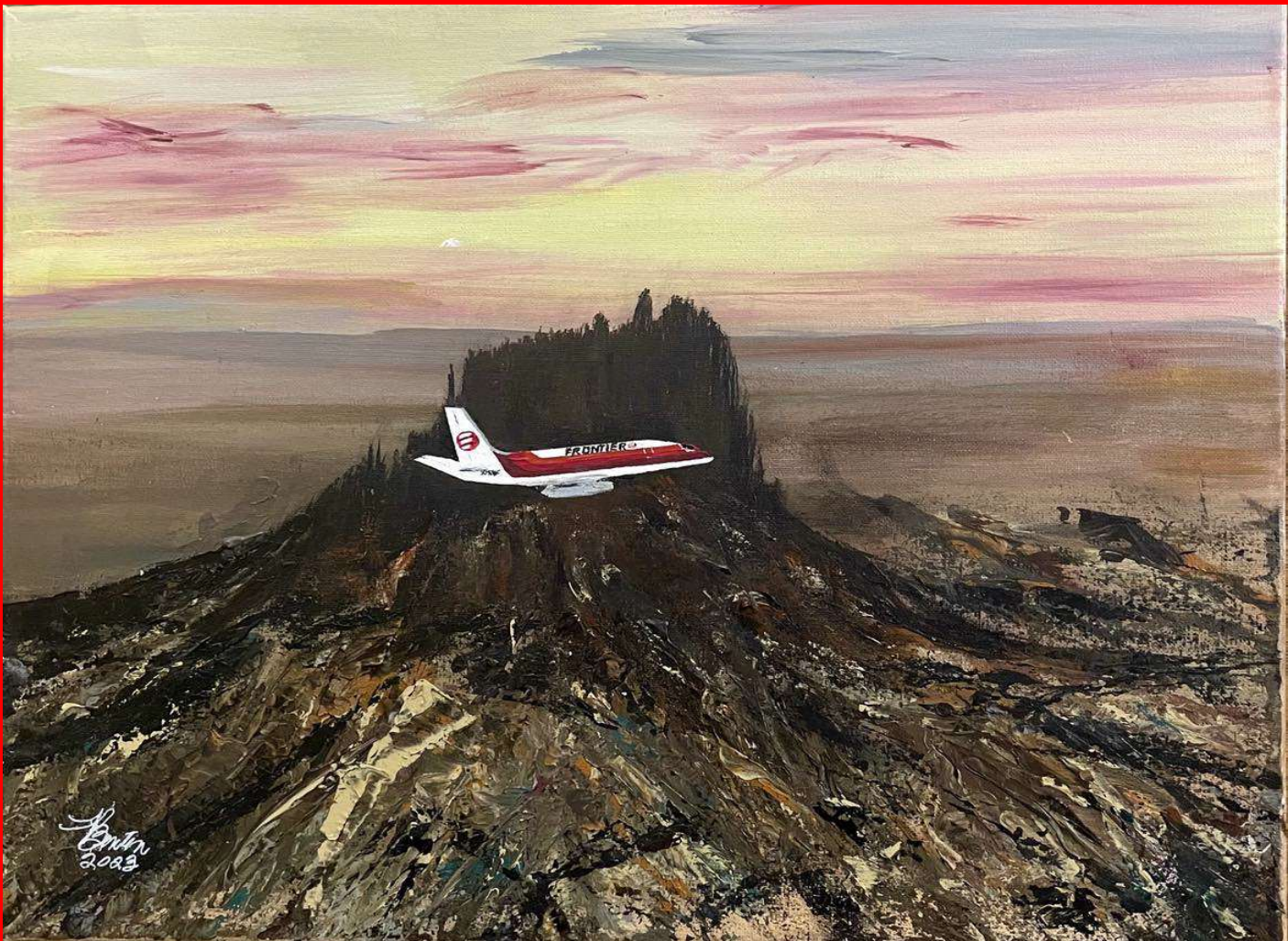
SPRING

APRIL

2024

#95

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



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 FLfamily.

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

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

The digital editions are posted at our website:
http://FAL-1.tripod.com/FL_News.html

ADS

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

AD RATES

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

FRONTIER ON THE INTERNET

<http://OldFrontierAirlines.com>.

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

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

The spectacular painting on the cover is by flight attendant Patty Giordano Benton. I was so impressed by her painting GOODBYE, FRONTIER that I used it on the cover of the Spring 2022 issue. Afterwards I asked her to do something based on the iconic photo of a Frontier Airlines 737 passing Shiprock Mountain in New Mexico. It was photographed by Clay Lacy from his LearJet as Boyd Stevens and Neil Benton flew past.

Check out the great new Frontier t-shirts developed by DEN crew scheduler Spence Rice on page 9. He helped get the Frontier plaque placed at Stapleton in the late 1980s which was later moved to DIA. The plaque’s pic is on the back of the t-shirt. I bought some and the quality is very good. He’s selling them at cost.

We lost our website for about a month. See story on page 15. Quite an ordeal - nearly 27 years work lost.

At some point, probably sooner than later, I’m gonna get last call for that flight west that we all eventually take. If there is someone out there younger than me (81) who would like to take over some, or all, of the things Frontier that I do, please contact me. Otherwise, I see a contraction coming of the things I can do. Think about it.

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REUNIONS TIMETABLE



*This is the information we currently have.
Coordinators of Frontier 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, BC-
Dahl777@gmail.com

DEN REUNION PICNIC

Sat, Aug 24, 2024

DoubleTree Hotel at I-225 and Iliff Ave.

Contact:

Carolyn Boller, 303-364-3624 bollecrck@comcast.net
Julie Dickman, 303-288-2127 jjdickman@gmail.com
Barbara Monday, 303-344-8745
bandbmonday@comcast.net
Anna Metzsch: 303-733-9968,
annakay1946@hotmail.com

MORE INFO
ON
PAGE 27

FYV-FSM ANNUAL REUNION

Tue, Aug 27, 2024

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

Need info for 2024

Contact:

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



YOU ARE INVITED TO THE 56th ANNUAL FYV FSM FRONTIER REUNION

Tuesday, August 27, 2024

1:00 p.m. - 2:30 p.m.

Meet For Lunch

at the Village Inn Restaurant

3364 N. College Ave., Fayetteville, AR

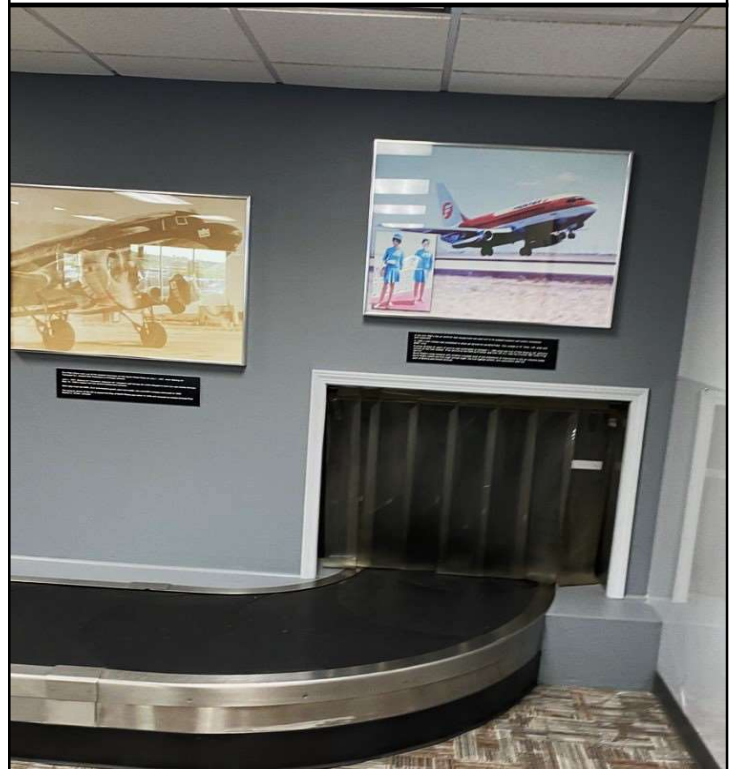
Due to declining attendance, we will have a smaller reunion this year. We will meet for lunch and renew our friendships. We have been getting together since 1968 to re-new friendships and talk about what it was like to work for a great little airline.

