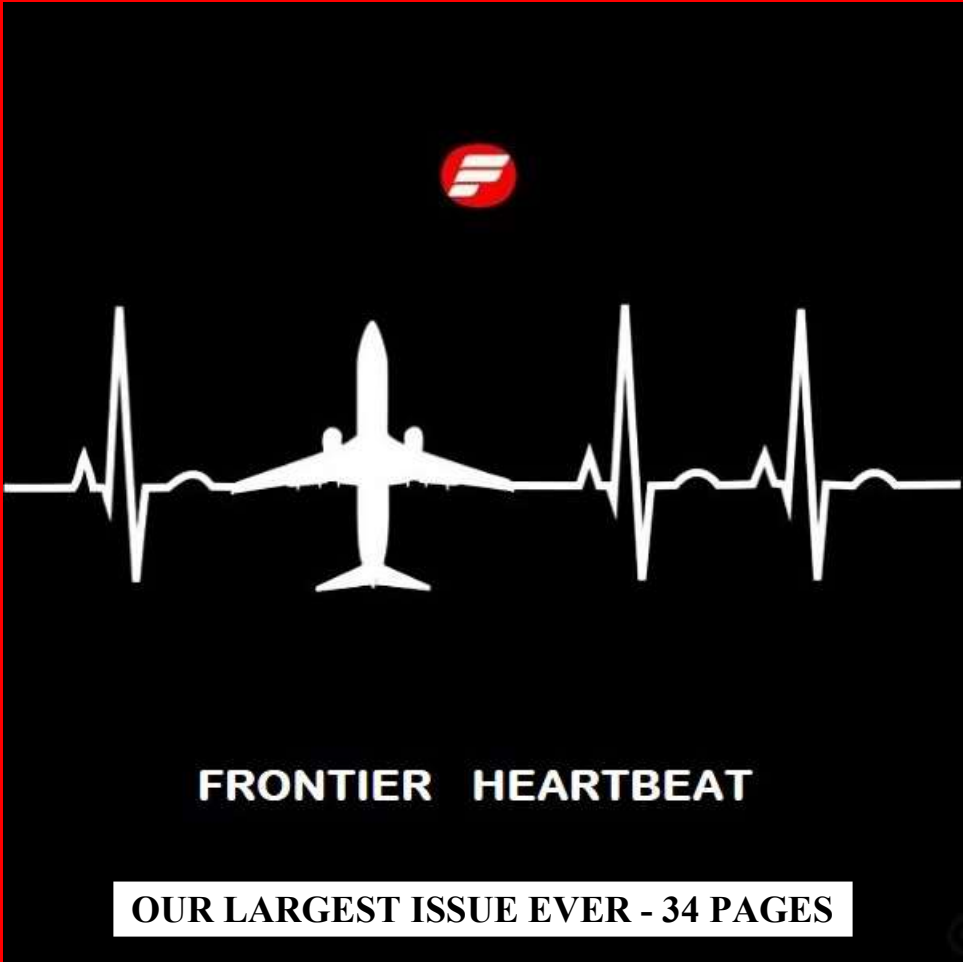


50 YEARS AGO

FRONTIER NEWS



FALL OCTOBER 2024 #97
A newsletter for the employees, families and friends of the Old Frontier Airlines



FRONTIER HEARTBEAT

OUR LARGEST ISSUE EVER - 34 PAGES

JAKE LAMKINS
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<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>

I hope you enjoy this issue. It didn't want to quit and is the largest edition ever done in 97 tries. I had more info for the 50-Years-Ago section but had to make myself stop to get it out on time. Have never been late making that deadline.

But good things must end, as all of them do. I'm still thinking about quitting after getting issue #100 out next year. I'll be 83 years old then and my collection of octogenarian ailments continues to grow, as it is doing with all of us. However, I enjoy doing it so much, I am conflicted. Meanwhile, anyone interested in taking over, please contact me.

Speaking of ailments, I'm still chuckling over the VA telling me 60 years after the fact that I was exposed to agent orange multiple times in 1963 in Thailand and Guam. I was never in Vietnam where most veterans got exposed. I did fly over it several times. After telling me of all the horrible things that agent orange does to vets, the VA put me on a waitlist for an agent orange physical. Last I checked there was a one year wait for it. You got to be 82 to see the humor in that.

Glad to see such a great turnout for the DEN Reunion. OMA had one too but I got the info too late for this issue. Our own gathering in FYV-FSM was down but there just aren't that many left who get around much. There are now over 2,500 memorial webpages on our website. I salute all our FLfriends who have flown west before us.

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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,

BCDahl777@gmail.com

DEN REUNION PICNIC

Was 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

FYV-FSM ANNUAL REUNION

Held 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

Aug or Sep, 2024

Contact:

Rose Dragen, 816-741-1995,

rmdragen@gmail.com

Carolyn Boller, DEN Reunion Coordinator

The 37th annual reunion was a success - a total of 129 attendees - the venue was great and the food was wonderful. There were some folks who have not been there for a long time so it was great to see them and reconnect. I didn't have time to take photos--so if any of you do--please post--with names--for others to enjoy.

The FLamily is amazing.

History Colorado came and did interview with 40 of our people--Reservations, Pilots', Flight Attendants', Mechanics', Clerical, Station Agents, TCA....and those interviews will be posted on the History Colorado website (no date for that posting at this time).

History Colorado so enjoyed their time they want to come back next year...and they looked at our free tables--and took lost of items to be kept at History. Plus they are coming to go thru the boxes in my garage.

We will plan on a 38th in 2025....We try for the 4th Saturday of the month--the Saturday closest to the date of closure.

If you didn't receive the 2025 invite...please email me your address and your name will be added for the 2025 invite. If you have recently changed your address please update with the Postal Service so communication gets forwarded to your need address or have a family member let us know any changes.

Stay well and happy and thank you for being part of the FLamily.

Sandy Bambei Schara, accounting clerk, TCA

Thank you, Carolyn Boller and Barbara Monday for all your hard work and dedication. You are certainly appreciated.

Deb Berkey, ticket counter agent

We had such a great time and the food and cookies were delicious and I heard no complaints at all! Thank you so much Carolyn Boller and also thanks to your "team" of helpers that make this happen for our Frontier family. I have it on our calendar for August of 2025.

Jake Lamkins, FYV-FSM Reunion Coordinator

This was our 56th annual FYV-FSM gathering. It began to be a reunion in 1987 after the bankruptcy. Attendance is way down due to age and mortality. Four of the old gang showed up for it: Richard Horn, Paul Farris, Bob Erdmann and Jake Lamkins. Johnny Selph, who usually comes, had open heart surgery the day before, and is now home recuperating. This past year we lost Bill Guthrie, FSM aircraft mechanic

Bob Erdmann, the youngest of the bunch at 77 years old, was a pilot based in GSW, DAL, MKC, MCI and DEN. He lives just north of Fayetteville. He took medical retirement about 1983 after an extended medical leave. He told some great stories which were refreshing as Paul, Richard and I knew one another's stories well pretty well.

Though small in number, it was a great little FLamily reunion.

20 DEATHS REPORTED SINCE THE SUMMER 2024 ISSUE

Bob Burns,

DEN manager-media relations, 7/8/24, age 87

Lillian Teske Carl,

DEN communications operator, 7/17/24, age 80

Teresa Hurd Colbert,

DEN flight attendant, 6/25/24, age 73

Pam Coffman Ellis,

DFW DEN flight attendant, 9/8/24, age 72, cancer

Jerome Farnholtz,DEN inspector, aircraft mechanic, 12/8/2023,
age 92**Mike Gadow,**

MKC MCI DEN pilot, 7/21/24, age 93

Nancy Ullman Gant,

DEN flight attendant, 5/15/24, age 81

Ron Gregory,

DEN pilot, 7/9/24, age 91, cardiac arrest

Ken Hendrick,

DEN aircraft mechanic, 6/10/24, age 91

Roger Lippert,

DEN pilot, 6/27/24, age 89

Ann Mercer,

DEN secretary, 5/10/23, age 98

Tom Morphis,MCK MKC DEN district sales manager, 1/2/24,
age 90**Gary Osadchuk,**CYS GUC DEN VEL GJT DFW station agent,
station
manager, 8/13/24, age 76, stroke**Dave Rogstad,**

GTF station agent, 7/7/24, age 81

Mel Rose,

DEN aircraft mechanic, 4/19/24, age 92

Harry Sparks,LEX SNA DFW station agent, ticket counter
agent, 7/12/24, age 78**Stella Chapman Sleater,**

DEN flight attendant, 6/21/24, age 82

Rae Tafoya,

DEN crew scheduler, 6/5/24, age 92

Wes Te Winkle,BIL DEN pilot, check airman, asst regional
director, 8/6/24, age 93**Yvone Bennett Walker,**

DEN reservations agent, 8/15/24, age 79, cancer



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>

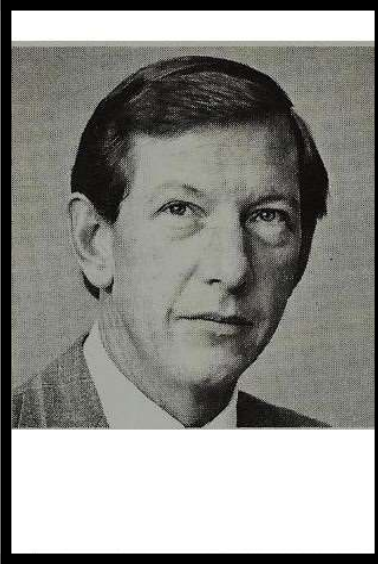
MANAGEMENT & OTHERS

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

PILOTS, DISPATCHERS, FLIGHT OPERATIONS

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





BOB BURNS
 1978 - 1979
 MANAGER-MEDIA RELATIONS
 DEN

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



LILLIAN TESKE CARL
 1962 - 1964
 COMMUNICATIONS OPERATOR
 DEN

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

27



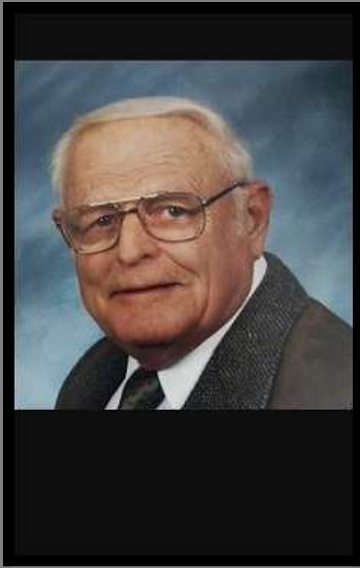
TERESA HURD COLBERT
 1976 - 1986
 FLIGHT ATTENDANT
 DEN

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



JEROME FARNHOLTZ
 1965 - 1986
 INSPECTOR, AIRCRAFT MECHANIC
 DEN

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



MIKE GADOW

1957 - 1986

PILOT

MKC MCI DEN

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



NANCY ULLMAN GANT

1965 - 1966

FLIGHT ATTENDANT

DEN

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

27



RON GREGORY

1959 - 1986

PILOT

BIL DEN

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



KEN HENDRICK

1958 - 1986

AIRCRAFT MECHANIC

DEN

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



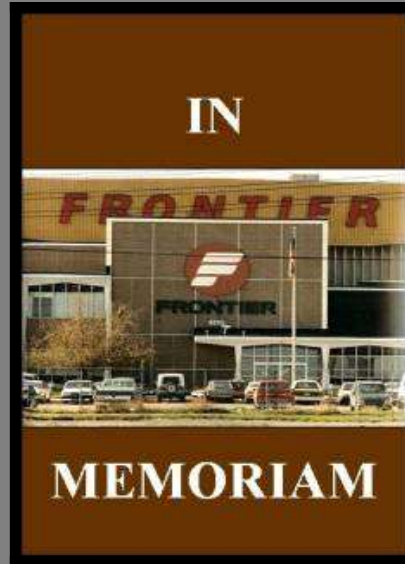
ROGER LIPPERT

1966 - 1986

PILOT

DEN

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



ANN MERCER

1961 - 1985

SECRETARY, EXECUTIVE SECRETARY

DEN

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

27



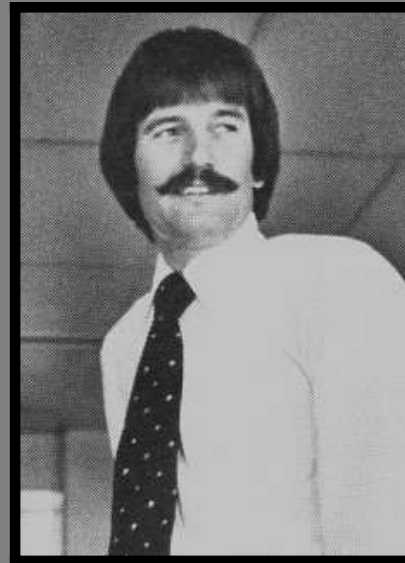
TOM MORPHIS

1959 - 1967

DISTRICT SALES MANAGER

MCK MKC DEN

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



GARY OSADCHUK

STATION AGENT, STATION MANAGER

1974 - 1986

CYS GUC DEN VEL GJT DFW

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



DAVE ROGSTAD
1964 - 1986
STATION AGENT
GTF

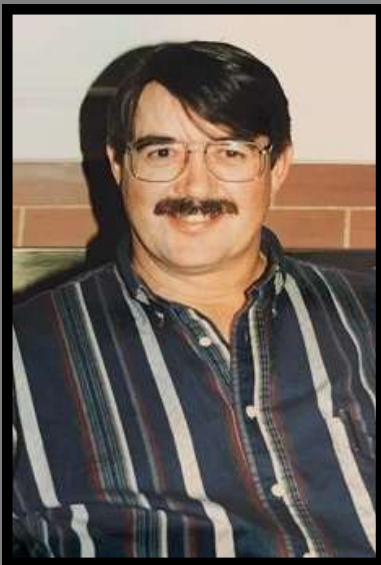
http://FAL-1.tripod.com/Dave_Rogstad.html



MEL ROSE
1968 - 1986
AIRCRAFT MECHANIC
DEN

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

27



HARRY SPARKS
1980 - 1986
STATION AGENT, TCA
LEX SNA DFW

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



STELLA CHAPMAN SLEATER
1963 - 1977
FLIGHT ATTENDANT
DEN

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



RAE TAFOYA
1972 - 1986
CREW SCHEDULER
DEN
http://FAL-1.tripod.com/Rae_Tafoya.html



WES TE WINKLE
1959 - 1986
PILOT, ASST REGIONAL DIRECTOR
BIL DEN
http://FAL-1.tripod.com/Wes_Te_Winkle.html



YVONNE BENNETT WALKER
1966 - 1986
RESERVATIONS AGENT
DEN
http://FAL-1.tripod.com/Yvonne_Bennett_Walker.html



Late arrival!