All Frontier employees, families & friends are invited. No donations but plan to pay for your meal. Let us know you're coming so we can pre-plan the seating at the restaurant. Hope to see you there.

For info, RSVP and/or directions:

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

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



LBF has a new terminal and this is part of the baggage claim area. It's nice to be remembered.

<https://www.yelp.com/biz/north-platte-regional-airport-north-platte>

16 DEATHS REPORTED SINCE THE WINTER 2024 ISSUE

Enos Archuleta,

ALS PSC EUG station agent, station manager, 12/3/19, age 83

Ed Cambra,

DEN TUS aircraft mechanic, 1/7/24, age 94

Marshall Dake,

TBN SGF station agent, 2/9/24, age 88

Bill Guthrie,

FTW, ACF, GSW, DEN, OMA, FSM, MKC, MCI, MEM, SLC lead aircraft mechanic, 12/20/23, age 90

Tom Harris,

DEN station agent, 12/14/23, age 83

Ken Houchens,

FMN GUP GRI LNK station agent, station manager, senior station agent, 2/17/24, age 94

John Osterberg,

DEN director-treasury, 12/21/2023, age 88

Marlys Hubble Payne,

SLC DEN flight attendant, 2/12/24, age 75

Jackie Riddle Power,

STL MCI DEN MKE ORD reservations agent, reservations supervisor, assistant manager-customer service, 1/16/24, age 75

Howard Schatz,

SLC SCK GUP SNA DEN, manager-flight service, station manager, manager-agency and interline affairs, 12/12/23, age 78, heart attack

Ted Schrage,

DEN stock clerk, 2/1/24, age 95

Jerry Schultz,

OLU GRI DEN OMA station agent, 3/12/2024, age 85

Gary Smith,

PUB DEN COS station agent, 2/18/24, age 70, multiple myeloma

Bernie Schott Toler,

DEN flight attendant, 2/12/24, age 83

Rosemary Watson,

GSW DAL reservations agent, ticket counter agent, 1/30/18, age 76

Carol Wolfe,

DAL DFW DEN flight attendant, 12/9/23, age 79, Alzheimer's disease

FLOWN WEST

The term 'gone west' goes back a long time, some references say centuries, as is associated with the sun setting in the west.

As the airlines expanded their air mail routes in the post-WWI years, they lost a lot of pilots and airplanes crossing the Allegheny Mountains.

'Gone west' was modified to 'flown west' to denote the aviation connection.



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>





ENOS ARCHULETA
1959 - 1986
STATION AGENT, STATION MANAGER
ALS PSC EUG
http://FAL-1.tripod.com/Enos_Archuleta.html



ED CAMBRA
1968 - 1986
AIRCRAFT MECHANIC
DEN TUS
http://FAL-1.tripod.com/Ed_Cambra.html



MARSHALL DAKE
1964 - 1986
STATION AGENT
TBN JAC SGF
http://FAL-1.tripod.com/Marshall_Dake.html



BILL GUTHRIE
1957 - 1986
AIRCRAFT MECHANIC
GSW DEN OMA FSM MKC MCI SLC
http://FAL-1.tripod.com/Bill_Guthrie.html



TOM HARRIS
1967 - 1986
STATION AGENT
DEN
http://FAL-1.tripod.com/Tom_Harris.html



KEN HOUCHENS
1950 - 1986
SENIOR STATION AGENT
FMN GUP GRI LNK
http://FAL-1.tripod.com/Ken_Houchens.html



JOHN OSTERBERG
1970 - 1986
DIRECTOR - TREASURY
DEN
http://FAL-1.tripod.com/John_Osterberg.html



MARLYS HUBBLE PAYNE
1973 - 1986
FLIGHT ATTENDANT
SLC DEN
http://FAL-1.tripod.com/Marlys_Hubble_Payne.html



JACKIE RIDDLE POWER

1968 - 1986

**ASST MANAGER-CUSTOMER SERVICE
STL MCI DEN MKE ORD**

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



HOWARD SCHATZ

1974 - 1986

**MANAGER-AGENCY AND INTERLINE
SLC GUP SCK SNA DEN**

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

27



TED SCHRAGE

1967 - 1985

**STOCK CLERK
DEN**

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



JERRY SCHULTZ

1966 - 1986

**STATION AGENT
OLU GRI DEN OMA**

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



GARY SMITH
1973 - 1986
STATION AGENT
PUB DEN COS
http://FAL-1.tripod.com/Gary_Smith.html



BERNIE SCHOTT TOLER
1961 - 1963
FLIGHT ATTENDANT
DEN
http://FAL-1.tripod.com/Bernie_Schott_Toler.html



ROSEMARY WATSON
1961 - 1980
RES AGENT, TKT COUNTER AGENT
GSW DAL
http://FAL-1.tripod.com/Rosemary_Watson.html



CAROL WOLFE
1970 - 1986
FLIGHT ATTENDANT
DAL DFW DEN
http://FAL-1.tripod.com/Carol_Wolfe.html



DEN crew scheduler Spence Rice has made these great looking t-shirts featuring the Frontier Plaque on the back. Spence was instrumental in getting this plaque made back in the late 1980s and posted at Stapleton Airport. It is now on a wall at the new DEN airport. Shirts come in black and white and cost \$20 each (*His cost*) for S, M, L, XL plus shipping & handling. Slightly more for larger sizes. Contact him at spencer.v.rice@gmail.com or 1-687-548-8913



I was Flying into DIA a few days ago with my old Frontier T shirt on, I miss the old Frontier! The plaque is near where you exit the secure area towards baggage claim down a little aisleway, its hard to see and I think they could have come up with something much nicer and in a better location! The old Frontier was what made Denver aviation great!

-Scott Kendell, son of pilot Al Kendell (http://FAL-1.tripod.com/Al_Kendell.html)

Mike Daciek, DEN pilot

Hi Jake, On Tuesday, 7 November, from 11AM until 12 Noon an FAA official will present the award to me witnessed by my family, friends and all Morning Star residents.

I chose three Frontiers pilots, Billy Walker, Denny Irvine and Dale Buss to vouch for me which, in my opinion, were highly instrumental in my winning the award. Billy and Denny have the award and Dale is a high official within the FAA.

Simply stated Pilots must have over 50 years of service, have no accidents, violations or Airman Certificates revoked.

Jake Lamkins, DEN senior station agent

Congratulations, Mike! That's quite an achievement. Get some pix to send me and I'll write it up for the FL News. If you can, find out the names of the Frontier pilots who have won this award and I'll include that in the article.

Later Mike phoned and we chatted several minutes. He commented on how friendly folks were in FYV. He had called me earlier and got a wrong number elsewhere in FYV. He talked to him for 15 minutes and said he was a real nice guy. Mike was 90 years old last Aug 6th. He spoke of writing a novel called CHANGE OF HEART. It is for sale at Amazon.com. His Facebook page is at <https://www.facebook.com/mike.daciek>

Posted at FLacebook & Pilots E-List on 11/2/23:

DEN pilot Mike Daciek, who turned 90 last August, is set to get the Wright Master Pilot Award at 11 a.m. on Nov 7, 2023. You can congratulate Mike at 720-207-1351 or 303-351-8716.

Dale Buss, DEN pilot

SIR JAKE...THANKS FOR PUBLISHING THE CONGRADULATORY NOTE RE: CAPTAIN MIKE DACIEK...CERTAINLY A WONDERFUL, MEANINGFUL, ACCOMPLISHMENT TO ALL HE HAS DONE...GOD'S BLESSINGS BROTHER FAITH HOPE LOVE...CAPTAIN DALE BUSS (somewhat retired in central Florida)...!! AND DO APPRECIATE ALL YOUR EFFORTS...!!!!

Mike Daciek, DEN pilot

Dale,, I don't know why my last name, Daciek and LLC is underlined. It is correct, otherwise, the letter is perfectly acceptable and beautifully written.

Dale Buss

RE: FAA Wright Brothers 50 Year Master Pilot Award: Captain Michael R. Daciek nominee

I have flown with, prepared advanced Studies with Captain Michael Daciek for some five decades.

Initially we were hired in the late 1960s with Frontier Airlines and began the phase of commercial aviation transport.

I highly recommend Captain Michael R. Daciek for the prestigious Wright Brothers Master Pilot Award. I have



professionally and personally known him to be a dedicated, committed Airline Transport Pilot. At Frontier Airlines, Continental Airlines, and United Airlines, domestic and International, Mike was very well respected and admired.

My relationship with the Nominee is as a professional colleague and personal friend. His continued authorship of Air Safety based publications from his USAF days to the Airline Transport, Mike has been and continues to be very well received and respected.

I am honored to humbly submit this support for The Wright Brothers 50 year Master Pilot Award for Captain Michael R. Daciek with his lifetime efforts, and contributions to Aviation.

Lou Clark, DEN station.ticket counter agent

That's Awesome! Congrats!!!! I got my Wright Brothers Master Pilot Award this past January! What an Honor!!!!

Jake Lamkins, DEN senior station agent

WOW! Lou, you may be the only station agent/ticket counter agent to get it. Your flying career really took off after Frontier.

FRONTIER AIRLINES

8250 Smith Road / Denver, Colorado 80207

September 1, 1976

Vicky Veldboon
43 Lima Street
Aurora, Colorado 80010

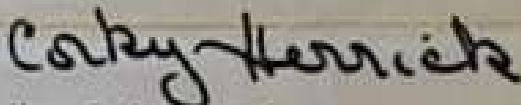
Dear Ms. Veldboon,

Thank you for allowing us the opportunity to evaluate your qualifications for the position of Flight Attendant.

Your background appears to meet with our basic requirements and we are interested in considering you for a future Flight Attendant class. At this time, a date for the next class has not been established, however, when our plans are more definite we will contact you to schedule an interview in our Denver office.

Your interest in Frontier Airlines is appreciated and we look forward to meeting with you in the near future.

Sincerely,



Mrs. Corky Herrick
Supervisor-Employment

CH/baf

FRONTIER AIRLINES

8250 Smith Road / Denver, Colorado 80207

FLIGHT ATTENDANT INFORMATION

GENERAL INFORMATION

Frontier Airlines is headquartered in Denver, Colorado and serves more than 100 cities in 16 states covering the Mountain West, Midwest, Southwest and Winnipeg, Canada. Route applications are pending before the Civil Aeronautics Board to provide our first penetration of the West Coast via San Diego and San Francisco, California, and 5 cities in Mexico.

QUALIFICATIONS

Selection for this position is very competitive with the emphasis placed on personality, appearance, maturity, attitude, and a sincere desire to serve the travelling public. Other requirements include unblemished complexion, straight and even teeth, weight in proportion to height, 1-1/2 years of college or working experience in a public contact environment, vision of 20/200 corrected to 20/20. Glasses are acceptable. The minimum age for applicants is 20 years.

TRAINING

Flight Attendants receive four weeks of preparation in the Frontier Training facility at the Denver Operations Base. Living quarters and a subsistence allowance of \$7.00 per day are provided by Frontier during the training period. There is no salary provided during this time. Training is provided by Frontier at no cost to the trainee.

UNIFORMS

Flight Attendants are required to purchase the initial basic uniform at a cost of approximately \$400.00. A payroll deduction plan is available at \$10.00 per pay period. The company will furnish a new basic uniform when there is a style change and will provide replacement items after two years of service.

Flight Attendants receive a uniform cleaning allowance of \$9.50 per month.

BASE ASSIGNMENTS

Upon completion of training flight attendants are assigned flight duty working out of one of four major cities; Dallas, Texas; Denver, Colorado; Kansas City, Missouri; or Salt Lake City, Utah. Approximately 70% of our flight attendants are based in Denver.

Base assignments are determined by relative age and are made during the final week of training. The oldest trainee has first choice, the second oldest, second choice, etc., of the vacancies available.

Vacancies could be at any one of the four bases therefore trainees must be willing to relocate. New hire flight attendants should have sufficient funds to establish residence in a new location. This includes, rent, utility deposits, etc. Flight attendants must have a telephone.

COMPENSATION

The maximum monthly flight time for Flight Attendants may not exceed 85 hours. A base rate of pay of \$559 per month is received during the first six months of employment. Periodic increases are granted thereafter. In addition, incentive pay of \$10.75 to \$12.00 per hour is received after 65 hours of flight time. An expense allowance of 65c per hour is paid for all time away from their base station. Frontier absorbs lodging expenses for all layovers.

EMPLOYEE BENEFITS

Our employee benefit program includes: Free and Reduced Rate AIR TRAVEL; A progressive VACATION program; Providing for your future years a RETIREMENT program is available; A GROUP INSURANCE program including a DENTAL PLAN is provided at no cost to the employee. These and other benefits are explained thoroughly during the first day of employment.

AN EQUAL OPPORTUNITY EMPLOYER

Vicky Veldboon, DEN flight attendant

I have this letter accompanied by a cover letter dated September 1, 1976 from Corky Herrick.

Tony Vann, son of Larry Vann, DEN director-materiel

This is great history. Awesome to see. Also, it dawned on me as a person who has basically always had a computer in the workplace, think about how much time and effort it took to type this in a double-column format.

Janice Gassett, DEN flight attendant

And we all managed to live like movie stars on that pay! We always had fun.

Karen Berry, DEN flight attendant

Yes we did!

Jean Ladensack, DEN flight attendant

This looks so familiar! Was it from the mid -seventies, by chance? Thanks for sharing!

Bob Nalevanko, DEN flight attendant

Proud to have been a Frontier Flight Attendant!!!

Karen Berry, DEN flight attendant

Me too!

Lesley Mercill, DEN flight attendant

As am I.

Bonnie Dahl, DEN flight attendant

Me too!

Christina Bonatti, DEN flight attendant

Me too!

Ranell Dee Dodge, DEN flight attendant

I knew it was the same for me, I was hired 11/23/76 and that was my pay rate.

Kathy Marsh-Zumbehl, DEN flight attendant

I was a Reservationist hired 12-1-1980– I think we started at \$1200. Monthly. (in Overland Park, KS)

Mary Pat Simpson, DEN flight attendant

Sounds a little more than I made in 1959....in fact, that's quite a bit more...I was earning something like \$315 per month with \$ 15 per month expenses...many, many moons ago...

Roberta Madeira, DEN flight attendant

When I started in 1979 I think my base pay was around \$700 a month

Astrid Gyger, DEN flight attendant

I think I remember that too Roberta. How many of our classmates do you think are still around?

Roberta Madeira, DEN flight attendant

I know none of our classmates are flying anymore. I think Maryann Stone was the last one. I keep in contact with Lin Wyncoop and Debbie Ruiz

Joanne Griffin, DEN flight attendant

Started in 1966 as a "stewardess" before they allowed guys and then we became Flight Attendants. Don't remember our starting pay but it wasn't much!!

Martie Palser, DEN flight attendant

Oh the memories!

Linda Hatzky Hartzell, DEN flight attendant

Loved this job!

**John Heimburger, DEN pilot**

Met my wife (*Chris Montano, above*) of 42 years at North Platte, Nebraska on an overnight there. She was a marathoner, charming, and beautiful! Thank the Lord for Convair 580s!

Jake Lamkins, DEN senior station agent

John, You never had a chance!

John Heimburger, DEN pilot

You got that right, Sir Jake! Your published article on the two of us has been spread all over the U.S....Germany too! Thanks again and again! (*Spring 2021 FL News*)

Connie Larsen, DEN flight attendant

I remember my take home pay was \$411 per month after taxes.

Sheri Welling Sense, daughter of DEN pilot

Wow...this was fun reading. (I especially got a kick out of the clear complexion & straight teeth!) My dad (*Dale*)

Welling) was a 20+ year Frontier captain in 1976 — I wonder what the captain's pay was then.

Marie Rust, DEN flight attendant

I started in '68 and I believe it was \$335. We went through a lot Union changes, FAA, OSHA, and cost of living adjustments. From cold fried chicken boxes for meals to get your own.

Lanette Duncan, DEN flight attendant

I also started in 68. And yes, we made 335 a month. I remember hoping that the passengers wouldn't eat all of their little sandwiches on the Convair 580 because I couldn't afford to buy food on a trip.

Marie Rust, DEN flight attendant

I always brought my own food. My suitcase weighed a ton.

Christina Bonatti, DEN flight attendant

Mine was around \$469 a month. Thank you for sharing this!

Gloria Croisant, DEN flight attendant

My first pay check came, but unfortunately it was for a pilot with my same last name. I was so happy to see the amount. It was quickly settled, and I think I make around 275.00 a month.