PAM COFFMAN ELLIS
1974 - 1986
FLIGHT ATTENDANT
DFW DEN
http://FAL-1.tripod.com/Pam_Coffman_Ellis.html

Remembering My Dad

Lana Moore Kelley, flight attendant

(Married to aircraft dispatcher Randy Kelley)

This morning I had a moment to think back over my journey with aviation and what that has meant to me. I started flying with my dad when I was 5 years old. We flew in a red piper cub that my dad had purchased and



refurbished. My dad didn't know what to do with daughters, but when I showed an interest in flying, his and my world changed forever.

I remember flying into these little airports, as his first officer, and feeling so proud. After landing people knew of us and would set out a cherry coke for me and a cup of coffee for my dad. This was my time, that was so special, to be with my dad. I even remember the cloud formations as we flew. Is it then not a wonder that I would go on to be thinking about becoming a pilot, but having little funding, went on to become a flight attendant and then an inflight supervisor.

Being part of a 727 stretch crew, ferrying it to our destination and being able to fly that bird (just crew onboard) for 20 minutes. Wow,!!!!

Of course I married a pilot and we flew everywhere in a 172 Cessna. I loved it all!!!. The fueling, the walk arounds, the take off and landings, watching the airspeed indicator, going over the check list, etc. etc.

Even though I understand fully the dynamics and aero-

nautics of these wonderful flying machines, I am forever in awe....how does this unbelievable piece of equipment weighing over 373 thousand pounds (Boeing 777) with all souls onboard and all the cargo, and baggage, GET OFF THE GROUND!

When I see our fighter pilots taxi out, the loud rumble of that amazing machine and the take off, my heart pounds and I tend to shed a tear or two. I stand in awe and amazement and have loved my world of aviation.

Thank you dad for guiding me on my journey into the world of aviation.

*

FLacebook Posts

Bill Faulkner, reservations agent

Frontier Reservations training:

Have a pen and pad to write down caller's name, locations, and sales request.

We had to use the caller's name three times on that call. After all nothing sounds better on the phone than your own name.

Service the call, always thank your caller for waiting.

Always go for the sale at least three times (I believe it was three times).

Never ever use the word cheap, Frontier was a good value. Thank the caller for calling Frontier.

Diane Olesky Johnson, reservations supervisor

Bill, you forgot the rule to never ask a question that can be answered with a yes or no. Such as don't ask, "Do you want a reservation?". You would ask, "On what day would you like to leave?" Funny how we remember those silly little things! Thanks for jogging our memories!

Bill Faulkner, reservations agent

Diane, Right! Very important. To this day, I ask questions in this way when I'm doing travel.

Carol Landeis, reservations agent

Remember doing a ticket by mail. We had great supervisors.

Diane Olesky Johnson, reservations supervisor

Thank you, Carol! I loved my job and the people I worked with!

Joe Matz, reservations agent

Diane, thanks for all times you gave extra time @ lunch next door at the Travellodge.

Diane Olesky Johnson, reservations supervisor

Joe, great times and great memories with great people!

Doug Berkey, reservations and ticket counter agent

Remember that! DENRK Supervisor Lyle Anderson would casually mention that he would be monitoring calls as you walked by. He was the best!

Darlene Brown, reservations and ticket counter agent

Yes, Lyle was the best supervisor of any I ever had anywhere. If you had a problem, you could go to him and he would always help you work it out.

Chuck Dolan, reservations agent

Without question! Today's call centers are clueless.

*

Bert Brashears, flight attendant

My college roommate called me one day and said 'let's go out to the airport and apply to be a stewardess' - and I said okay (why not?? I had never thought of that...).

Santa Fe only had 2 larger airlines at the time, Continental and Frontier. I sent in my applications and got a notice very quickly to go to DEN for Frontier.

I had never been on an airplane (except for learning the ropes about one at the Chama ranch where we lived when I was young, but I had never flown) - but what a great trip on Frontier.

It all happened so fast, but it was the best job, and the best company/friends/time spent! ps: I did get an answer from Continental, but I was already loving my new boss, Frontier

I loved my flying days and the people I flew with - those were The Days! It was almost 38 years ago that our company closed down and we are all still in touch. We have an amazing/wonderful Facebook page, a big picnic every year, and many smaller get-togethers in several cities. For this country gal, the mile of runway really did take me anywhere.

Billy Walker, pilot

"What is the coolest line a pilot has said to the passengers?"

I was on a crowded flight to Texas. A woman boarded with a very upset 3 year old who was crying and carrying on. You could tell she was already at her wits end. A flight attendant walked over and asked the baby's name, which turned out to be Elias. A few moments later, a voice came out from the cockpit on the PA system.

"Elias? This is Santa."

The little boy sat up, focused on the disembodied voice.

"Elias, I want you to be a good boy so I can bring you something really good at Christmas, so no crying or fussing, ok?"

The little boy was wide-eyed as he nodded. He was quiet the whole flight.

The pilot had really banged the plane onto the runway and was dreading having to stand at the door and thank the passengers as they exited. He was certain someone would have a comment, but no one did.

He started to relax when everyone had gotten off except a little, old lady with a walker. But when she finally made it up the aisle, she stopped and asked, "Did we land or were we shot down?"

As a plane was flying it started shaking very badly and soon the pilot got on and announced I'm very sorry folks but we have just lost power to one of our engines we are going to try and restart it please remain calm .. a terrified man shouts out please tell us how far will one engine get us ? Pilot pauses then answers the man, "All the way to

the crash site."

About half way between London and Paris on Christmas Eve the pilot came on the PA with an announcement:

"Ladies, Gentlemen and especially children: I've just seen Santa and his reindeer pass by our aircraft and wave to me, if the children will look out your windows now you might still get to see him."

I'm not a child but I still looked.

We were waiting to take off at around midnight from LAX to New Zealand—a very long flight almost entirely over water with virtually no land in between. We were delayed because of a "malfunction." The pilot came on the intercom and explained that he was waiting for a replacement part and that it would be arriving shortly. Groans were audible throughout the full 747. He then said: "Ladies and gentlemen, I share your disappointment. But we're going on a long flight, and I can assure you that I would rather be on the ground wishing I were in the air, than in the air, wishing I were on the ground." After a moment of stillness, applause erupted.

It actually came from a flight attendant about 15 years ago. "We have a woman pilot and a woman co-pilot on this flight. You are flying in an unmanned plane. "

Years ago, there was a very low cost airline called PSA (Pacific Southwest Airlines). The other airlines hated the cheap competition. Once, I was on a United Airlines flight. As we flew over the Sacramento area, the pilot announced "If you look to your right, you will see PSA passengers deplaning from their flight." Looking out the windows, we saw a group of skydivers jumping out of their plane.

After an international flight of over twelve hours, everyone was eager to disembark as soon as we landed. However, we had a long taxi to the terminal and then a long wait for another plane to leave so we could taxi to the assigned gate.

In spite of the flight attendant's announcement asking everyone to stay seated until the captain gave the signal that we were stopped, several passengers unlatched their seat belts and stood up to retrieve baggage from the overhead bins.

At that point the captain's voice came over the loudspeakers. "Ladies and gentlemen, as you might imagine, after such a long flight with hundreds of passengers, the lavatories are in terrible shape. If you would like to help us out, please stand to indicate your willingness to help clean them."

Everyone was seated immediately.

Bob Harpin, station agent

No matter where and when pictures of ANY Frontier aircraft DC-3, CV 340-580, 727, all 737s and all MD80s are posted, it brings pleasant memories to have been part of all who; worked, lived and shared the camaraderie that made Frontier a family Forever in my heart!

Easty Herin, pilot

When the going gets tough . . . The tough get going! The proof of the high quality of the Frontier employee base was the paths those exceptional individuals took after being blindsided and betrayed by the political and economic system they so valiantly served for 40 years! Almost without exception, they forged new paths of excellence wherever they ventured. My sincere salute to you all for the best personal relationships of my life.

*

Scott Kendell, son of Al Kendell, pilot

Need a job? *(He posted this pic.)*



FRONTIER AIRLINES
Stewardesses

are selected, whenever possible, from the area we serve.

REQUIREMENTS:

- 2 yrs. college or equivalent business experience.
- 20 to 27 yrs. of age.
- 5'3" to 5'7½" in height—minimum vision 20/40.
- Weight according to medical chart. Max. 130. Single. Pleasing personality and appearance.

Free Airline transportation from most points to Denver and return if accepted for interview.

Expenses paid while in training class.

For further information and particulars, contact Chief Stewardess, Frontier Airlines, Inc., Stapleton Airfield, Denver 7, Colo.

Jolie Haas Larder, flight attendant

Boy, have times changed!

Mary Weil, flight attendant

I was 19 when I got hired, no college or business and weighed 133 so this must have been long before me. My FA class was Aug 1970. And I was 5'8"

Joanne Griffin, flight attendant

In 1966 I applied for a job in reservations and they contacted me to ask me to go into flight attendant training instead! What a surprise and change in plans!!

Kathleen Dionne, flight attendant

That was my route into becoming a stew too. I actually applied and took the required typing test for reservationist then during interview was offered chance to fly which was my real desired position. I was forever grateful for that.

Scott Kendell, son of Al Kendell, pilot

Remember this was the DC-3 era, headroom was not that great for tall passengers or crew members on that aircraft, maybe that's why there was a probably a height requirement then.

Auverne Greco, flight attendant

What a fun story — and it added many more chapters and wonderful memories. It truly was the best job!

Linda Ottley Rich, flight attendant

It is a bygone era where we served a breakfast of steak and eggs between SLC and DEN IN 90 MINUTES TO 134 PASSENGERS. WHEW! with three Flight Attendants! The route was plagued with turbulence over the Rockies and we were working, smiling and solving problems from an hour before take-off until everyone deplaned and we got our reports finished! We had red lipstick and nails, wore 2 1/2" heels, and tailored suits, kept our cool, and treated passengers like guests. We had to be a certain height, weight, and temperament. *(See pic next page.)*

AND THE PASSENGERS WERE A DIFFERENT BREED OF HUMAN. AND WE LOVED OUR JOB!

Anne Schade Elwood, daughter of Jack Schade, pilot

Hurrah for the Old Frontier!

*

Jack McLaughlin, aircraft mechanic and pilot

In April of 1962 I started my flying career with Frontier Airlines at twenty five years old as a brand new flight engineer on our brand new Boeing 727s. There were four captains, four first officers and four flight engineers in the class. I had already been a mechanic for Frontier for four and a half years.

Still working in aviation sixty two years later! Lots of great friends and memories. The best part is the forty years with my 'stewardess' wife and best friend Sheree (Hansen) that I met while we were flying Convairs together. HI to anyone that is still kicking!

Lance Ross, DEN journalist and FLan

I will take partial credit / blame / responsibility. *(Re the new Frontier using our name.)*



Photo from Denver about 1973.

L-R: Bill McChrystal, John Kness, Linda Ottley Rich, Al Feldman, Wes Hamilton, Duane Phelps

In my previous life, I was the editor/reporter of the now-defunct Stapleton InnerLine newspaper, and a regular panelist on Rocky Mountain PBS' former "State of Colorado" reporter roundtable.

When Continental emerged from bankruptcy protection the second time 30+ years ago, it consolidated from dozens of legal subsidiaries (as detailed as individual engine leases) to just three or four. The bankruptcy emergence plan did not include registration of the Frontier estate as a separate name or entity.

I pored over the filing just to make sure I had it right, confirmed it with Continental, and reported it. The Frontier name was legally available. Larger media jumped on it. Meanwhile, Hank Lund, Bob Schulman and some others who were working to set up a charter outfit called AeroDenver saw my coverage. (Bob and I had stayed in regular contact anyway.)

The AeroDenver folks decided to quickly register the Frontier name and change the business plan. I remember Ed Quisenberry ordering bag tags with "FL" (I still have one) until it was discovered that AirTran had already snagged the dormant code (for "Florida") and F9 was assigned.

Billy Walker, pilot

My last couple of years flying for Frontier was in the MD-80. Here's what I can recall about that airplane:

Nose-to-tail it was 147' 10" long and carried 147 passengers in a two-class configuration. Frontier MD-80s were powered by Pratt/Whitney JT-8D-217 engines but could NOT climb to max-altitude taking off at gross weight. It needed to level off and catch its breath before taking the next step. However, it was really quiet in the cockpit. Ask one of our crews who forgot to shut down the engines before deplaning!

Of all the airliners I flew, the MD-80 was the absolute worst landing in a crosswind! Literally, no dihedral! So, no nice cross/control crosswind landings. Rather, it required landing in a crab then kicking it out at touch-down to keep the pointy-end heading down the middle of the runway... Ugly!

Y'all ever wonder what life would be like if you didn't overthink everything? I think about it all the time.