Ranell Dee Dodge, DEN flight attendant

I can't seem to remember what I did yesterday, but I'll never forget Frontier! Thanks everyone for your friendship and great memories! I graduated November 23, 1976.

Leah McMaken, DEN flight attendant

I loved reading this. Brought back tons of memories.

Astrid Gyger, DEN flight attendant

I'm proud to have started at Frontier Airlines.

Cherylann Morgan, DEN flight attendant

This looks like what I read in early 77. I don't think our base pay was that high. Happiest time of my life. Such great people to work with, so much fun.

Donna Harrison, DEN flight attendant

Wow! I have copies of that general letter somewhere in an all things Frontier folder. Those were the days, my friends...We thought they'd never end.

I started in April 1970, but I sure don't remember the pay. It wasn't much but by golly we had fun!!

Hector Barrera, DEN flight attendant

Such a deal! I still don't know how we managed to live in Denver on a Flight Attendant's salary. But I would not have traded it for anything.

Lindsey Moore, DEN flight attendant

Wow, I also have the same FA info form from when I started in '79 based in MCI and DEN. Started in DEN on the ramp, then SLC on the counter before moving to Inflight. Great times, eventually moved to AA, now retired.

Joy Trudeau, DEN flight attendant

I started in '65 at a wage of \$275 a month, which was less than I made when I changed careers. However, within

a month or so I was making more than my previous employment. Things have really changed thru the years but I wouldn't have it any other way.

Lanette Duncan, DEN flight attendant

So funny to read all that. But we were all thrilled to be there and loved our jobs. And obviously things got much better as time went on. Still wouldn't trade it for anything.

Karen Berry, DEN flight attendant

Me either!

Ann Hinde Patterson, DEN flight attendant

Great memories!

Rosie Wirth VanEpps, DEN flight attendant

My first block of time..short overnights in RAP. I feel so fortunate to have gotten the experience to know the sights and sounds of the whole production. Man, that was a good time, the best 20 years of my life. I still have dreams of working full flights. Mainly struggling with carry-ons and getting lost trying to find my way to gate for flight.

Haven't thought of some people for years and then suddenly I will have a dream with them in it. Trying to write down notes before I drift back to sleep...would make a funny read. I really love all of you for making Frontier happen. You are the wind beneath my wings and you will never be forgotten. I love you all, Rosie

-0-

Ernie Lingren, DEN pilot

Re <http://OldFrontierAirlines.com>, Well Jake, to you and Billy Walker, I feel like I have hit the mother-lode of treasured Frontier history. What a neat and wonderful collection of a "little airline that truly could and did," become great. I had seen some of this material but, until now, I see that I certainly did not have all of it.

There won't be much sleep here tonight as I stroll through this bonanza of old friends, aircraft and details. This material is soon to become ancient aeronautical history to those that come after us. However, to those of us that had the opportunity to play small parts in it, those were indeed. days never to be forgotten.

Once again, my hat is off to you and to those that assisted through the years in the preservation of this timeless material.

We owe you our deepest gratitude.

Billy Walker, DEN pilot

Ern, putting me on the same scale with Jake is an undeserved honor. In truth, no one can measure up to all Jake has done to preserve & promote the people of the original Frontier Airlines and it's rich and abiding history. No one can come close to the bar set by "Captain" Jake Lamkins! NO ONE!

Jake Lamkins, DEN senior station agent

Thank you both for your kind words. My day is now off to a GREAT start. Best wishes for the Holidays and 2024.

THE FIRST HALF CENTURY

The Air Line Pilots Association 1931-1981



Why did they risk their careers listening to Dave Behncke, that "troublemaker" pilot for United Airlines? When 24 pilots met in Chicago's Morrison Hotel in July, 1931, to form the Air Line Pilots Association (ALPA) they knew that it was risky.

In fact, United Airlines President Pat Patterson said there will be "no union men working for United." He fired Byron Warner when management discovered Warner's ALPA activities.

"We were just worn out," said Boeing Air Transport Pilot Reuben Wagner. Pilot fatigue, poor maintenance, inadequate aircraft, weak government safety regulations—all contributed to the individual's decision to stand up and form a pilot's association for collective bargaining.

The deaths of 12 air mail pilots and 66 forced landings in 1934 underlined the safety problem. Pilots were fired for refusing to fly in bad visibility.

In fifty years the airline industry has changed dramatically, but for ALPA the principles of 1981 are the same as they were in 1931.

Today ALPA is working toward a total system safety concept with all the links considered. They have committees working such diverse subjects as airport fire systems, collision avoidance systems, traffic control, new aircraft evaluation, training, and hijacking prevention, as well as cooperating with an ALEA project to ban loaded firearms in checked luggage, and the shipping of hazardous materials.

Another principle in 1931 was providing for fair salaries, fair working conditions, and a system for settling grievances between members and their airlines. These pilots were good "company men." They were loyal and conscientious with more at stake in their company than the owners and stockholders. The early airline owners were mostly financiers who had other things going for them.

AIR LINE PILOTS CODE

"An air line pilot will keep uppermost in his mind that the safety, comfort and well-being of the passengers who entrust their lives to him are his first and greatest responsibility."

Paragraph 1

Today, the principle of fair-sharing the growing productivity of modern equipment is still a contract problem. ALPA negotiations still are concerned with working conditions, with the boom or bust cycles resulting in massive furloughs of pilots, and with grievance decisions to settle the complex problems of changing airline operations.

New carriers such as Air Florida, New York Air, Midway, and the new People Express, have replaced the non-union airlines of the 1930's and 40's. Management of these new lines will use the same anti-union tactics that were used fifty years ago.

When ALPA joined the American Federation of Labor in 1932, the pilots were one of the first white collar unions in the United States. The AFL-CIO helped ALPA and all other airline unions by creating changes in the Railway Labor Act which established the right of airline employees to organize and to take advantage of the National Mediation Board for handling labor disputes.

The political help of the AFL and Behncke's expertise were important in settling three painful strikes which established the right of airline unions to bargain in good faith with the carriers. They were the:

1932 strike of Century Air Lines (lasted 6 months)



Capt. David L. Behncke
Pres. 1931-1951



Capt. John J. O'Donnell
Pres. 1970-Present

1948 strike of National Airlines (lasted 9 months)
1960 strike of Southern Airways (lasted 2 years)

In each strike management came close to eliminating their ALPA union agreements by the use of non-union pilots. Government pressure was required in

all three strikes to insure that the airline management bargained in good faith.

The future holds many challenges for ALPA, but passenger safety is still a top consideration of the pilots' association. Recent FAA attempts to cut back on flight crews and to select flight control systems which are not the safest possible will receive top priority to have them reconsidered.

Captain John O'Donnell, ALPA president, recently announced that ALPA will spearhead a campaign, endorsed by the AFL-CIO, against air line companies which use "runaway shop" tactics to circumvent established union contracts. In addition, many aviation safety issues still must be addressed. Captain O'Donnell says, however, that "indications from the new administration signal a willingness to tackle air safety problems in an atmosphere of cooperation between government and labor." □

ALEA and AFA Groups Started by ALPA

In 1946 ALPA President David Behncke hired a newly discharged U.S. Navy Officer, Victor J. Herbert, fresh from the South Pacific. Herbert was to head the newly formed ALPA Education and Organization Department.

The major project of Herbert was to help organize other classes and crafts in the airline industry. To finance this project, each ALPA captain was assessed \$15 and each co-pilot \$5 until a \$50,000 budget was assured.

Behncke and Herbert felt it would be best for the airline industry if its employees were organized into their own craft unions. They foresaw the problem of employee groups being part of "alien" transportation systems whose first interests are in the well being of the railway or trucking industries.

In 1947 Bill Schneider (present ALEA treasurer), was hired to assist in the project. By the end of that year the Air Line Stewards and Stewardesses Association (ALSSA) was formed and represented flight attendants on 12 airlines including American, Continental, Eastern, Northwest and TWA. An official ALSSA publication was started and named "Service Aloft."

In 1949 an independent association for flight attendants (ALSA-Air Line Stewardesses Association) of United Airlines and Western Airlines was merged into ALSSA. The flight attendants' union, with Herbert as acting president and Schneider as acting treasurer, was dominant in its craft.



At the 1952 ALSSA Convention in Chicago are Vic Herbert (left) and Bill Schneider. Herbert and Schneider organized the flight attendants on 14 airlines as well as handling administration and negotiations. Shortly after this photo they organized the passenger service agents on four airlines to launch ALEA.

In 1952 ALSSA held its first convention and elected full time officers. Mary Alice Koos, hostess with Capitol Airlines, was elected to serve as the first president of ALSSA. From that time to the present many changes have been made in flight attendant representation with several independent unions representing flight attendants; however, the Association of Flight Attendants (AFA), independent affiliate of the Air Line Pilots Association, is presently dominant in the representation of flight attendants in the U.S. airline industry. □

ALEA CONTRACT ADMINISTRATION

Its accomplishments during the past 25 years

By Dr. M. B. Wigderson, Senior Staff Vice President

(The Air Line Employee, Nov/Dec 1977, Pages 8-9-10)

We were brought into this world as the brainchild of ALPA's first president, Dave Behncke, who headed the pilots for their first 20 years. He felt it imperative that other groups of airline employees also have union representation, so he appointed Victor J. Herbert and William A. Schneider to head up an "Education and Organization Department" to go out and get things under way.

The Air Line Agents Association (ALAA) got off the ground in 1952 with representation rights and agreements on North Central Airlines and Trans Texas. The initial agreement on North Central was signed October 2, 1952 . . . and among these signing were Tom Needham who is still serving on the Company's committee and our very own sage of Hibbing, Minnesota, Station Manager and 25 year union member Charlie Cox. The top salary of a station agent was \$280 per month with overrides for Seniors of \$15. Vacations were two weeks maximum. Sick leave was provided with a maximum accrual of thirty days. Trans Texas Airways (now Texas International) followed in November of the same year. Organizational activity continued and we soon had representation rights and agreements on National Airlines, Southwest Airways (later Pacific), Frontier, Riddle (later Airlift Int'l), and West Coast. (Pacific, West Coast and Bonanza later merged into Air West)

Department to union In 12 years

We grew and prospered from this modest beginning, but not without a constant struggle with some of the companies, raids from other unions, and disturbances from dissident groups who attempted to take over the union for their own personal use and benefit. The name of the organization was changed to Air Line Employees Association, Int'l. in 1960 to better reflect our entire membership. In 1964 ALEA was granted a permanent, fully autonomous charter as an affiliate of ALPA. In 12 years we had evolved from a department to an independent union affiliated with the AFL-CIO through ALPA. In 1967 we built our own Home Office in Chicago . . . and a few years later this was expanded to house our ever increasing services to the membership.

ALEA has from its inception been a union designed to solely represent airline ground personnel. There are other unions outside the ALPA family that have representation rights in the airline industry . . . but their prime consideration is in other industries where the great majority of their memberships are employed—railroads, truck lines, subways, and bus lines, or in manufacturing. The preponderance of their members are interested in their own problems in their own industry. The few airline employees in the so called "Big Unions" must necessarily take a far

back seat with their problems . . . and you can imagine the attention such a minority receives at a Convention!

ALEA has but one concern, the growth and development of our membership's interests as air line employees . . . we concentrate on this complex and ever evolving field as our sole endeavor. This is reflected in the development of our agreements with the airlines.

Negotiating—a team effort

The negotiating process on ALEA represented airlines is basically a "team" effort. The members who serve as the basic negotiating committee are employees of a particular airline in the various departments of that airline. They know and are familiar with all the details and operations concerning their phase of the activity.

These members are elected by their Master Executive Council to serve on the negotiating committee on the basis of their intelligence, capability to communicate with others, and their ability to work with a "team" concept. Of course, it is most important that the MEC shoulders the full responsibility to make their selections carefully so they can send in their "first team" . . . not some politically motivated or glamor type! The ALEA home office then adds to the elected committee other teammates who are highly skilled professional and experienced negotiators . . . and now we have a full team that is able to cope with company committees similarly hand picked by top management. Our most successful teams are a carefully selected, skillful blend of employees with local knowledge of how that airline operates and all the problems which must be faced . . . and trained, experienced negotiators who add the professional touch to the proceedings. No one on this team can honestly take individual credit for accomplishments. There is no such word as "I" . . . it is always "we"! The accomplishments of these committees over the years are legend, and are always in the best interest of bettering the life, working conditions and wages of the membership. These efforts are coordinated through the Home Office staff so as to make continuity available to the greatest degree throughout all of the agreements.

ALEA—tops in its field

ALEA has introduced many innovations which have earned respect throughout the industry . . . to the degree of being recognized by the Department of Labor as the "leader" in our field. In purely economic areas, some of these breakthroughs have been shift premiums, paid meal periods, better vacation schedules, more holidays, better bereavement leave, biggest advances in sick leave and On-the-Job injury provisions, a complete overtime table up through triple time, allowances for replacement and cleaning of uniforms, the best senior (chief/lead) overrides, the best Cost-of-Living adjustments, greatest advances in insurance and pension programs . . . and we have consistently established the standards of pay rates

for our Class or Craft throughout the industry. North Central since its first agreement has accomplished wage increases of 625%, averaging of 25% per year for the twenty-five year period!

The ALEA teams have been a good friend and provider for every one of its members. Further, there are “hidden” benefits in fringes which add an additional 34% to the take home pay! In other areas we have developed the permanent and rotating panel of arbitrators in the settlement of grievances. On National Airlines we innovated the Labor Peace Plan which provides for the arbitration of limited issues in major disputes (contract negotiations) under the auspices of the National Mediation Board.

Our most recent innovation is the option of semi-retirement, open to employees eligible for pension but who, because of economic or other reasons, do not want to stop working entirely.

Two “rocky” stretches

We have accomplished these progressive and far reaching benefits for our membership with relatively few strikes. We have had some half dozen strikes in our history, and only two of them were lengthy. In 1970 we had a strike on National Airlines of some four months duration which was settled in Washington under the auspices of the Secretary of Labor and his assistant, William Usury. The company trumpeted that ALEA lost this strike . . . but their 9% three-year proposal compared with our 33% settlement tells a much different story! In 1974-75 a four-month strike was imposed on us by TI management which refused to negotiate in good faith, even to the point of taking back some of their own proposals after we had accepted them! Then, by rejecting arbitration and implementing their “rule changes,” the company forced us to strike. In the opinion of many well informed observers, TI created this situation in order to reap some \$8 million in Mutual Aid benefits. However, a top management officer of TI told us the company fully intended to “bust” the union but failed because they underestimated the ALEA team!

Our strength lies in our professional know-how. We resort to economic warfare only when there is no other means to resolve a major dispute. We are always fair but firm in our resolve to negotiate an honorable, fair, and just agreement. After the prolonged strikes at NA and TI, both companies have made public statements that it was a long struggle to get the passengers back on their airlines. We developed a “Work Perfection Program” as a less disastrous (to the company) means of demonstrating our unity and purpose in attaining good agreements. WPP calls for implementing all company work rules which are filed with the regulatory agencies. . . thus all work is done to perfection of their own rules. The purpose is to bring to the company’s attention the close relationship of morale and productivity.

Challenges from outside, inside



Mort Wigderson signing the 1981 FL/ALEA contract.

We have also withstood “raids” by other unions. They come on strong with golden promises of “pie-in-the-sky,” and how they would do better than ALEA if the employee would just sign up with them to change unions. This is a boldface lie that should be quickly apparent to the employee because, if the other union could accomplish all these great things, why hadn’t they done so at the airlines where they had representation rights in our Class or Craft?

All the members have to do is to look at their own ALEA agreement and compare it with Ozark (IAM), Braniff (IBT) or Northwest (BRC) to confirm that the ALEA team has always done better! It has been theorized that the raids may have been instigated or encouraged by the airline in the belief that they would weaken the unity of the employees.

There is also the factor of a small but loud minority of dissidents who for personal aggrandizement or seeking power they cannot gain in a democratic organization like ALEA, lend aid and comfort to the raiding union. The same individuals frequently attempt to discredit all of the teams’ efforts to improve the memberships’ benefits, wages and working conditions.

Yes, it has been a rocky road the past 25 years, but the future of the airline employee looks bright. The Labor Peace Plan laid the foundation for the development of a program of “Relationship by Objectives” (RBO) which has developed better communications between management and our membership at all levels.