Kevin Finke (L) is with Doug Berkey.

Kevin Finke, pilot, son of Denny Finke, pilot

My buddy Doug and I sport our Frontier Airlines wings even today! (Both work at United Airlines. Doug's a f/a.) I plan to wear my Dad's wings until I retire (Oct 2030) I'd like to cross the finish line of my career in his honor.

Pam Coffman Ellis, flight attendant

That's wonderful!

Fred Watson, station agent

Outstanding!!!

Jan Lefler, ticket counter agent

Great looking wings.

Doug Berkey, ticket counter agent

Had to dig deep to find them! The real Frontier still lives on in Cleveland!

Eric Mason, ticket counter agent

No, it lives in Parker, CO

Gretchen Densley, flight attendant

Very cool!

Lynn Osadchuk, flight attendant

That's wonderful!!

Jan Sewald, secretary

Love this!

Patty Hughes Smith, flight attendant

Very Special and heart warming ! Kevin you look so much like your Dad. I flew with him a lot and had he and your mom at our wedding reception at Phipps Mansion. !

Trish Swanson-Hawk, ticket counter agent

Thanks for posting the wonderful picture of both of you. The ole FL still lives in the hearts, cities, states, and countries of all of us.

Tom Robertson, pilot

Kevin, it was mentioned earlier in the post and I agree. You look so much like your Dad. Happy to see your happy face.

Ginger Treptow, senior ticket counter agent

Good LUCK! AWESOME!

Rick Broome, Frontier aircraft artist & FLan

Loyalty is an amazing gift and extremely valuable for historians

Bonnie Dahl, flight attendant

Love it!!

John Nordman, station agent

Loved the CV-580

(Posted photo of hangar & 580s on next page)

Patty Hughes Smith, flight attendant

Wonder how many times we taxied past this iconic hangar

Merri Bryant, flight attendant

Did anyone hear the story of me having 51 people on the Convair? And of course it only held 50. Thank God Keith Sleater was the Captain because we had FAA on board. He got me out of it talking to Mrs. Lenahan. I'd only been flying not even a year - great memories!!!

Sharon Trumble, flight attendant

I do remember you telling me this, Merri. What a Captain!

Merri Bryant, flight attendant

Thought I was going to lose my job for sure....thank heavens I didnt...best 12 years ever??

Pat McGhee, flight attendant

I didn't remember that! Did you remember I almost was fired taking a certain magazine off the plane in Winnipeg so the flight attendants could look at it on our short layover? We had no idea it was illegal there.. think I was met on the jetway in Denver by Mrs. Lenahan .. memories!!

Merri Bryant, flight attendant

I don't remember that Pat....we were living at Cedar Run at the time my mishap happened!!!

Pat McGhee, flight attendant

Think that would never happen now !! Maybe the gate agents fault... and another memory the passenger who tried to punch me and had it out for me so the other Flight Attendants locked me in the back closet until we were able to get him off the plane. And you know what would happen to a passenger doing that now!!!

Cindy Carter, flight attendant

You poor thing...I can't believe she met you at the gate!!!!

Pat McGhee, flight attendant

I know! As did the union reps.. almost lost my job!!

Cindy Carter, flight attendant

Nice to see you on here!! I remember you but I can't think of your last name when you were hired...was it Williams? You always had pretty hair!! I spent a lot of time in Lenahan's office myself...I think it was calling in sick way too many times!

Cindy Carter, flight attendant

Willenburg

Jan Gassett, flight attendant

It happened more than people even know! So many times someone was sitting in our jump seat.

Merri Bryant, flight attendant

Mine was sitting in the seats that they had taken out because it was 50 seats to one flight attendant!

Jan Miller Gassett, flight attendant

I remember talking to an FA and she told me when they were taxing out she noticed there was someone her seat. She said she sat on the floor!! I would have freaked out!

Cindy Carter, flight attendant

Nothing was worse than having to talk to Mrs. Lenahan!!

Steve Peal, station agent

Great picture!!! I loved them also, except for hauling water and beverages up them stairs!

Mike White, senior station agent

You're right. The other was hauling people up and down those stairs.

Connie McAlister, senior station agent

We could write a book on this.

Steve Peal, station agent

Didn't we use a man lift for that?

Russ Perkins, marketing automation

Oh those water tanks were so heavy! Hated them I was in amazing shape after working the 580's in Denver Flight Provisioning! All day long up and down those stairs with water tanks and soft drink cartons! Couldn't do it now! Hehehehe

Steve Peal, station agent

I hear that, what year's did you do that, I worked them for a while also ?

Russ Perkins, marketing automation

Started in 73. Later transferred to res and the ticket counter then marketing automation

Steve Peal, station agent

Okay, I must have missed you I may have been working in the printing press shop at the time then transferred to the provisioning shop then ramp, next maintenance, and Continental Airlines -United, somewhere between I worked for Aspen airway which became United Express.

Russ Perkins, marketing automation

Wow, yes you may have been coming into provisioning as I was leaving! So sorry I missed you. Sounds like you had quite a career

Irene Fairweather, flight attendant

Such wonderful memories and great years.

Gregg Fairweather, son of Irene

Nothing like the sound of those turboprops from inside the cabin! The sounds of my adolescence.

Irene Fairweather, flight attendant

You always loved the sound. You grew up with the sound of 580 props.

Gregg Fairweather, son of Irene

Great memories Mom!

Patty Giordano Benton, flight attendant

The sound of me going deaf!

Irene Fairweather, flight attendant

Oh so sorry.

Pat Williams-harter, flight attendant

My favorite plane of all I ever flew and I've flown a lot!



Trudy Ross, flight attendant

My favorite also.

Dee Treptow, computer services

What a fantastic photo of the old hangar with the CV580s lined up!

Susan Rutan, secretary

Was that Hangar 5? I worked there in the training department.

John Nordman, station agent

Yep!

Shirley A. Mitchell

Susan, remember when we had to stop the classes when the mechanics did the engine tests? Lol.

Joe Aguirre, aircraft mechanic

Susan, No, not hangar 5. Frontier shelled out over 1 million bucks to built that hangar. Then the idea of moving to a new airport came up. I worked for Continental my last two years. They were pouring 3 feet of concrete slabs to support the Airbus 300. One of the biggest aircraft at that time.

Shirley A. Mitchell, ticket counter agent

Joe, we worked there in the early 80s long before the move to DIA

John Heimburger, pilot

Powerful bird! Could stop on a dime!

Marcia Glasrud Crump, flight attendant

Is it still there? I remember this hangar.

Joe Aguirre, aircraft mechanic

Marcia, Nope, not there anymore. No sign of anything. I worked there at that airport for over 40 years. 1946 to 1988.

Glade Carpenter, sato agent

Loading the back bin with wet shoes was a challenge

John Nordman, station agent

Yes, and also when I worked in AIA if we had anything in the rear pit I had to use an old DC-3 nose stand to get the stuff out.

Amber Rohrman Costa, daughter of Dick Rohrman

Daddy, is this what we would fly to Little Rock in when we 3 were little? I know one of the stops was Lawton.

Dick Rohrman, reservations director

Yes

Amber Rohrman Costa, daughter of Dick Rohrman

I know we sat 2 to a seat on them a time or 2.

Bill Delaney, station & ticket counter agent

I worked weight and balance and volunteered to work the ramp to know how we used sandbags

Joenne Little Quimby, accounting clerk

A wound that never heals.

Lorrie Craven Tarr, daughter of pilot Gary Craven

Oh how I remember this hangar!

Steve Burger, station agent

Not an especially pretty bird, but its performance was unmatched for the high altitude stations. I recall the max performance setting for take-off was 971 degrees with water-alcohol injection. We used that almost exclusively in RKS in the summer.

Bob Hall, station agent

Our bumpy backup between ABQ and DEN thru FMN and or DRO.

John Nordman, station agent

Same on the run between LNK, GRI and LBF.

Gil Bliss, aircraft mechanic

Spent time in hanger #5 and this one.

Joe Aguirre, aircraft mechanic

Hi Gil. Have you had to go looking for snakes? I served time learning about P/W engines at CAL shop to get my engine mechanic license.

Gil Bliss, aircraft mechanic

Wife put a stop to that, she did not like me carrying rattlers in the car with her and the kids.

Ken Nicholas, pilot

Got 3300 hrs. in them.

Sue Judd Evans, flight attendant

THE BEST!!!

Julie Dickman, reservations supervisor

A magnificent machine.

Carol Coombs, secretary

Worked in this hangar for many years - this photo brings back so many great memories.

Joe Aguirre, aircraft mechanic

Carol, Were you there when a Braniff mechanic pushed the tail of B727 thru the window of the VP of Maintenance window? At the time I was working in Maintenance Control. The VP secretary cones scream into our office saying some one was breaking into their office? How can that be? We're on the this floor! I run into to their office and here I see the nav lights and rail cone sticking inside. I'd scream too if I seen that coming at me.

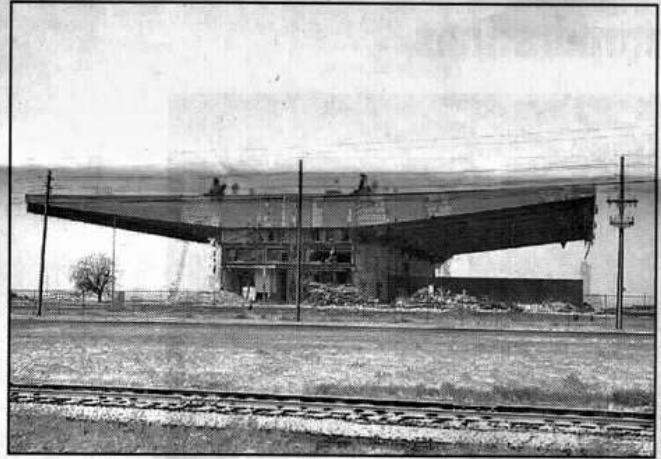
Braniff was starting to collapse about that time. Poor mechanic was by himself pushing that B727 around when he should have had 4 others helping him.

Carol Coombs, secretary

Joe, that would be a scary thing but it wasn't me, I started in 1978, so I believe it would have been just before me.

Darrell Anderson, flight attendant

I missed that one

The final Frontier

The Denver Post / Bill Ross

The old Frontier Airlines hangar at the former Stapleton Airport is destroyed by explosives Sunday. Work is underway to redevelop the site into an area with homes, apartments, stores and office space.

SMITH ROAD HANGAR CHRONOLOGY

- 1967 Mar. Contract signed with City of Denver to build the hangar complex.
- 1969 4/8 New hangar/general offices building at 8250 Smith Road is dedicated. Cost is \$10M.
- 1971 Apr. Offices at 39th Avenue moved to hangar building on Smith Road.
- 2001 4/22 Sunday, Frontier hangar and general office building on Smith Road in Denver are dynamited and totally demolished.

HOW ALEA SLEW THE GIANT OGRE

(An allegorical fable)

By Wyatt Johnson

ALEA Senior Staff Vice President and General Counsel

Once upon a time, in 1947 to be exact, there was born a giant ogre known as R-1706. His full name was Clerical, Office, Stores, Fleet, and Passenger Service—an employee grouping established on National Airlines. You may think, if you are not in the air line business, that R-1706 is a strange name for an ogre. If, however, you are a white collar air line employee, you will agree that this was about as horrible a beast as ever came down the pike—especially if you wanted to exercise your right under the Railway Labor Act and be represented by a collective bargaining representative. This, then, is the story of how ALEA (after many years of effort) finally slew the ogre, or at least caned a large enough chunk out of him so as to render him harmless.

Right from the start, R-1706 was a problem child for its parent, the National Mediation Board—NMB for short. It was, in fact, far more troublesome than all its brothers (other classes and crafts) put together.

Difficult to control and the cause of much extra work, it was even disliked by the NMB! There was, however, one small group (air line management) that thought differently. Within this group, R-1706 was much loved and admired, and could do no wrong. At any rate, when ALEA was born in 1952, the ogre was already five years old—but the growth and development of the union has always been closely related to and involved with the ebb and flow of NMB decisions involving R-1706.

The ogre's parents: the railroads!

Almost from its inception R-1706 was an ugly bugger, both controversial and troublesome. For starters, it was based on the old railroad clerical classification, an employee grouping which quickly proved to be substantially different in airline operations. Secondly, R-1706 was a large amalgamation of employees with different interests, different working conditions and different rules and rates of pay. Finally, whatever considerations were obtained in 1947 when R-1706 was formulated were superseded with the amazingly rapid development of the airline industry, its technical advances, and trends to specialization.

ALEA from the beginning recognized the limitations of R-1706 and urged changes to assure employees the rights guaranteed in Sec. 2 of the Railway Labor Act. These rights forbid “any limitation upon freedom of association among employees, or any denial, as a condition of employment or otherwise, of their rights to join a labor organization.” They also provide for the “complete independence of carriers and of employees in the matter of self-organization.” Section 2 further emphasizes this purpose by stating: “Employees shall have the right to organize and bargain collectively through representation of



Wyatt was ALEA's general counsel from the early days in 1956 soon after it was founded by the pilots' union, ALPA. While Mort Wigderson handled ALEA contract negotiations, Wyatt handled ALEA's other legal issues such as craft jurisdiction disputes, which he addresses in this article.

There were five unions on Frontier. Three of them - pilots, flight attendants & aircraft dispatchers - were one craft operations and rarely encountered jurisdictional problems. However, both IAM and ALEA had multiple crafts with ALEA having the most by far since they represented janitorial, clerical, station, reservations, provisioning and other crafts.

Both unions had disputes over the years involving stock clerks, janitors, provisioning agents, aircraft cleaners and refueling. At the end of Frontier's life there were major disputes about station agents doing IAM work such as pushbacks and aircraft cleaning. Those are a few of the reasons you will find Wyatt's history of R-1706 so interesting.

Wyatt flew west in Gainesville, Florida on Jan 5, 1994 at the age of 74. He had retired as ALEA's general counsel in 1985 but remained a consultant on legal affairs with the union until the end.

heir own choosing.”

1953—our first skirmish with R-1706

In a brief submitted in 1953 by ALEA's predecessor, the Air Line Agents Association (Case No. C-2098—Royal Dutch Airlines), ALAA made the following statements about R-1706:

“A review of the history of this classification following enactment of Title II of the Railway Labor Act (which brought the air line industry under that statute) reveals that the Board rejected, from the beginning, all argument that the same treatment be applied to the air lines as had been applied to railroads. The thinking of the Board was that the air line industry needed time and experience before permanent and specific employee groups, with a community interest, would emerge.

“Until recently, this attitude has proved both accurate and intelligent. Now, however, the time has arrived when permanent and specific employee groupings, with proper community of interest, are emerging in the industry, witness the cases presently under consideration; and they are making their bid for segregation and certification. It now becomes imperative that the Board reappraise its defined Classes or Crafts in the light of the industry's coming of age.

“Since the Board's departure in 1947 from certain fundamental practices, and its findings in the Cases R-1706 et al, wherein the Class or Craft of clerical, office, store, fleet and passenger service employee was defined, the employees within these groups have found it increasingly difficult, if not impossible, to obtain representation. Evidence of this abominable situation was submitted by both the Transport Workers Union and this Association. It is apparent from these submissions that the trouble lies in the lack of community interest among the employees of this conglomerate grouping.

“TWU has suggested that Royal Dutch Airlines employees should more properly be divided into two groups for representative purposes. One group should include employees whose duties might be performed for any employer—such as clerical and other office workers. The other group should include employees whose duties are peculiarly confined to the air line industry—such as commissary personnel and other operational employees. Certainly such a regrouping would go far toward curing the ills created by the Board's 1947 determination.

“ALAA, however, believes the Board should go still further in subdividing this Class and Craft. The agents included in the group which TWU has defined as operational employees are a close-knit and effective classification whose community of interest is greatly intensified if left in a separate Class and Craft. They are found in considerable number on all air lines, and they meet the qualifications which the Board has stated control in the determination of a Class or Craft (NMB Case R-181, June 15, 1940). In subdividing clerical, office, store, fleet, and

passenger service employees it is urged that the Board define three separate Class or Crafts:

1. Clerical and Office
2. Store, Fleet, and Passenger Service (except Agents)
3. Agents (Ticket, Station, Reservation, Baggage)

ALAA concluded this 1953 brief as follows:

“It is apparent from every intendment of the Railway Labor Act that Congress created it as a vehicle to enable employees in the transportation industry to organize, to be represented by the Bargaining Agent of their choice, and to bargain effectively with their employer. The role of the National Mediation Board, under the Act, was to help it function as intended. We have seen, notwithstanding, how the very purpose of the Act has been thwarted by an inappropriate Board determination of Class or Craft. The employee grouping for representative purposes in the 1947 NMB Cases concerning clerical, office, store, fleet, and passenger service employees is presently so lacking in that vital and necessary element, ‘community of interest,’ as to prohibit their organization for all practical purposes.

“Upon the record in this case, common sense and precedent require that the Board reconsider its findings in the 1947 Cases, that the Board re-define the Class and Craft of clerical, office, store, fleet, and passenger service employees so as to insure that their rights under the Railway Labor Act are not denied to them.”

Battle continues on Southern, Eastern

In 1955 we petitioned for an election among the clerical, office, stores, fleet and passenger service employees of Southern Airways (Case No. R-2957). Subsequently, we amended our application to fleet and passenger service (or station) agents, thus raising again the question of the appropriateness of R-1706. On Southern, we suggested subdividing R-1706 into three separate classes: (1) clerical and office; (2) stores; and (3) station employees (composed of station managers, assistant station managers, chief agents, senior agents, ramp agents, reservations agents, ticket agents and porters). Our position was that the National Mediation Board includes too many different job titles in the clerical, office, stores, fleet and passenger service Class and Craft, and that only three divisions are necessary.

Our reasons for requesting this change in classification were: (1) It had been erroneously set up to conform with railroad practices; (2) There is no community of interest between the clerical and office, and station employees; (3) A great number of air line employees are denied representation because of the present broad classification.

In 1962 on Eastern Air Lines (C-3262) ALEA stated:

“A review of the history of the classification of employees by the Board following the enactment of Title II of the Railway Labor Act, which brought the airline industry within the purview of that statute, reveals that the Board rejected the argument that the same Class and Craft treatment involved in railroads should be applied to the

airline industry. The thinking of the Board concerning this action, and which we agree was reasonable at the time, was the fact that the airline industry needed time and experience before permanent and specific Classes and Crafts with community of interest would emerge.

“The Board in NMB Case No. R-181 of June 15, 1940, as well as its 14th Annual Report, summarized principles and practices which afford some criteria for determining Craft or Class lines for collective bargaining purposes. They are:

(1) Composition and relative permanency of existing groupings along Craft or Class lines among the various air line carriers as well as in particular air line carrier in question.

(2) Extent and effectiveness of past collective bargaining arrangements among the employees of the carrier.

(3) The functions, duties, and responsibilities of the employees.

(4) The general nature of their work and community of interest between jobs.

(5) Previous decisions of the National Mediation Board.

(6) The intent of the Railway Labor Act to settle disputes and promote stable labor relations.

(7) The intent and purpose of Congress in its consideration and passage of the Railway Labor Act.

“If we apply these principles and practices to the Aircraft Router employees here under consideration, we feel that common sense dictates they should be classified by the Board as a separate Class and Craft. These employees are voluntarily grouped for representation and collective bargaining purposes for there is no other such group of employees within the air line industry who have the same duties, responsibilities, skills, training or experience. Their community of interests sets them apart from other employees, and more particularly certainly the Class and Craft of clerical and office employees. It seems apparent that it must have been the intent and purpose of Congress in its consideration and passage of the Railway Labor Act that the National Mediation Board certify a collective bargaining representative chosen by such a cohesive group of employees where the services of the Board are invoked for that purpose under the Act.

“Under Section 2, Fourth, of the Act, it recites: ‘Employees shall have the right to organize and bargain collectively through representatives of their own choosing. The majority of any Craft or Class of employees shall have the right to determine who shall be the representative of the Craft or Class for the purposes of this Act.’

“The Aircraft Router employees could be deprived of this very basic right if they are to be considered as part of the clerical and office group who are presently unorganized. The requirement to have a group as small as the Aircraft Router employees being solely dependent upon

the whims and desires of such a larger group would most empathically deprive them of substantive individual considerations of a smaller group. The broad interpretation of this provision would seem to be consistent to the original intent and purpose of the Congress in passing the Statute, that is, to recognize the desires and wishes of the employees themselves, which, most certainly, is worthy of reasonable common sense interpretation. The Aircraft Router group have most emphatically made their position and wishes clear in their request for representation by the unanimous action of all concerned. To jeopardize this position by technical maneuver or interpretation not consistent with industry and job development would frustrate and create harsh group inequities and personal injustice, especially where a community of interest between jobs as it relates to a larger Class and Craft of clerical and office employees does not exist”

ALEAs 25-year battle with NMB Case R-1706

Over the years, because of these ALEA and numerous other cases, there was a gradual and perceptible shrinking of R-1706 with the result that by 1968 (Western Airlines 4NMB74) stores employees were no longer in the grouping. Just five years later the fleet service employees were, for all practical purposes, also separated from the group (Executive Airlines, R-4344, and the industry-wide Class and Craft hearings).

Thus, as a consequence of NMB decisions and voluntary recognitions by carriers, in 1975, when ALEA filed for passenger service employees at United, the R-1706 situation at many if not most of the carriers was that there existed a remnant of R-1706 consisting of clerical, office and passenger service employees. This was the status of the case at United, and ALEA met it head-on by asking that at UAL the passenger service employees be voted as a separate Craft and Class.

1977—the ogre is slain on United!

In a truly landmark decision the NMB decided in favor of ALEA and stated as follows March 23, 1977:

“On the basis of that evidence presented in this proceeding, and the acquired knowledge of the Board with respect to the labor relations environment of the airline industry, we have concluded that the purposes of the Railway Labor Act will be more readily achieved by the identification on this Carrier of a Craft or Class of passenger service employees. Said Craft or Class shall include all classes and grades of the twenty-two classifications detailed by Note 1 to these findings.”

Thus, after 30 years of turbulent existence, R-1706 as of this date still officially survives but is only a tattered fragment of its former self. Pending before the National Mediation Board are several cases which may further decimate this Craft and Class and possibly lay it to rest. The Board has heard final arguments in a case involving the fleet service employees of Continental and has pend-

ing a second case involving similar employees at United. In various stages of processing are cases involving the passenger service employees at Allegheny, Trans World and American. Hopefully, the decisions which the Board eventually makes in these five cases will resolve the problems which have been presented by R-1706.

ALEA is contending in the Allegheny and Trans World cases for a separation of passenger service employees from office and clerical, the same position it successfully espoused in United. With respect to fleet service employees, ALEA believes that these employees on the tnmk carriers have established themselves as an adjunct of mechanics and related personnel or at least should be treated as a separate Craft or Class. Fleet service employees on the local service carriers, on the other hand, are in some cases a de facto separate Craft or Class, and in other areas are a part of the passenger service category in all pertinent respects.

ALEA believes that employees who perform preponderantly in fleet service functions and not presently represented should be classified as suggested above, dependent upon their employment by either trunk or local service carriers. While this solution may not be of a uniform application to all carriers, it nevertheless permits the Board to follow its announced obligation to recognize Craft or Class lines rather than create same.

Because the airline industry is a dynamic and changing industry in contrast, for example, to the railroads, it may never be possible to standardize and lock into place airline employees in fixed Craft or Class designations. Presumably the National Mediation Board recognizes this fact by stating in the opinion in R-4550 that the approach shall be on a case by case basis. However, it is to be desired that R-1706 be formally and decently interred in that it has definitely served whatever purpose it may once have had.

Why companies love R-1706

As stated earlier, R-1706 was much beloved by airline management, and the reaction of the companies, their consternation and grief, to the NMB decision in the United Airlines case has been awesome to behold. They have cried to NMB that the sky is falling and that the demise of R-1706 is exceeded in catastrophic effect only by the end of the world and, in fact, may be equal to that final event. The companies have stated virtually that no cost is too great if life can be breathed into R-1706 and its health restored. The thoughtful airline white collar employee well may wonder why R-1706 is so important to management, and the only answer is that it pays the companies to keep the white collar employees unorganized and unrepresented.

In any event, ALEA will continue to lead the way, as it has done in the past, in recognizing the mechanics of change in Craft or Class under the Railway Labor Act, and we will be responsive to the rights of the employees guaranteed by the Act as well as to the needs and changes

of and in the airline industry.

So ALEA has slain the giant ogre—and may we all live happily ever after!

-The Air Line Employee, November/December, 1977

ALEA Certified As Office/Clerical Representative

During 1970 negotiations between Frontier and ALEA, the union asked to include office and clerical positions in the Agreement despite the fact that these positions had been absent from the Frontier Agreement since 1957.

As a result of the Board decision, Frontier is obligated to negotiate with ALEA as to the rates of pay, rules and working conditions for office and clerical employees.

The National Mediation Board has turned down a request by a group of Frontier employees to represent office and clerical personnel and certified that the Air Line Employees Association (ALEA) remains the certified representative of the clerical, office, fleet and passenger service employees.

-Frontier News, Sep 1972

Constitution and Bylaws



**AIR LINE EMPLOYEES
ASSOCIATION,
INTERNATIONAL**

458

JAN 1974 FRONTIER NEWS**SERVICE AWARDS****25 YEAR SERVICE AWARDS**

Cuellar, S.J., Aircraft Tech. — DEN
 Thiese, H.M., Aircraft Tech. — SLC
 Yantorno, E.C, Mgr. Passenger Revenue — DEN

20 YEAR SERVICE AWARDS

Bates, W.R., Mgr. Central Res Control — DEN
 Smith, G., Station Agent — ABQ
 Yocum, W.E., Print Shop Operator — DEN

15 YEAR SERVICE AWARDS

Barletta, M., Supv, Billing Ticket Inv. — DEN
 Ferguson, J.H., Captain — SLC
 McEwan, W., Captain — DEN
 Stark, J.W., Captain — MCI
 Woodson, R.C., Captain — DEN

10 YEAR SERVICE AWARDS

Jontry, S., Central Res Control Agent — DEN
 Mason, H.I., Reservations Agent — DEN
 Valassis, T., Reservations Agent — DEN

5 YEAR SERVICE AWARDS

Cummiskey, B., Ticket Counter Agent — DEN
 Danzeisen, L., Station Agent — MHK
 Lee, R.E., Station Agent — ALS

IDEAS UNLIMITED

WILLIAM S. HAMLIN, station agent. LAW, \$20 — for his suggestion to change the shape of one end of the Convair ashtrays.

DONALD L. SLACK, aircraft technician. DEN, \$20 — for his suggestion concerning replacement of fire extinguisher paper. "Inspection Date" tags.

ZICK BURNS, aircraft technician, DEN, \$10 — for his suggestion to remove an unused stairway actuating mechanism.

JOSEPH B. COOPERSMITH, aircraft technician, DEN, \$72.50 — for his suggestion to "positively" adjust the Bendix 580 propeller rotary actuator motor-armature end clearance.

MERLE RUSSELL, aircraft technician, DEN, \$10 — for his suggestion to use a protective screen when running and testing various blowers and fans.

R.D. KEEFER, aircraft technician, DEN, \$10 — for his suggestion concerning the shipment of thermostat 162-0293 in a styrofoam container.