FRONTIER AIRLINES
#250 SMITH RD.
DENVER CO 80207 31PM

Western Union Mailgram



4-0723248152 05/31/84 ICS IPMBNGZ CSP KCMB
3033990808 MGMB TDBN DENVER CO 108 05-31 1105P EST

May 31, 1984

B. L. WOMACK
PT 5 BOX 28L
LIBERTY MO 64068

ALTHOUGH YOU MAY HAVE THE RIGHT TO WITHHOLD YOUR SERVICES COMMENCING MIDNIGHT, JUNE 1, 1984, EDT, YOU ARE HEREBY BEING GIVEN NOTICE AND ORDERED IN WRITING TO PERFORM YOUR ASSIGNED DUTIES. FAILURE TO COMPLY WITH THESE ORDERS WILL SUBJECT YOU TO PERMANENT REPLACEMENT.

IF THERE IS A WORK STOPPAGE, SUPPLEMENTAL BADGES WILL BE ISSUED TO FLIGHT ATTENDANTS WHO REPORT FOR WORK. GUARDED PARKING PLACES ARE RESERVED IN THE NORTHWEST CORNER OF THE TAYLOR LOT. ADMITTANCE REQUIRES A SUPPLEMENTAL BADGE. UNTIL BADGES ARE RECEIVED, IDENTIFY YOURSELF TO THE GUARD AS A WORKING FLIGHT ATTENDANT.

KATHY WARD
DIRECTOR, F/A SERVICES

23107 EST

MGHCOMP

When the flight attendants came close to going on strike, the company sent this out with instructions on how to scab.

FLfacebook posts re FL/AFA Negotiations 1984 with telegram about the strike.

Barb Womack

The almost strike! I remember the crew on my flight home to Kansas City helping me smuggle strike signs and sit in the back of "fat Albert."

Jake Lamkins

That was a tough time! We had just finished up our ALEA contract negotiations a month or so before and settled for reductions. I was ending my four years as ALEA Master Chairman and it was a BITTER pill for me.

Christina Bonatti

I was working in negotiations with AFA then. Tuff time.

Jake Lamkins

The PATCO Strike happened in Aug 1981 and had a definite chilling effect on labor negotiations in the U.S. for decades afterwards.

One of President Reagan's political aides then was Lyn Nofziger who took a very hard line with the PATCO union negotiators.

The O'Neil Brothers put Nofziger on the Frontier Board of Directors in late 1982 or early 1983.

Our CAB mediator in 1983/84 often mentioned pressure from the Reagan Administration to "get us settled."

Then I met Nofziger, the pompous ass, at the Ramada Inn in Denver in early 1984 when he was introduced by the CAB mediator. It still leaves a bad taste in my mouth.

SOME FRONTIER CHRONOLOGY

- 1983 Jan. Profit of \$17M for 1982 announced.
- 1983 3/21 DEN 737 emergency landing with blown main gear tire
- 1983 3/23 CPR landing of 737 with gears retracted - pilot error
- 1983 5/1 Company loses \$10M in first quarter
- 1983 8/9 Frontier Holdings announces plans for non-union airline, Frontier Horizon
- 1983 Sep. CO files bankruptcy first time
- 1983 9/7 SUX-CID and DSM-CID links added
- 1983 Sep. Frontier unions pickets Frontier HQs over Frontier Horizon start-up
- 1983 10/17 Combs Airways leases 9 FL CV580s to start FL Commuter
- 1983 11/18 DEN-MAF-ABI flight begin
- 1983 12/1 FL Commuter starts up using FL CV580s from DEN to CYS LAR RIW RKS RIW
- 1983 12/12 Start of non-stop PSP-DEN service

- 1984 1/9 Frontier Horizon inaugurates service - DEN-IAD DEN-SFO & DEN-ORD with 727s
- 1984 1/23 MD80 at SNA loses engine on takeoff and returns for emergency landing
- 1984 Feb. Frontier pilots agree to an 11.6 percent wage cuts.
- 1984 3/1 FH begins DEN-LGA service
- 1984 3/29 General Tire forms a holding company called GenCorp, RKO General is a subsidiary
- 1984 Apr. The company reports a \$10.95 million first quarter loss
- 1984 5/1 Chick Stevens downgraded at FRONTIER magazine, by Jan 86 shown as "founder" tho still getting articles in occasionally
- 1984 May. ALEA members approve a new union contract that calls for an 11 percent wage cut
- 1984 6/8 DEN-RFD, MSN-RFD and CID-RFD service started
- 1984 6/16 Frontier Airlines pilot Emily Warner and co-pilot Barbara Cook make history by directing the first all-female commercial airline crew, on a flight from Denver to Lexington, Kentucky
- 1984 6/27 Announced plans to cease service to 20 cities on Oct 1
- 1984 8/29 B737 makes emergency landing after losing engine on takeoff
- 1984 9/1 New customer service & ramp uniforms introduced
- 1984 10/1 DEN-MSP & DEN-MKE service starts
- 1984 10/1 Service dropped to FSM LIT FAT DRO ATL IND SUX FOE LEX DTW JLN HLN GRI GFK FMN CMH TOL MEM ABI PSC
- 1984 Oct. Frontier employees begin studying the possibility of purchasing the carrier through an employee stock ownership plan
- 1984 Nov. A Los Angeles investor offers to buy the airline for \$222 million
- 1984 11/5 Glen Ryland resigns and Hank Lund becomes FL's 8th president
- 1984 Dec. A coalition of Frontier employees offers \$220.4 million to buy the airline
- 1984 12/15 FL Services start bus shuttle service to Keystone, Vail, Copper Mountain, Breckinridge & Winter Park, to run til 4/7/85

- 1985 1/1 FH goes DEN-TPA & MCO
- 1985 1/15 FL Commuter ceases operations after opposition from the Employee Coalition
- 1985 3/2 Frontier reports \$31.1M loss for 1984
- 1985 4/1 FL Horizon ceases operations after opposition from the Employee Coalition - consolidated back into FL
- 1985 4/1 FL DEN-IAD service started, replacing dropped FH service
- 1985 Apr. The airline lays off 200 more employees. Texas Air Corp. makes a \$185 million bid for Frontier. The bid is rejected.
- 1985 4/25 Hank Lund resigns and Joe O'Gorman becomes FL's 9th president
- 1985 May. Frontier turns down a \$230 million takeover bid from Texas Air
- 1985 Jul. Frontier's board approves the employee buyout plan
- 1985 8/20 FL sold last nine CV580s to Metro Airlines
- 1985 Sep. Texas Air bids \$250 million for Frontier.
- 1985 10/5 People Express announces that it will buy Frontier for about \$300 million
- 1985 10/8 Frontier Holdings approves sale to People Express at \$24 per share - \$298M



FRONTIER NEWS

OCT/NOV 1976

PRESIDENTIAL AWARD RECIPIENTS

Kathleen McCormick (second from left), **Dorothy Seamster** (second from right) and Carol Wolfe (right), all DFW and Denver- based flight attendants, are pleased to be honored by President Al Feldman and Manager-Flight Service (DFW) Erma Spell (left) for saving a child's life on board a flight between Fort Smith and Memphis on Aug. 22.

Cited for "truly a commendable feat," these women extracted food from four-year-old Richard Chacos's throat during an epileptic seizure. "We appreciate your clear thinking when it really counted," commented Feldman. Kathleen, Dorothy and Carol share 14 years of flying experience with Frontier.

Dorothy Seamster Johnson is the only known winner of two Frontier Presidential Awards and she won them for two actions in 1976, four months apart. She had a flight attendant seniority date of 3/17/73 per the Feb 1981 flight attendant seniority list. She is not on the Feb 1986 seniority list. So she left the company sometime between Feb 1981 and Feb 1986. I have been unable to find any more information on her.

Jeff Hutchinson, the LAW station agent, whose life was saved by Dorothy and Valerie (See next page) went on to win a Presidential Award himself for his actions on March 30, 1981 after the crash of a U.S. Army U-21 aircraft at the Lawton airport. According to Glen Ryland, "Hutchinson entered the burning aircraft and saved the lives of two officers who were trapped inside. With total disregard for his own safety and under extremely dangerous conditions, Hutchinson's unselfish and automatic response was to aid the two officers. He immediately notified fire and rescue units, and extinguished the flames outside the cabin and inside the cockpit. This is heroism at its finest."

Hutchinson was also recently awarded the Federal Aviation Administration's Distinguished Service Award for his actions - the FAA's second highest award. A veteran of the U.S. Marine Corps, Hutchinson first joined Central Airlines in 1961, later joining Frontier after serving in Viet Nam. Hutchinson is married and has five children.



FRONTIER NEWS

MAR/APR 1977

QUICK RESPONSE in a critical situation earned Dallas/Ft. Worth-based Flight Attendants **Dorothy (Seamster) Johnson** (left) and Valerie Hague a Presidential Award and the congratulations of Al Feldman in February. Dorothy and Valerie were working different flights on the ground in Lawton on Dec. 17 when Senior Agent Jeff Hutchinson suffered a seizure on the ramp. Sizing up the situation, they immediately deplaned to administer oxygen and other first aid techniques until the ambulance arrived.

Lawton Sales/Service Manager Larry Baumgartner and Capt Sam Scott (piloting Dorothy's flight) commended the flight attendants' fast thinking in the incident. Added Mr. Feldman, "You both can be credited with saving this agent's life through your competent reaction and knowledge of emergency procedures."

This is the second Presidential Award for Dorothy, who shares 20 years of flying experience with Valerie.

NEW FRONTIER PRESIDENT

When A. L. Feldman, Frontier president and chief executive officer, assumes the duties of president and chief executive officer of Continental Airlines in February, 1980, Glen L. Ryland, vice president and chief operating officer, will succeed him as president and chief executive officer of Frontier.

The two have been working together as a team for nine years at Frontier. Prior to Frontier Feldman was president of Aerojet Nuclear Systems Co. of Sacramento, California while Ryland was his chief financial officer.

When the two leaders arrived at Frontier, the airline was losing money, including a net loss of \$3.5 million during 1970. By 1972 the Feldman-Ryland team had wiped out a carryover deficit of \$2 million plus and went from four previous years of financial loss to become and stay among the top four airlines (trunks and regional) in profit margin and return on investment.

Since that time the Airline's financial figures have been in the black and under the management team the company's growth has outpaced most other carriers in the 1970s.

In 1978, Frontier made a record net income of \$18.6 million and in the first nine months of 1979 they have shown a net income of \$15.7. All together Frontier has earned net profits of \$86.8 million from 1972 through the first nine months of 1979 and this year's annual figures will be their best yet, reported Frontier.

Ryland reportedly does not plan to alter the discipline that has turned Frontier into the winner it is today.

Ryland's plan for Frontier remains stable growth into the medium-sized cities.

Frontier's lines of service were extended to 10 new cities during 1979 including such cities as Detroit, Mich., Jackson, Miss., Shreveport, La., Boise, Idaho.

At year-end, Frontier's domestic routes linked 86 airports in 26 states, plus three terminals in Mexico and two in Canada.

"But we are still a regional airline." Ryland told the Denver Post. "Our entire system was built with Denver as the hub and with our non-stop and multi-stop routes fanning out to and from Denver to other cities for which Denver is a natural destination, or a logical transfer point for flights in any direction."

Frontier's reported emphasis on orderly, profitable growth will continue in 1980, despite escalating fuel costs and the current softening of traffic due to the recession.

Ryland noted that the spokes from Denver will become more numerous in the months ahead.

This coming summer, when the economic slump is expected to have bottomed out and when Frontier's traffic historically takes an upswing, the airline plans to extend its routes to Canada's fast-growing energy centers of Regina and Saskatoon.

Other route improvements in 1980 will include a service extension to Lexington, Kentucky, and nonstop flights between Denver and Atlanta, to be scheduled in addition to Frontier's present Denver-Wichita-Atlanta flights.

Ryland also will continue to rely on the Boeing 737 aircraft, which seats 106 under Frontier's configuration. "The 737 is a cost effective airplane and can compete in these select markets."

Frontier will put seven more Boeing 737's into service in 1980, including the return of three jets now leased to another airline to trim capacity during the economic slump. At the end of the year, Frontier will have 43 Boeing 737's in service, and two more jets have already been ordered for delivery in the spring of 1981.

Ryland told the Rocky Mountain News that in 1980 he wants to drop 10 small cities and by 1983 he wants to end Frontier's eligibility for government subsidies.

Ryland wants to take passengers from their medium-sized city routes and funnel them into Denver. Then the passengers can either disembark or continue on to another Frontier route, like Detroit.

Even if passengers leave a Frontier plane at Denver and board another jet for New York City, Frontier still has the revenue on the first leg of the journey.

Feldman and now Ryland have identified Frontier's market and want to make people in these markets Frontier customers.

Another one of Ryland's top priorities in the immediate future is to work with city and state officials to alleviate the congestion at Denver's Stapleton airport.

Ryland told the Denver Post that Denver's airport "is on the brink of becoming one of the worst in America with impossible traffic conditions both on the ground and in the air."

"Stapleton is becoming as bad an airport as O'Hare International in Chicago," added Ryland.

"We're already at 1990 levels at Stapleton," he pointed out to the Rocky Mountain News.

Since Frontier has 63 percent of its total operations in Denver, Ryland feels the carrier's growth potential is currently constrained by the situation at Stapleton.

"With our cost-effective route system and fleet we can make great strides, but congestion at Stapleton, the hub of our system is a constraint" said Ryland.

Something must 'be done quickly or the Denver area's steady growth will be threatened by lack of facilities,' added Ryland.

Ryland is urging city and state officials to consider runway construction at the Rocky Mountain Arsenal, north of the present airport, and to immediately start work on the first phase of the proposed Concourse A with simultaneous expansion of the north end of the terminal to the west.

"It is not in the best interest of Denver area and Col-

orado citizens or travelers using the airport to build a new \$2 billion airport, a Taj Mahal of the future far out on the plain. It is better to concentrate on more immediate and lasting alternatives.

"Denver is alone among America's big cities with the blessing of an airport only minutes from the downtown area, and surrounded by airlines and a web of interstate highways. And there is no other big city with enough open land just north of its terminal for expansion into what would be the largest airport in the world.

"Additional offstreet parking and terminal gates could be built at the present airport," Ryland told the Denver Post. "Then with the arsenal land secured by Denver from the U.S. Army, the problem of too-close-together main runways at Stapleton could be ended by new construction to the north. And eventually extra terminal facilities could be built near the new runways with expressway access. This would end our slide into near-O'Hare status and solve our problem into the 21st century and it would cost \$2 to \$3 billion" he added.

"I am looking forward to the chief executive's job. There will always be challenges for Frontier - inflation, fuel prices, the deregulated environment. With our outstanding people and our commitment to continued success, the future will be positive for all of us," said Ryland,

Ryland graduated from the University of California at Berkeley in 1949 with a B.S. degree in Business Administration. He was an Army Air Corps pilot in World War II and was recalled in early 1951 to head European aircraft procurement operations for the U.S. Air Force. "I have a commercial pilot's license, and like to fly the Twin Comanche to make station visits to talk to Frontier employees. I hope to do more of this in the future," commented Ryland.

Active in civic and industry affairs, Ryland is president of the Denver area Council of Boy Scouts of America, and has served as Colorado campaign chairman for the Listen Foundation. He was chairman of the Economics and Finance Council of the Air Transport Association in 1976 and 1977.

(Excerpted and edited from THE STAPLETON INNER-LINE, Volume 1, Number 9, January 9, 1980, an article titled To Be New Frontier President, Ryland: Stable Growth To Continue by Cathey Hix)

FRONTIER ALEA NEWSLETTER

Published by the Master Executive Council for the information of the ALEA membership on Frontier Airlines.

January/February 1980

TICKET COUNTER AND STATION AGENTS

Section 15, I, 1, page 72 and 73, of the Agreement states that TCAs (Group D) and Station Agents (Group E) may bid into each other's classification without loss of group

seniority. This language has been amended by Federal Judges. T. Hughes' decision of September, 1974, which resulted from a suit brought by an ALEA member.

1. Group D employees transferring to Group E shall be permitted to do so without loss of any seniority and all Group D seniority shall become part of Group E seniority.

2. Group E employees transferring to Group D, who have confirmed ticket counter experience of at least six months and such experience having been attained prior to September 3 1974, shall be permitted to do so without loss of any seniority and all Group E seniority shall become part of Group D seniority.

3. Group E employees transferring to Group D who do not have the required six months ticket counter experience attained prior to September 3, 1974 shall not be permitted to carry their seniority to Group D.

The effective date of Group D seniority shall be the first day worked in such seniority group. Previously earned Group E seniority shall be regarded as "retained seniority" and exercised as appropriate.