ROBERT C. TUCKER, JR., station agent, CPR, \$10 — for his suggestion that a form letter be sent to air freight customers whose credit is being deleted.

GALE DOUDY, aircraft technician, DEN, \$10 — for his suggestion concerning the poor cooling of the Boeing overhead panel.

KENNETH D. BAUER, aircraft technician, DEN, \$30 — for his suggestion to manufacture a different style 737 main landing gear gland nut wrench.

A. DYCK and D.L. KLOKE, aircraft technicians, DEN.

\$56 — for their suggestion to repair a propeller blade heat element in the field.

LEE W. GREGORY, lead aircraft technician, DEN, \$30 — for his suggestion to install hooks made from 1116 material on brush finger spreaders.

CHERYL MAJETICH, accounting clerk, DEN, \$98.50 — for her suggestion to reformat and carbonize the handwritten payroll check register.

A.T. WASHBURN, aircraft technician, DEN, \$27.50 — for his suggestion concerning toilet trim assembly for CVS80.

DOUGLAS CRANDALL, aircraft technician, DEN, \$67.50 total — for his suggestions to provide five additional work stands for the 737 engine nose cowlon and to use a different technique in installing vinyl covering on the 580 entranceway, companionway panels, doors and buffet units.

DONALD SLACK, aircraft technician, DEN, \$10 — for his suggestion concerning fabricating the DV window deflectors for the 580 out of "Lexan" instead of "plexiglas."

HAROLD WAGNER, aircraft technician, DEN, \$75 — for his suggestion to use 3 templates which he designed for the manufacture and assembly of components for the new 580 oil cooler door.

R. SWEENEY, aircraft technician, DEN, \$10 — for his suggestion concerning the 580 engine tach garlock seal tool.

GENE B. SMITH, aircraft technician, DEN, \$10 — for his suggestion concerning the use of a rubberized wire gasket between the tenth stage bleed outlet elbow where it attaches to the nacelle.

WELDON MARR, aircraft technician, DEN, \$98 — for his suggestion concerning the strain on 3/16 rivets.

C. MAGNETTI, aircraft technician, DEN, \$25 — for his suggestion to add quick disconnect on suction line to DC hyd pump.

L. LARSEN, aircraft technician, DEN, \$10 — for his suggestion to install pigtails on 580 AC torque meter harness next to torque meter indicator.

ROBERT LASKOSKI, aircraft technician, DEN, \$333.47 — for his suggestion to dress fitting ends on the speed sense filter when they become too worn to fit tightly for sealing.

SHORT HOPS

IT SEEMED FITTING for Frontier's Emily Howell to win the first Colorado Wright Brothers Memorial Award at a banquet held December 17. As the first woman pilot for a scheduled U.S. airline in the modern era, she was a unanimous choice of the selection committee.

Emily is coming up on her first anniversary with Frontier — she was hired on Jan. 11, 1973 — and since then has won worldwide fame. And, more importantly, she has won the respect and admiration of her fellow flight crew

members.

SPEAKING OF HONORS, A.L. Feldman was recently elected to the Board of Directors of the Air Transport Association (ATA). In addition, he was named to ATA's five-member Executive Committee.

INTERLINE PARTY: Dan Goodyear, Manager — Interline Marketing, in conjunction with the Regional Marketing Department, hosted an interline party Dec. 13 in Longview, Texas, for the reservations personnel of Texas International Airlines.

The party was to greet TI personnel in anticipation of the opening of the new Dallas/Ft. Worth Regional Airport Jan. 13, where Frontier and Texas International will share a concourse.

About 200 TI res personnel attended the gala affair and Frontier was represented by members of the Marketing and Public Relations Departments and the Dallas sales staff. Frontier provided each TI'er at the party with a familiarization trip anywhere on the FL system, and the ladies received Christmas corsages.

There were drawings for trips and bottles of spirits. Frontier provided an open bar and a variety of hors d'oeuvres.

The party was a great success, Goodyear said, and should further FL-TI interline efforts.

* * *

COMPANY NURSE LAVONNE SHANK has announced that a multi-media Red Cross First Aid Class will be offered on January 19. The class, which is limited to 14 persons, takes eight hours, from 8 a.m. to 4 p.m., and graduates will receive a Red Cross- First Aid card—Standard.

Also, on Monday, Jan. 21, a class in cardio-pulmonary resuscitation will be taught — including principles of heart massage and mouth-to-mouth breathing. This class is limited to 20 persons, starting at 7 p.m. To register for either class, or both, call Lavonne at 4703.

* * *

OMAHA STATIONS AGENT Donald Adey has received a singular honor by receiving an Airline Passengers Association Outstanding Service Award. According to Kevin E. Heard, of the Nebraska-Iowa Association of Athletic Officials, who nominated Don for the award, "it's people like Donald Adey of Frontier that help make airline travel the joy and comfort it is today.

My sincere gratitude is extended to Mr. Adey and the rest of Frontier Airlines personnel for being the courteous and helpful people that they are."

Don had helped Mr. Heard with a very complicated ticketing and charge arrangement on a trip from OMA to Lawrence, Kans. He receives, in addition to being honored in the association's magazine, a \$25 U.S. savings

bond. (Incidentally, the Airline Passengers Association News recently featured Frontier in a cover article.)

* * *

The December 1973 stewardess graduating class included Denise George, Maria Winn, Carol Shanklin, Evelyn Wortham, Dana Latta, Sue Roberts, Jean Anne Ross, Katy Way, Carla Novinger, Sara Ball, Marlys Hubble, Beverly Williams, Cathy Durst and Susan Scariano.

EMPLOYEES GEARING UP FOR MOVE TO DFW

Dallas-Ft. Worth employees are gearing up for the big move from Love Field to DFW — the world's largest airport — effective January 13. "We'll be there and will be operationally ready by midnight, Jan. 12," says Dick Gibson, manager of transportation services.

Some 270 Frontier employees will be affected directly by the move to the huge airport located midway between the cities of Dallas and Fort Worth. Ninety of these people — agents, mechanics and cleaners will be working full-time at the new facility, and the 180 flight crew personnel based in DAL will be flying out of the new airport.

"We'll be making the move in stages, to avoid a last minute rush," says Gibson. Furniture for the gate areas was to be moved early in January and set up, and ground equipment was to be moved over a piece at a time prior to the 13th.

Frontier will have three gate positions in the new Building 2E — which will also house Texas International and Ozark. We will have two jetways — the first ever for our Dallas-Ft. Worth operation — as well as a Customer Hospitality Room, also a first.

Frontier will have one ticket counter, and interline baggage will be completely automated via a new system. The first Frontier flight scheduled into the new terminal is Flight 80 from Denver, due to arrive DFW at 11:53 a.m. on Jan. 13.

PASS IT ALONG

Local Service Marketing has been realigned and consolidated into one office located adjacent to Dispatch in the GO. New individual responsibilities and revised telephone extensions include the following: John Kness, Assistant Director (5171); Ron Ness, Manager - Field Marketing (5169); Steve Beasley, Manager - Field Marketing (5172); Leroy Roberts, Revenue Analyst (5172), and Futures Planning Department as Manager and Midge Edmond, Cost Analyst (5171).

* * *

Edward H. Gerhardt, who has been Director of Special Projects, has joined the Public Affairs Department as Director of Public Affairs.

* * *

Jerry Allison, formerly Manager - Market Planning, Research and Analysis, has joined the Futures Planning Department as Manager — Futures Planning (DEN-SJ).

FRONTIER NEWS
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SERVICE AWARDS

25 YEAR SERVICE AWARDS

Buckingham, C.H., Dispatch Coordinator — DEN
 Penley, D.C., Station Agent — MTJ
 Seamster, JO., Mgr. Station and Res Trng. — DEN

20 YEAR SERVICE AWARDS

Broome, O., Ld. Mechanic — DAL

15 YEAR SERVICE AWARDS

Bennett, R., Foreman — DEN
 Dahlberg, C.D., Dispatcher — DEN
 Hatfield, B.J., Sales Service Mgr. — MSO
 Housh, R.C., Supv. Emerg. Proc. Trng. — DEN
 Morris, T.J., Inspector — DEN
 Scott, O.D., Aircraft Tech. — DEN
 Snell, J. C., Stewardess — DEN
 Stuckenschneider, R. C., Aircraft Tech. — DEN

10 YEAR SERVICE AWARDS

Brechbuhl, F., Base Shop Planner — DEN
 Durlin, W., Dir. Engineering — DEN
 Elliott, F. W., Asst. Mgr. Trans. Svcs. — DEN
 Erickson, G., Stock Clerk — DEN
 Evatz, J.M., Stewardess — DEN

5 YEAR SERVICE AWARDS

Erickson, R.L., Station Agent — DEN
 Felsien, G., Station Agent — RKS
 Gallegos, E.I., Planner Bdgts, Cost Analys. — DEN

1973 IS A RECORD YEAR

Frontier had all-time record earnings and revenues in 1973, A.L. Feldman has announced. Net income for 1973 was \$7,606,000 (\$1.13 per share) as compared with a profit of \$7,119,000 (\$1.08 per share) for the previous year.

This is the company's second consecutive year of record earnings and revenues.

The 1973 revenues included \$1,057,000 in subsidy payment for prior year service as compared with \$1,838,000 received in 1972 for a prior period.

For the fourth quarter of 1973, Mr. Feldman reported net income of \$747,000 (\$.11 per share) as compared to earnings of \$905,000 (\$.14 per share) for the same period in 1972. The lower level of net income for the 1973 fourth quarter compared to the similar 1972 period resulted from a reduction in the level of subsidy, Mr. Feldman said.

However, he added, the Civil Aeronautics Board has recently finalized a new subsidy class rate effective July 1, 1973, which is higher than the rate received in the third and fourth quarters of 1973, and will favorably affect earnings performance in 1974.

Record operating revenues for the fourth quarter totaled \$32,500,000 compared with \$28,147,000, and operating revenues for the full year, also a record, were \$127,294,000, up from \$108,857,000 in 1972.

Mr. Feldman credited the company's continued record performance in 1973 to a combination of aggressive marketing, strengthening of profitable routes, and effective cost management. He said the company has set the stage for growth in the future, and is hopeful of early approval to begin operating into Winnipeg, Canada, and San Diego, Calif.

He pointed out that Frontier has filed with the CAB for a surcharge on fares which is directly related to the cost increases of jet fuel. It would provide for a "sliding surcharge" to go either up or down based on changes in industry fuel costs, and would compensate for "the extraordinary increases in fuel costs" resulting from the energy crisis.

"Despite uncertainties posed by the fuel situation in 1974," Mr. Feldman said, "I am confident that with our present financial stability, experienced management and outstanding personnel, we are equipped to deal with such problems. I expect continued profitability in 1974 and beyond."

ARIZONA IN STYLE.

Frontier stewardesses Pam Duane, Pat White and Eleonor Horvath are among several who are modeling resort fashions and promoting Frontier flights to Phoenix and Tucson this month at the downtown Neusteters women's fashion store. Frontier's promotion of Arizona with Neusteters' five store in Denver, Boulder and Colorado Springs will run through Feb. 16.

M.C. "HANK" LUND Named VP-Sales, Service

In a consolidation of the Regional and Local Service Marketing Divisions, M.C. "Hank" Lund has been named to the new position of Vice President — Sales and Service.

A 32-year veteran of the airline industry, Lund joined Frontier in 1967 and most recently was Vice President — Regional Marketing. In his new position, he will direct all sales and customer service activities which include all reservations, station and in-flight service activities.

Lund will continue to report to Gordon Linkon, Vice President — Marketing.

Reporting directly to Lund are: Chuck Demoney, Director — Field Marketing, Eastern Division; Kaye Burgon, Director

— Field Marketing, Western Division; Jim Marine, Director — Field Marketing, Local Service; Director — Field Marketing, Denver (duties being handled temporarily by John Ahlquist); Director — Consumer Services; directors of Sales and Service Administration (J.E. Shores), Market Planning and Development (Ken Stemler), Special Projects (John Ahlquist), and Market Research and Analysis (Stan Larson); Manager — Customer Relations (Ann Yanulavich), and Staff Assistant — Sales and Service (J.B. Montgomery).

SHORT HOPS

QUICK THINKING which prevented major damage to one of Frontier's aircraft and possible loss of life earned Captain Bo Craig and First Officer Stan Peters a check and an extra week's vacation. Recently the two Frontier pilots had the presence of mind to quickly feather the engines of a Convair 580 at Stapleton when a runaway baggage cart rolled toward the plane. They were given the checks and honored recently at a lunch at Stouffers Denver Inn. Attending were Ed O' Neil, Vice President — Flight Operations and Bill Wayne, Vice President and Manager — Operations.

* * *

ROUTE PROGRESS: Our route realignment and expansion plans are moving ahead as reported by A.L. Feldman recently. Final signature approval on the bi-lateral agreement between the U.S. and Canada, giving us access to Winnipeg, has not yet been achieved but there is a reasonable chance of this occurring this winter. We are tentatively planning on a June 1 start-up date for Winnipeg. Gears in the San Diego case grind slowly, but everything so far looks encouraging.

It may be some time before the CAB reaches a decision, however. Our petition for realignment of our route system resulted in a CAB Show Cause Order, which is a mixed bag. Some new route authority is established, some of which shows good future potential. The order contains some overfly restrictions, however, which would be burdensome, and we are filing petitions early this month aimed at improving the CAB order before it becomes final.

* * *

GOLF TOURNEY SET: The Frontier Airlines "Golf Excitement '74" Invitational tournament is now set for the Arizona Biltmore course in Phoenix, May 13-15. Practice rounds are May 11-12. According to Ken Stemler, the tournament format will be similar to that of our first tournament held at Hiwan last August, and its purpose is to promote golf travel on our system.

* * *

STEWARDESSES TO BE HONORED: Chick Stevens, editor and publisher of Why Magazine — which, incidentally, is now going to be called Frontier Magazine — has cooked up a great scheme for honoring our stewardesses. His quarterly magazine, which goes in the seat pockets of Frontier planes, will now feature a "Stewardess of the Season" selected by favorable letters and responses from passengers.

Passengers will be encouraged to recommend their choice for Stewardess of the Season, and the winner will receive a dinner for two at the 94th Aero Squadron Restaurant in Aurora.

* * *

THORNTON NAMED: Ron Thornton, district sales man-

ager — Dallas/Fort Worth, has been named to serve as vice chairman of the Petroleum and Airlines Division of the American Cancer Society, Dallas County Crusade. Besides being an honor and a very worthwhile cause, it can't hurt our relationship with the oil companies.

* * *

TOYS FOR TOTS: Diane Kellett wants to thank all Frontier employees who donated toys to the Arizona Valley of the Sun School at Christmas time. A total of 135 wrapped gifts were collected, not counting records, clothing and books, which were given to the school to use. Cash donations were used to purchase a big red wagon.

* * *

STAPLETON RANKS 11th: Passenger traffic at Stapleton International Airport topped ten million in 1973 making it the eleventh-busiest airport in the country. The new Dallas-Fort Worth Airport is expected to rank seventh.

* * *

HOT SPRINGS RACES: Jeff Gilbert, our manager in Hot Springs, Ark., says the Oaklawn Jockey Club begins its racing season on Feb 8, with racing Monday through Saturday in the afternoons until April 6. Big name entertainers such as Phyllis Diller, Eddie Fisher, Patti Page and Hank Williams Jr. are slated at Hot Springs nightclubs during the racing season, and an Airline Day at the Races is tentatively set for later this month.

* * *

GOLF SEASON IN AIR: For those getting anxious for the golf season, First Officer Clyde Hart reports the Hyland Hills Golf Course, 96th and Sheridan, will beat any deal in town on golf equipment for Frontier employees.

* * *

SIMULATOR CONSIDERED: As reported in the latest issue of "Crossfeed," we have been studying advisability of the company procuring a B-737 simulator. A decision to purchase will hinge on whether or not a simulator can be purchased or modified for a reasonable price.

* * *

STEWARDESSES COMMENDED: As reported in the last issue of "Stewardess Scoop Sheet," the stewardess group performed in a most commendable manner throughout 1973.

Bobbie Lenahan reports that complimentary letters on stewardesses accounted for approximately 42 per cent of the company total, and only 1 per cent of total company complaint letters. Verbal compliments also ran high and, as Bobbie puts it: "Customers say you treat them as though you are sincerely interested in their welfare, that you are friendly, that you work very hard on your flights, that you are helpful and considerate during delays, and that you are calm and efficient in emergency situations." That says it all.

* * *

PILOTS' WIVES THANKED: Art Davis wants to thank the Frontier Pilots' Wives for their donation to the CARIH Christmas fly-in. Such generosity from all our employees resulted in our being able to bring in seven families this year, to provide CARIH patients a wonderful Christmas they otherwise would not have enjoyed.

PASS IT ALONG

T.T. Reilly, Director of Purchasing has announced that the Purchasing Department has been reorganized. Reporting to Reilly are Dave Baysinger, Manager, who now is responsible for purchasing of expendable airframe components in addition to repairable subcontracting and warranty recovery on subcontracted repairs; Red MacLeod, Manager, who now has a dual responsibility consisting of traffic and general purchasing; and Ron McGinley, Administrator, formerly attached to the Maintenance and Engineering Division, who will continue to administer design: warranty and insurance claims and also will be responsible for all warranty problems, other than subcontracted repairs.

* * *

Jed Davis, who has been an In-Flight Customer Service Representative since October, is the new Sales-Service Manager in Pueblo. He came to Frontier after 15 years with Continental Airlines, where he served in various management positions in operations, sales and personnel.

* * *

Effective Feb. 4, the address for the Phoenix Sales Office is: Frontier Airlines, Inc., District Sales Office, 3443 N. Central Ave., Suite 1308, Phoenix, Ariz. 85012. (Telephone: 602.248.0714.)

* * *

DFW — Big, Beautiful and Expensive

Frontier employees began operating out of the huge new Dallas-Fort Worth Regional Airport on Jan. 13 and despite the usual problems associated with a new facility and especially one the size of DFW, were doing an admirable job.

In fact, impartial observers, including passengers and members of the airport board, said operations at our terminal, which is also shared by Ozark and Texas International, were running more smoothly than at any of the other three terminal complexes.

Much of the credit here goes to Dick Gibson, manager of transportation services, and his staff. Although the move was made in stages preceding the start of operations date, a large amount of equipment had to be brought over to DFW the night of Jan. 12 to be in position for the start of service the next day. Local wags described the scene on Stemmons and John Carpenter freeways when all this equipment was being trucked from Love Field to DFW as "similar to the German retreat from Moscow in the winter of 1942."

That the airport is big, there is no doubt. The 17,500-acre complex is said to be the world's largest, and is designed to eventually handle 270 flights an hour on runways stretching 13,400 feet across the Texas prairie. There is no doubt that it is expensive, too, — both for the cities involved and for the airlines which will pay much of its \$700 million cost through higher landing fees and rental space.

It's confusing to remember that the upper level is for "arrivals" and the lower level for "departures," and the rental car lot is a long way from the terminals.

However, there is no doubt when it gets "shaken down" DFW will be one of the most modern and efficient airports in the world.

The giant new Dallas-Fort Worth Airport brings Frontier Airlines the opportunity to greatly improve its service to airline customers. For the first time, Frontier offers boarding via second level jetways, providing enclosed comfort for passengers regardless of weather conditions.

We occupy 47,677 sq. ft. of space and have sole occupancy of three gate positions in the new Building 2D, and for the first time, at Dallas-Fort Worth, we have a customer hospitality or VIP room.

Some 270 employees of Frontier were involved in the big move from Dallas' Love Field to DFW. These include agents, pilots, stewardesses, and maintenance technicians. First Frontier flight to arrive at the new terminal was Flight 80 from Denver which arrived at 11:53 a.m. on the 13th.

The Dallas-Fort Worth market area is second only to Denver, our headquarters city, in revenue production. Texas is also number one in contribution to Rocky Mountain area tourism, both summer and winter.

* * *

LOTS OF ROOM. Spacious boarding area lounges at new DFW airport include tables for card-playing or working, plus comfortable seats for large number of passengers. Frontier facilities also include VIP room similar to facilities at Denver and MCI.

TWO DFW-based flight officers prepare for first flight out of the new facility. They are left to right, Capt. Bob Huddleston and First Officer Weldon Finney. Approximately 90 Frontier pilots are based in Dallas-Fort Worth. (Photo)

HARD AT WORK at their CRT sets and phones are Mary Graeber and Jan Olmsted, who are manning the new Convention Travel center set up in the offices of Market Planning and Development. Jean Vanderhoof, Manager — Convention Market Planning, supervises.

BIG BOOST IN CONVENTION SALES

A new Convention Travel Center has been set up in the offices of Market Planning and Development, under the direction of Clay Blaylock, which is expected to bring the company \$500,000 worth of business a year.

The center includes two CRT sets, one inbound WATS telephone line, two outbound WATS lines, which reach all over the continental United States; two local lines, and an extension which receives calls from the remote Colorado cities,

The center is manned by Jan Olmsted and Mary Graeber, both from the Denver CR0; who were selected for the job on the basis of their sales ability and creativity.

The unique center is handling all convention travel for the entire Frontier system, and, according to Blaylock, is a new approach to convention sales. Early indications, he said, show that the center will be a success.

The center was installed, Blaylock said, to follow through on sales leads, which were in the past distributed to the field. The new system will enable us to handle leads nationwide. Leads will continue to be developed by Jean Vanderhoof, Manager — Convention Market Planning, who is responsible for revenue, development and convention marketing administration,

All convention travel and only convention travel is now to be booked through the following numbers: Denver 398-5293; other cities within Colorado, dial local reservations number and ask for ext. 20; all other cities within the continental U.S., dial 1-800-525-1138.

EMPLOYEES GOLF TOURNEY IN TUCSON

The Tucson sales office will sponsor a golf tournament for Frontier Employees March 27 at the Tubac Country Club in Tucson.

The entry fee of \$35 entitles an employee to a hotel room (double occupancy), ground transportation, green fees, electric cart, lunch at the country club, a cocktail party and an awards banquet that evening.

Prizes will be awarded winners of the tournament, which will be scored on the Peoria system. Entry fee must be paid by March 13. Contact Neil Averett, Tucson District Sales Manager, TUSSA, or Gary Mackie, station agent, P.O. Box 11243, Tucson, Ariz. 85734.

IDEAS UNLIMITED

OLIVER D. SCOTT, aircraft technician, DEN. \$25 — for his suggestion to include a specific maximum height for the door standing flange on the Convair doors and seal overhaul.

C. DALE HERSHBERGER and JOE NALE, aircraft technicians, DEN, \$31.25 for their suggestion regarding a table change on aileron drum part during BOP.

NORMAN RANKIN, station agent, OLLIE DAVIS and GLENN ROBINETTE, mechanics, DEN, \$78.66 — for their suggestion to move the rear axle assembly 16-18 inches forward on all covered baggage carts.

OLIVER L. DAVIS, mechanic, DEN, \$402.50 — for his suggestion to remanufacture 13-inch wheels to fit the hole pattern on the nordco belt loaders.

JOSEPH B. COOPERSMITH, aircraft technician, DEN \$31.58 — for his suggestion to manufacture a one-fourth

inch thick 4-hole plate to expedite torque testing of Allison engine thermocouple lead studs.

DALLAS MORTENSEN, manager, engineering programs and publications, DEN, \$300 — for his suggestion that a joint 580 operators effort he initiated to secure an increase from the daily static autofeather check as now required by the Allison Convair flight manual.

GENE B. SMITH, lead aircraft technician, DEN, \$20 — for his suggestion to stock certain seal parts under raw stock rather than individual pieces purchased from Boeing.

* * *

OUTSTANDING SERVICE in an especially busy period of time earned John Paul Horvath, station agent at St. Louis, a company Presidential Award and a U.S. Savings Bond. Bob Brown, Manager — Transportation Services, St. Louis, left, and Chuck Demoney, Director — Field Marketing, Eastern Division, congratulated John, who received eight letters of commendation for customer service rendered during a five-week span, Nov. 8-Dec. 17.

FRONTIER NEWS MAR 1974 FRONTIER NEWS SERVICE AWARDS

25 YEAR SERVICE AWARDS

Beardsley, C.A., Captain — DEN

Markwart, R.I., Captain — DEN

Reese, C.E., Mgr Cargo & Baggage Svc. — DEN

20 YEAR SERVICE AWARDS

Emmons, G.R., Mgr. Transportation Svcs. — LNK

15 YEAR SERVICE AWARDS

Bailey, R.B., Senior Agent — TUS

Clark, L.E., Senior Agent — LAS

Crona, S., Lead Aircraft Tech. — DEN

Davis, V.S., Senior Agent — DEN

Dionne, L.G., Captain — SLC

Dykes, D., Captain — DEN

Goodrich, W., Station Agent — ABQ

Goodyear, W., Mgr. Interline Market Planning — DEN

Hansen, T., Asst. Mgr. Transportation Svcs. — DFW

Hunter, P., Lead Inspector — DEN

Hynes, F.J., Senior Agent — RAP

Iverson, E., Senior Agent — MCI

James, R.R., Sales Service Mgr. — SVC

Kelsch, R., Station Agent — PHX

McCarrel, G., Senior Agent — SLC

Oby, J.L., Station Agent — TUS

Olsen, J.L., Station Agent — PHX

Osborne, M.R., Station Agent — PUB

Parten, H.A., First Officer — DEN

Paul, R.E., Station Agent — PHX

Porter, E.E., Senior Agent — LAS

Tewinkle, W., Captain — DEN

Thomason, R.A., Captain — DEN

Thrner, P.A., Senior Agent — DEN

Wayland, W.D., Captain — DEN
 Widman, D.B., Captain — DEN
 Wiggs, C.E., Captain - DEN
 Wilkinson, C., Dispatcher — DEN
5 YEAR SERVICE AWARDS
 Jordinelli, N., stock Clerk — DEN
 Lessing, B., Clerk — DEN
 Munroe, M.J., Purchasing Expeditior — DEN
 Poole, V.B., Sales Rep — ABQ
 Rutherford, W., Station Agent — DEN

IDEAS UNLIMITED

RUSSELL BLIESNER, aircraft technician, DEN, \$60 — for his suggestion concerning removal and installation for 580 fuel tank double.

ALBERT T. WASHBURN, aircraft technician, DEN, \$10 — for his suggestion to cut a 1/8-inch slot in the timer bracket of a new type 580 toilet.

DALE W. MILAM, aircraft technician, DEN, \$25 — for his suggestion to manufacture a special tool to fit the bolts on the 737 brake assembly.

E. A. HUSS, inspector NDT, DEN, \$27.50 — for his suggestion to x-ray 580 fuel cell access plate area during BOP.

R. J. BAITINGER, stock clerk, DEN, \$30 — for his suggestion to stock tubes for leather punch.

JOSEPH LIGRANI, aircraft technician, DEN, \$17.50 — for his suggestion to build a portable lifting frame with a power hoist for the weld shop.

DONALD SABO, aircraft technician, DEN, \$36 — for his suggestion to cut out the torn portion of the gasket on the oven door.

TOM HEINEY, aircraft technician, DEN, \$17.50 — for his suggestion that a fixture is needed for measuring a poppet valve used in the 737 Hyd Res air pressure regulator.

PASS IT ALONG

Roger Gustavson has been named Manager Cabin Services—Denver, and, in that position, is responsible for the Denver-based cabin attendants. He reports to Roberta Lenahan, Director Stewardess Services.