4. Employees transferring under 1 or 2 above shall not be regarded as holding "retained seniority" in the seniority group from which transferred in that all such earned seniority is utilized in the new seniority group.

SYSTEM BOARD OF ADJUSTMENT

The FL/ALEA Four Man System Board met 9-13 July, 6-9 August, and 10-12 October of 1979. Approximately 40 cases were heard. The Three Man Board, with Arbitrator John Phillip Linn, met 10-12 September, 1979. Six cases were heard. ALEA Board members were Carolyn Boller, DENRK, Mark Stuhr, OMAOO, Robb Ogden, DENAR, and Jake Lamkins, FYVOO. ALEA Headquarters should soon distribute a summary of all cases heard. Presently, about 30 cases are pending before the Four Man Board, and one is pending before the Three Man Board.

EXECUTIVE BOARD

The Executive Board met in Chicago 16-12 October, 1979. A compilation of their minutes was sent to all officers in November. Frank Monheiser's motion that MEC newsletters be published 3 to 6 times per year was carried unanimously. The FL MEC Newsletter will be bi-monthly starting with this issue. We welcome suggestions, letters, ideas, etc. to help improve the newsletter and increase communication among FL ALEA members.

A NEW ADDRESS?

Your dues are wasted when ALEA Headquarters pays 25 cents per piece for returned mail. Please tell Headquarters or your local officer when you move. Your local officer should have a supply of Change of Address forms.

SHORTHOPS

WA is dropping service to CYS and HLN. They may drop more points in FL's part of the country. The Tobacco Workers Union boycott of all R. J. Reynolds products continues. The cigarette boycott list includes Winston, Camel, Salem, Doral, Vantage, and More. The Coors boycott also continues. Floyd Rollins, ELP, has retired. The U. S. Labor Dept. has announced that unions increased their membership by 605,000 between 1976 and 1978, bringing the total to a record 21.7 million. Women now constitute 27.4% of all organized workers.

Interested in a good labor oriented monthly magazine? Try Mother Jones, named after one of our labor pioneers, 1886 Haymarket Square, Marion, Ohio 43302. DL led the parade to the bank in the first half of 1979 with profits of \$136.7 million. In addition, DL in ATL, Aug 79, became the first airline in the world to board one million passengers in one city in one month. FL, in 1978, paid \$8.4 Million (\$1.52 per passenger) for inflight food. Inflight sales for the same year were \$1.2 Million.

FL will put \$700,000 into the TRASOP program for 1979. The CAB and all subsidy will end Dec. 31, 1982. FL plans to have 20 Convairs by the end of 1980. We have 24 presently. The Convair now requires a 70% load factor to break even. ATLFL farmout has ended, except for air freight. DTWFL farmout has also ended. HLN and LEX should be all FL staff. DEN—ATL non—stop service planned for June, 1980. FL is working on MOT—YQR and YXE service.

NOTABLE QUOTE

"... There is a crisis brewing in America.. .Many people blame inflation, high wages, and low productivity. Yet the disposable income of the working people is going down; that is, wages aren't keeping pace with inflation. We should also bear in mind that production figures take into consideration salaries of white collar workers and executives as well as assembly line workers. The number of white collar workers per unit of finished product has increased 27% in the past 10 years while blue collar workers have grown only 9.8%" - Dale Bumpers, U. S. Senator from Arkansas.

BOJANG WHYHIGH

The first myth of management is that it exists.

OVERTIME RULES

Page 25, G 2, of the Agreement states, "A procedure and record keeping system will be mutually established and published at each location to keep a record of equalization and to apply equalization rules." There is no excuse for any location not having published overtime equalization rules. If there are no published rules, the local officer, in consultation with the members, and the manager should

meet and 'mutually establish' a set of rules for that location. If a set of rules cannot be established, contact the Council Chairman for assistance.

MASTER EXECUTIVE COUNCIL

The MEC had a short meeting in December when the company talked to us. The next regular meeting will be in Chicago around the 1st of February. Election of a Negotiating Committee and Council realignment top the agenda. Mike Macek, LNK, is the new Council 47 Chairman.

DISCIPLINE

Industrial Relations says the company will no longer use the 'automatic discipline' of five days off without pay for ground equipment accidents and ten days off without pay for aircraft accidents. Management says discipline will depend on the individual situation now.

BIDDING PROCEDURES AND THE CHAIN OF COMMAND

Members should not contact Industrial Relations with contract questions. The local ALEA officer is the appropriate person to contact. If he doesn't have the answer, he can contact the Council Chairman. Use the chain of command. Too many members still bypass local officers and call the MEC Chairman, the Regional Director, or ALEA HQs. In addition, members should not contact Industrial Relations about where vacancies exist, to see if they are the successful bidder on a position, or with any similar questions. Finally, a permanent bid card can be submitted only for an existing position. Bids for TCA in CYS or Clerk Typist in HVR are useless and a waste of time when no such position exists. Your help and cooperation will be appreciated.

NOT A TOY

Some of our members, unfortunately, have decided the teletype is a toy for their personal pleasure. They send asinine, irrelevant, and uncalled for messages to the entire system by coding ALLOO on the computer. They jam the system some days to the extent that trip messages and other important business messages are delayed. Especially on weekends, requests for football scores and other unauthorized messages clutter the printers. Just a word to those few people playing games; every message you send, even without printing your sending location, can be traced. You are jeopardizing your job when you send unauthorized messages. The company has indicated they are getting tough with offenders. We do not want to see you at the System Board trying to get your job back for pulling such a dumb stunt.

FRANK MONHEISER, MEC Chairman

JAKE LAMKINS, MEC Vice Chairman



37th DENVER ANNUAL REUNION PICNIC

Saturday, August 24, 2024

Doubletree Inn at I-225 and Iliff Ave in Aurora Colorado.

It's been 38 years and we are still a family... come join the celebration at the Frontier Airlines Reunion in Aurora Colorado on Saturday the 24th of August starting at 10:00 am until 3:00 pm.

The cost will be \$30 per person with a brunch and cash bar.

It is extremely important that you advise if you will attend by completing the section below and mailing it by August 14, 2024. This is needed for an accurate food count. RSVP required!!!!!!

History Colorado will be coming to do interviews of those who want to share their story of their time with Frontier. Dr. Storm is the Associate Curator of Business and Industry at History Colorado. The interviews will be posted on their website for the world to hear.

We have reserved 10 rooms on the night of August 23rd for those who wish to come in early. The cost is \$129 per night plus tax. The deadline is 11:59pm August 1. If the rooms are not sold by then—the rate returns to the normal price and the link disappears. Here is the contact: Original Frontier Airlines rooms, 1-800-997-4058

We will have free tables for any "nostalgia" that you may wish to pass on to another FAL employee and the usual drawing will be held.

A big THANKS to everyone who is attending the function and those who have mailed in advance donations. We couldn't continue if it were not for your generosity and support.

Committee

Carolyn Boller, 1293 Revere St., Aurora, CO 80011

303-905-4356 or 303-364 3624, ckboller@comcast.net

Julie Dickman, 15501 E 112th Ave Apt 24A, Commerce City, CO 80022

303-717-6242, jjdickman@gmail.com

Barbara Monday: 9800 E Walsh Pl, Denver, CO 80247,

303-344-8745, bgmonday@comcast.net

Anna Metzsch: 2600 Cirque Way, Montrose CO

81401 303-733-9968, annakay1946@hotmail.com

Mail check or cash to:

Carolyn Boller at 1293 Revere St, Aurora CO 80011.

Check should be made to FAL Picnic Fund. Do not make the check in my name.

Please detach on the line and mail to:

Carolyn Boller at 1293 Revere St, Aurora CO 80011

_____ I will attend the picnic on Saturday _____ (number in party)

_____ Sorry, I cannot attend this year, however please keep my name on your list.

A donation is appreciated for continued mailing to cover postage & printing.

_____ If the person, who is shown at this address, no longer resides at this address, please advise at

ckboller@comcast.net

Name:

Address:

City:, State, Zip:

Phone, Email:

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Jake Lamkins, Webmaster,
ExFAL@Yahoo.com
and <http://www.KansasCityCrewBase.com>
Capt'n Phil Stallings, Webmaster,
RedRyder35@att.net
Check the websites for FL news,
notices on upcoming events,
pictures and stories from the past.



BOJANG WHYHIGH

The speed
of the leader
sets the pace
of the pack