Gustavson was employed by Northwest Airlines in Minneapolis for seven years as Director of Personnel Administration. He left Northwest in 1972 to become personnel manager for a small retail company near Minneapolis.

His wife, Carol, and daughter will be joining him in Denver as soon as they locate a home.

SHORT HOPS

VOTED IN: Frontier's Emily Howell has been elected the first woman member of the Air Line Pilots Association (ALPA). Hired by Frontier in January 1973, she was a provisional member of ALPA during her first year. She and seven other members of her class were voted into active membership by fellow members of the Frontier chapter, Council 77, on Feb. 12.

* * *

GROWTH IN LOADS on our flights to the Steamboat area has prompted Frontier to file with the CAB to make permanent our authority to fly into the Steamboat-Hayden-Craig area. In 1973, we had a 22 per cent traffic growth over 1972 and, according to Sales-Service Manager Larry Denning, "there is every indication the trend will continue."

* * *

ALTA CHAIRMAN: A. L. Feldman recently was elected chairman of the Association of Local Transport Airlines (ALTA), organization representing the eight local service carriers in the U.S. plus the Alaskan and Hawaiian carriers. This follows his being elected to the Board of Directors of the Air Transport Association (ATA) and to the ATA's five-member Executive Committee.

* * *

SPEAKING OF HONORS: Wally Adams, Executive Director-Treasurer of Frontier Airlines Federal Credit Union, has been appointed to the Board of Directors of the National Association of Federal Credit Unions. Wally will represent Region V, comprised of 15 states. In announcing his appointment, the NAFCU's newsletter said: "Under Mr. Adams' guidance, the Frontier credit union recently offered a new service to its membership — safe deposit boxes — and has experienced growth to \$5.5 million, with membership in excess of 4,000."

* * *

KWICKEE SUCCESS: Jack Zembeck, Cargo Sales Manager, reports that Frontier's small package "Kwickee Service" is really booming. The service, which allows customers to airship packages under 50 pounds between any two points on Frontier's system for \$20 plus tax, increased 500 per cent in 1973 over 1972. "It grows every month, as more people find out about it," Zembeck say. Biggest customers for us are banks, and the data processing industry, which ships tapes, cards and other computer input materials.

* * *

GATHERING AROUND Will Rogers Jr., second from left, featured speaker at the Frontier Federal Credit Union annual dinner dance held last Saturday night in the Denver Hilton, are, from left, Susan West, Credit Union Assistant Manager; Frank Villegas, Supervisor, Printing and Mail Services, and Albert Clark, Assistant Manager of Transportation Service, Phoenix. About 650 persons attended the affair, which featured dancing to the Steve Halpin Orchestra. Rogers spoke on "His Father in Aviation."

* * *

C.J. Poell Receives Regional Mechanic of Year Award

A Frontier mechanic whose ingenuity in devising a micro switch installation for the door handle of the Convaire 580 has been selected air carrier Mechanic of the Year in the six-state Rocky Mountain Region of the Federal Aviation Administration

C.J. Poell, lead aircraft technician and Frontier em-

ployee for the last 17 years, was selected from among six other state Mechanic of the Year Award winners from the region, which includes Colorado, Utah, Wyoming, Montana and North and South Dakota.

Poell's winning idea was to install a micro switch on the Convair airstair door handle which would cause a warning light to come on when the handle is in an unlocked position. He had won \$80 for the idea in Frontier's suggestion program last July after two aircraft had come in with unlocked doors.

A lead aircraft technician since 1965, Poell has worked in the aviation industry since 1937. He joined Frontier in 1957 after working for TWA and American. Aviation also extends into his private life as his favorite hobby is flying radio controlled airplanes.

Poell, as Rocky Mountain Regional winner, is now eligible for the national competition with other winners from FAA's 11 geographical regions.

* * *

WINNING IDEA.

Lead Aircraft Technician C J. Poell devised a micro switch installation for the door handle of the Convair 380 which earned him the FAA's Rocky Mountain Region Mechanic of the Year award.

* * *

T. J. McCartin Named V.P. — Materiel

T. J. McCartin has been elected to the newly created position of Vice President Materiel. In this position, he is heading up all Purchasing, Production and Inventory Control, and Stores functions.

McCartin has been Director of Materiel for the past two years. He joined Frontier in October 1971, after serving with Collins Radio Co. in Dallas for four years as Director — Materiel, and prior to that in various management positions with Dresser Industries, also in Dallas.

A native of New York City, he was graduated from Hofstra University. He was employed with Sperry Rand Corp. in New York City and Charlottesville, Va., in various purchasing positions for ten years.

* * *

Filling Seats Profitably Keeps Sales Staff Busy

By Karen Thomas

(Editor's Note: The Denver Sales Office is only one of 12 district sales offices operated by Frontier, the others being Albuquerque, Colorado Springs, Dallas-Fort Worth, Kansas City, Las Vegas, Lincoln, Omaha, Phoenix, St. Louis, Salt Lake City, and Tucson. In addition, all other stations have sales-service managers, who spend a good portion of their time on the sales function. All contribute significantly to Frontier's revenues, and the Denver office is singled out only because it is the largest such operation in Frontier.)

"We won't feel our job is completed until every flight is filled every day — then we've run ourselves out of a job."

Ken Gann, Denver District Sales Manager, summed up the job of Frontier's sales staff like that recently during an interview for Frontier News at the Denver staff's new suite of offices in the One Park Central Building in downtown Denver.

He heads up Frontier's largest sales office, which accounts for about 25 per cent of both passenger and freight sales for Frontier. Denver boards some 2,000 passengers a day and about 1.3 million pounds of cargo a month — and its 11-person sales staff is responsible for seeing to it that those figures go up, not down.

Six salesmen — Steve Spaulding, Dan McCauley, Mike Warner, Dennis Nimm, Ron Battles and Ken Johnson — and three saleswomen — Kathy Walker, Kathi Goff and Marne Davis — have that job, along with Gann.

"A salesman or woman needs a great deal of knowledge and background about the company," Gann commented. "In order to be effective they must know something about ticketing, tariffs, operations, reservations, advertising, public relations — and most other phases of the company." Gann, himself, has been with Frontier for 13 years, beginning as a station agent and working in reservations and sales before becoming Denver's sales manager.

"We have a young, aggressive sales force in Denver," Gann pointed out "and each goes about his or her job with one objective — to fill our planes at a profit."

Because of the size of the Denver sales force, each salesperson has a specialty area of accounts he or she works with.

Steve Spaulding is in charge of travel agency, interline and sports sales. He calls on the top travel agencies in Denver, explains new travel programs and services, gives agents new brochures and points out why they should book their customers on Frontier.

He also deals with every college and professional sports team in the area to arrange travel for teams and for coaching and scouting staffs. He calls on all the other airlines with reservations offices in Denver and also visits reservations offices in other cities whose airlines feed into Denver

Dan McCauley is sales solicitor for the Dallas market. He deals with known and potential travelers to Dallas, especially large corporations. He also handles all ski trip requests and works with the United States Ski Association and other organizations which may require ski travel.

Ron Battles, who helps Gann with administrative duties involving the office's sales commitment, handles all sales in Boulder and in the eastern half of Denver commercial accounts.

Mike Warner coordinates the Dallas market and keeps daily tabs on how Frontier is doing in that market. He handles all petroleum accounts and also coordinates any promotions with which the sales office is involved.

The military and government accounts are taken care of

by Dennis Nimm, who also supervises the three Denver City Ticket Offices — in the Brown Palace Hotel, the Denver Federal Center, and the Hilton Hotel — as well as calling on all commercial accounts in the western half of Denver.

Ken Johnson handles cargo sales and works out of the freight office at Stapleton.

Conventions are the special concern of Kathy Walker. She has the job of soliciting convention revenue out of Denver and other group sales activities. She not only arranges the group's travel plans, but often meets the groups at the airport to assist them with baggage and boarding. She also coordinates all travel out of the Denver Merchandise Mart, which attracts many buyers.

When she's not assisting Kathy Walker with convention groups, Kathi Goff is developing the lower volume Denver travel agents.

Marne Davis, who recently transferred to Denver from Billings, is developing unidentified Denver accounts into volume accounts and giving support for developed accounts.

Gann coordinates all his staff's duties, supplies sales leads through reading periodicals and other types of research, coordinates cargo sales, keeps watch over the office's sales commitment and coordinates his office with the General Office.

Gann estimates his staff spends between 50 and 60 hours a week each on their jobs. "We attend every function we know about in Denver where there may be large gatherings of people - sporting events, social events and the like. Many times at night or on weekends our staff must be at one of these functions or at the airport seeing off a group."

One of the most important parts of a salesperson's job is planning his time. Prime sales time is between 9 and 11:30 a.m. and 1:30 and 3:30 p.m., so each salesperson must plan his or her day to fit the customer's schedule and also to spend a certain amount of time in the office handling phone calls and paper work.

Margaret Purcell does all of the secretarial and clerical work for the Denver Sales Office and handles many customer calls, too.

There are many strategies involved in sales, according to Gann. The sales staff works on certain markets at certain times of the year. They also search out the needs and wants of Frontier's commercial travelers and make suggestions in such areas as schedules, reservations and meal

The staff knows that they are constantly being measured and that they have a commitment to meet, and that long hours are part of the job they've set out to do.

"We know that if we win, Frontier wins," says Spaulding, "and that's what it's all about."

FRONTIER NEWS
APR 1974 FRONTIER NEWS
SERVICE AWARDS

25 YEAR SERVICE AWARDS

Gettman, G.C., Captain — DEN

Kettler, J.L., Captain — DEN

20 YEAR SERVICE AWARDS

Bendickson, L.D., Sales Service Manager — BFF

15 YEAR SERVICE AWARDS

Ballast R.W., Station Agent — DEN

Bilotta, G., Captain — DEN

Buck, R.A., Station Agent — LBF

Bueth, O.D., Senior Agent — SLC

Clarke, T.D., Sales Service Manager — LAA

Confer, R.S., Check Airman — DEN

Creviston, C.D., Station Agent — MCI

Farrar, J.W., Senior Agent — DFW

Gossett, J.H., Inspector — DEN

Herring, R.F., Station Agent — TUS

Hingst, D.H., Captain — DEN

Hullet, E.D., Station Agent — MCK

Johansen, M. T, Mgr. — Budget & Statistical Control — DEN

Keesey, N.R., Station Agent — DEN

Kehmeier, F.W., Captain — DEN

Kuhn, R.M., Station Agent — TOP

Lee, D.M., Station Agent — GJT

Lehmann, R.E., Senior Agent — COS

Marks, S.J., Captain — DEN

Martin, C.D., Captain — DEN

Matthews, J.H., Captain — MCI

Nicewander, A.R., Captain — SLC

Nielsen, E.E., Captain — DEN

Payne, R.C., Station Agent — DEN

Rasmussen, R.C., Captain — SLC

Richards, V.L., Station Agent — RAP

Saxton, N.W., Captain — DEN

Simpson, L.N., Station Agent — DEN

Sittler, T., Station Agent — DEN

Vickers, V. W., Lead Aircraft Tech. — DEN

Welch, D.R., Captain — MCI

Wells, K.N., Captain — DEN

Withrow, R.L., Senior Agent — OKC

10 YEAR SERVICE AWARDS

Bancroft, K.D., Ass't. Dispatcher — DEN

Britton, G.H., First Officer — DEN

Dailey, J.M., Station Agent — MHK

Hines, W.F., First Officer — DEN

Straley, D.E., First Officer — DEN

5 YEAR SERVICE AWARDS

Ballard, J., Station Agent — LAW

Russell, U, Senior Clerk — DEN

Folk, W.F., Mgr. Taxes & Insurance — DEN

Juergens, K., Senior Data Conversion Oper. — DEN

Mathes, J., Stewardess — DEN

McCormick, H., Supervisor Expendable Inventory — DEN

Rasmussen, P., Stock Clerk — DEN
 Sandoval, C., Contracts Admin. — DEN
 Steinbach, G.L., Senior Accounting Clerk — DEN
 Tucker, C., Station Agent — STL
 Wobig, F., Station Agent — GRI

PASS IT ALONG

News from Marketing: Gail Godbey, a nine-year veteran of Frontier has been reassigned from his position in Local Service Marketing to Market Planning and Development as Manager — Sales Promotion and Local Service Marketing. He will continue his marketing responsibilities for Local Service while assuming additional sales promotion duties for the entire Marketing Division.

Steve Michel has been appointed Staff Manager — Field Marketing, Eastern Division, and moves to the G.O. from his previous position as a sales representative in the St. Louis office. Steve has worked for Frontier for six years as ramp, air freight, operations, and gate agent, as well as in sales positions.

Bob Sissons, formerly Senior Station Agent at Denver, has assumed the duties of Sales Service Manager at Liberal; replacing Jay Smith who elected to return to agent status.

From Reservations: Lyle Anderson, who has been in Reservations with Frontier for 10 years has been named Assistant Manager of the Denver CRO. Lyle assumes his new duties after several years as Reservations Supervisor. He replaces John Stewart, who accepted an assignment in Kansas City.

Doug Sullivan has joined the Reservations Department as Administrative Assistant to the Director of System Reservations. He has been with Frontier for eight years and comes to Reservations from Accounting, where he was a supervisor.

From Computer Services: Marvin T. Johansen, formerly Administrative Assistant to the Director of System Reservations, has joined the Computer Services Department as Manager — Budget and Statistical Control. He has been with Frontier for 15 years.

Joseph F. Nemecek has been named Manager — Systems and Programming in the Computer Services Department. He joined Frontier last May as a Programmer Analyst and came to Denver from Chicago, where he was with a consulting and software firm.

From Stewardess Services: Ruth Hinkley has been appointed Manager — Cabin Services, Kansas City, to replace LaVonne Carter, who left Frontier to care for her newly-adopted son. Ruth, has been with Frontier seven years and most recently held the position of Assistant Manager — Cabin Ser-



ELMER BURSON HONORED

Frontier's Manager of Simulator Training, received an honorary plaque from A.L. Feldman on his retirement after 27 years of service. Also on hand for the presentation were Ken Dealy, far left, Director of Training, and Ed O'Neil, far right, Vice President — Flight Operations.

Friends and co-workers for many years gathered March 9 to honor one of Frontier's most exuberant employees on the occasion of his retirement from the company.

Elmer Burson, Frontier's Manager of Simulator Training, retired on March 15 after 27 years of service with Frontier and a predecessor. Flight Operations personnel honored Elmer with a dinner at the Paradise Valley Country Club, where he was presented a radial arm saw for his workshop.

Working in the shop will be only one of the numerous activities he plans to pursue during retirement in his home in Casa Grande, Ariz., where he resides with his Wife, Pansy.

Their three sons — Gary, Frontier station agent in Manhattan; Larry, Frontier first officer flying out of Denver, and Jerry, who serves in the Army — presented their father with a painting (created by Gary) of a PBM, Elmer's favorite Naval aircraft, at the party. He was later presented a plaque by Frontier, President A. L. Feldman.

Elmer's retirement climaxed an exciting aviation career which goes back to the early beginnings of Frontier. He joined Frontier's predecessor — Monarch Airlines — back in 1947, when, as a pilot, he faced the hazards of dirt landing strips and the challenge of flying over the Rocky Mountains. He first learned to fly in 1938 and spent four years flying in the Navy. After three years of line flying, Elmer left Denver in 1950 to serve as chief pilot in Phoenix, a position he held for 15 years.

Flying was not enough for the busy pilot, who also found time to serve in the Arizona State Legislature for six years. He returned to Denver's simulator department in 1964, and, although medical reasons have prevented him from flying since 1963, he has logged over 16,000 pilot hours.

In Arizona Elmer intends to maintain the active pace he has pursued all of his life. He plans to set up a mobile home park and continue his involvement in race cars and politics.

ices, Denver.

Birdella Stout, who has been with Frontier for 12 years, has been promoted to Manager — Cabin Attendant Scheduling. In her 12 years with Frontier, she has been a stewardess, a reservations agent, and Manager — Charter Services. She most recently has been supervisor of Stewardess Crew Scheduling.

Elizabeth McDonnell has joined Frontier as Assistant Manager — Cabin Services, Denver. She worked for Continental Airlines for four years and formerly was a teacher and in real estate.

Lee Wallace, Regional Director - Flight Operations, Great Falls, has assumed responsibility for the Montana Highline and Lowline Stations in all functions of Marketing in addition to Operations and Maintenance. He will continue to report to Ed O'Neil, Vice President — Flight Operations, but will retain a direct staff relationship with Jim Marine, Director — Local Service Marketing, where necessary. The change was made, according to M.C., Lund, Vice President — Sales and Service, and O'Neil, to increase "on-the-scene" marketing attention given to these eight Montana stations and consolidate marketing activities with Operations and Maintenance.

Employee Club Re-elects Seven

The Frontier Airlines Employees Club has re-elected seven of its board members to serve two-year terms.

They are Ernie DeSoto of Communications, Earl Fischer of Maintenance, Bill Hilbert of Dispatch, Beverly Lessing of the Credit Union, Dolly McPhee of Reservations, Al Olinger of Technical Training and Nancy Veitel of Tariffs.

Continuing board members are Lee Bobo of Avionics, Sonny Ehre of the Sheet Metal Shop, Vicky Glasgow of General Accounting, Glenn Robinette of Ground Maintenance, Bob Ulrich of Base Overhaul, Jean Vanderhoof of Market Planning and Betty Watson of Engineering.

Officers this year are Glenn Robinette, president; Bob Ulrich, vice president; Nancy Veitel, secretary, and Al Olinger, treasurer. About 715 Frontier employees belong to the Employees Club.

EXECUTIVE MESSAGE

T. J. McCartin, Vice President — Materiel

What does MATERIEL do, and how come it's spelled wrong?

Although this particular question was asked by my 9-year-old daughter, so many variations of it have been posed at Frontier that I would like to identify Materiel's responsibilities.

Webster describes materiel as equipment, apparatus and supplies used by an organization, as opposed to material, which is, basically, physical matter. We view our role as providing the expertise to procure all equipment and supplies and to control flight-related supplies to support our performance commitments.

Materiel has three basic functions: Purchasing, Production and Inventory Control, and Stores.

PURCHASING:

Purchasing's gamut ranges from sheer fascination to utter frustration. Complete satisfaction is gained in concluding a satisfactory negotiation with a vendor and observing an early delivery of a quality product. Agony is trying to find an AOG (Aircraft On Ground) part order you placed at 2 a.m., is due at 4 a.m., and presumably is lost.

The creative use of purchasing power in manipulating a vendor to achieve special pricing and exercising restraint in dealing with a delinquent supplier broaden a young buyer in a short time. Exposure to the operations of all divisions through almost daily contact provides stimulating educational experiences.

Purchasing is divided into six basic areas — subcontracts, warranty administration, flight components, general purchasing, commissary and stationary, and fuel.

The warranty portion deals with warranty on our repair and overhaul of engines and components, new capital items, as well as ground equipment. Subcontracts deals heavily in negotiating contracts for and supplying support for our JTS-D and 501 engines as well as other components. Its personnel also maintain our cost and flow on aircraft tires. Our flight component buying consists of avionics, air frame, engine and prop and accessory parts related to the aircraft to support our shops, line maintenance, and major maintenance.

General purchasing buys all capital equipment, ground maintenance parts and all support parts (hardware, carpeting, solvents, etc.) and various service contracts. In the commissary area we buy all inflight service items (except food catering), such as liquor, soft drinks, peanuts and coffee. Stationary buys forms, office supplies and office equipment.

Fuel administration is responsible for the acquisition of jet fuel, water alcohol, ground equipment fuel and heating fuel in Denver. Its personnel negotiate our fuel contracts and maintain almost daily liaison with our various suppliers. As a result of the critical shortage of jet fuel, they maintain a daily fuel consumption record at all stations and monitor this against our daily allocation of fuel for all stations. Fuel planning publishes daily reports of fuel availability to Flight Control, making such recommendations as are required to balance fuel availability with operational requirements. Fuel planning personnel also perform a quality control function on our system-wide fuel facilities and mobile equipment.

PRODUCTION AND INVENTORY CONTROL:

Production and Inventory Control is an odd mixture of deliberate detailed accounting, planned scheduling and hard-nosed expediting. Its personnel have the responsibility for both dollar control of our inventory as well as

ensuring we have the proper level of inventory. Production and Inventory Control is divided into three basic areas — spares support, expendable support and major maintenance support.

Spares support maintains our capital dollar investment in spares (sub-assemblies), as well as being responsible for the proper inventory balance and turnover for our total system. To effect this, it schedules and loads our base shops and allocates and controls the level of spares at our maintenance stations and in our Denver base stores area.

Expendable support personnel are dedicated to maintaining our detail parts inventory within proper dollar control as well as proper levels for more than 20,000 parts. Maintenance support is involved in planning and executing proper material flow for our various phases of overhaul maintenance. It serves as the expediting force to see that the materials are available during short down times.

STORES:

Stores operates as an extension of the Materiel Division — the arms and the legs — to accomplish the over-all plans and responsibilities. Stores' duties consist of receiving, binning, issuing, pickup, delivering and shipping of more than 25,000 parts throughout our system on a 24-hour-a-day, 7-day-a-week basis.

As an added function, Materiel has been charged with the contract administration connected with our recent jet acquisitions: negotiation of modification costs, Materiel logistics, and coordination with other divisions to deliver the aircraft into service.

Our responsibility is service and support to practically all other Frontier divisions; our commitment is to provide intelligent decisions, using resourcefulness, and to carry out our tasks with patience, tact and cheerfulness. Accomplishing this is our continuing goal.

Frontier Board of Directors

Two new members have been elected to Frontier's Board of Directors, A.L. Feldman has announced.

They are former Colorado Governor John A. Love, who now is Senior Vice President of Ideal Basic Industries, Inc., of Denver, and James D. Moran, President and Chief Executive Officer of the Flintkote Company, White Plains, N.Y.



STEW OF YEAR.

Hank Lund, Vice President— Sales and Services, introduced the Stewardess of the Year award winner, Sue Covington, at a recent banquet held at the Crossroads Restaurant, Denver, in honor of 15 stewardesses who gave outstanding service during 1973. Mrs. Covington, based in Salt Lake City, was presented flowers by Lund and the Stewardess of the Year award by A.L. Feldman. Also honored at the event were Karen Cue, Trish Flueger, Karen Herl, Bobbie Perkins, Pamela Richardson, Janie Roach, Kandi Roy, Mary Vogel, Gloria Wansley, Auverne Watkins and Pat Williams, all Denver-based; Sue Evans, Kansas City; and Jeannie MacNeill and Mary Weil, Salt Lake City.

Not a newcomer to Frontier, Love served as a Director and Secretary of the Corporation from 1958 through 1961. The first governor in the history of Colorado to win election to three consecutive four-year terms, he served longer in that post than any other Colorado chief executive. He returned to Colorado last December after serving as the nation's first Director of the Energy Policy Office and was elected Senior Vice President of Ideal Basic Industries in January of this year.

Moran, who holds an undergraduate degree from Notre Dame University and a law degree from Columbia University, joined Flintkote in 1950 after practicing law with the Hodges, Reavis, Pantaleoni and Downey law firm in New York City. He served as assistant to the president and in vice presidential positions before being elected its President and Chief Executive Officer in 1971. The Flintkote Company is a diversified firm in the construction industry.

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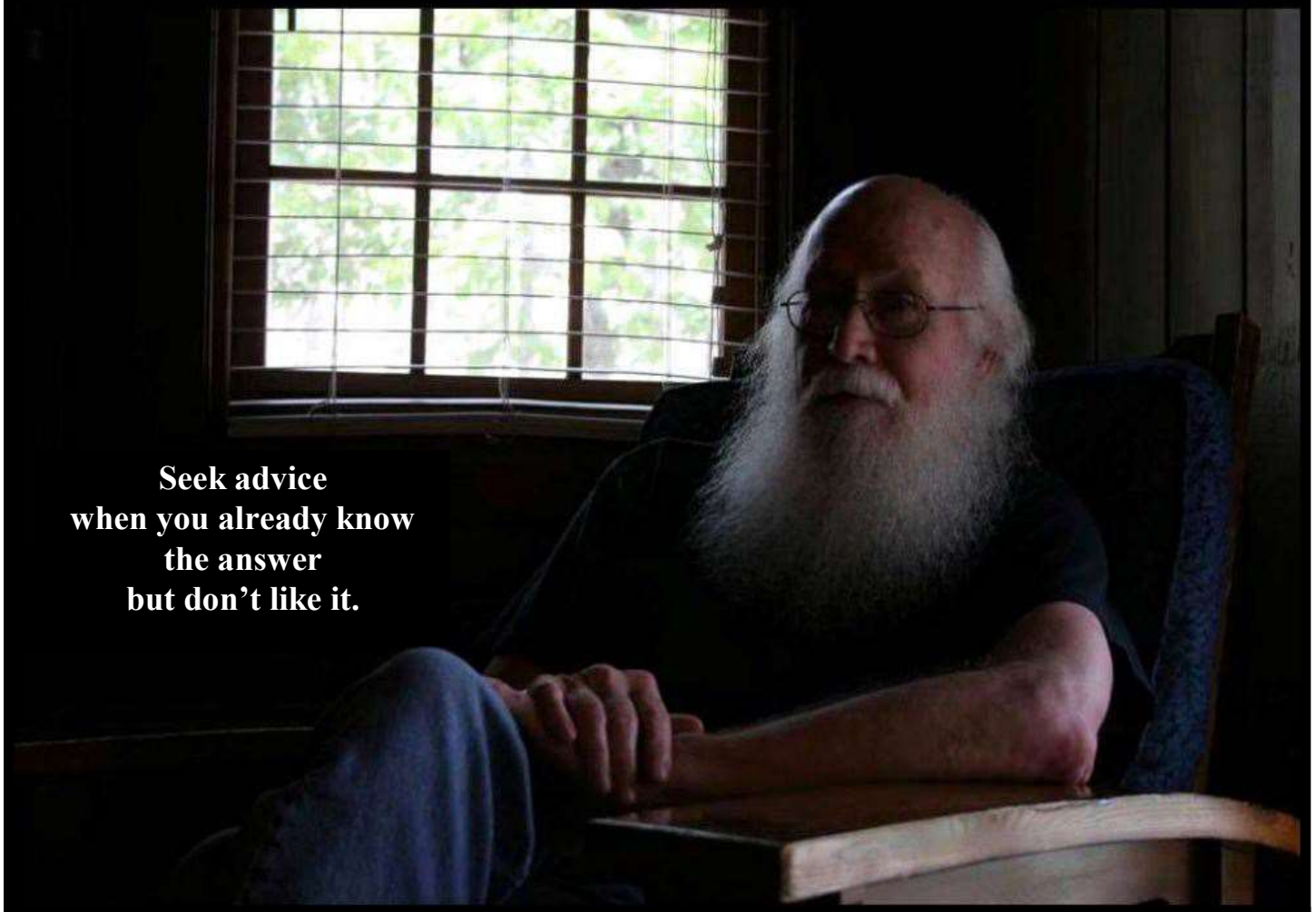
Check the websites for FL news,

notices on upcoming events,

pictures and stories from the past.



BOJANG WHYHIGH



**Seek advice
when you already know
the answer
but don't like it.**