

# FRONTIER NEWS


**WINTER**
**JANUARY**
**2025**
**#98**

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

**DAN PRICE**

Frontier Airlines Station Agent  
1966-1986

*(Dan's a terrific writer and I've been meaning to print these for some time. This issue is dedicated to Dan and the thousands of other Frontier employees who feel the same way but may not be able to express it as well. The first post is from Jul 2016.)*

It's hard to believe it was almost 50 years ago when I began my career with Frontier Airlines and it is still with great sadness as I sit here and remember that devastating day when I went to work and was told to go home. It was over. The greatest company I have ever worked for closed shop in August of 1986 -- 30 years ago.

Fifty years ago I was 21 years of age and moved my family to Moab, Utah. A brand new job awaited me. Weeks earlier, I had gone through the hiring stage in Denver and was told. "You're officially a station agent. Your first day on the job: The day after Christmas, December 26, 1966."

To be honest, I was scared to death the first day I signaled in and parked my first CV580. I was a reluctant station agent. I might have missed the mark as the plane came to a stop and the stairs suddenly, like an accordion opening its wings, dropped to the ground.

And to be honest, everything happened so fast, I barely had time to catch my breath. With one engine roaring, I proceeded to deplane passengers, board



*Cont'd on page 9*

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



The FRONTIER NEWS is digitally published quarterly and dedicated to ex-employees, friends, family and fans of the old Frontier Airlines which died on August 24, 1986 and was buried on May 31, 1990.

It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter are those of the author and not the editor or the publication. Publishing dates are October for Fall, January for Winter, April for Spring and July for Summer.

Articles and photos are welcomed and subject to editing and space requirements. We cannot pay for such items but will give credit as appropriate. All submissions should deal with the old Frontier Airlines.

Especially welcomed are stories of personal experiences with a humorous slant. All airline employees have a treasure trove of such stories. Please share them with the rest of the FLfamily.

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

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

The digital editions are posted at our website:

[http://FAL-1.tripod.com/FL\\_News.html](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>

You'll notice fewer photos in the second half of this issue. My photo-editor is giving me trouble. It takes a long time and often stalls. It's old like most things around here. The Windows Publisher I use to build the newsletter is the first one they made - Windows 95. If/when I must get a new computer, it probably will not run most of my old programs. I'm still using the Microsoft Works productivity software suite which was discontinued in 2009.

I don't buy green bananas anymore, let alone new computer equipment that I will not see much use from before I get that last call for my flight west. The number of readers has also declined as more and more FLolks take their flights west. All of which is making me decide to end the FL News on issue #100, a nice round number. That is, unless someone in the FLfamily comes forward to take up the task.

This issue pictures station agent Dan Price on the cover. He illustrates how so many FLolks found new lives after Frontier and went on to be successful and happy in life. We have flight attendants who became medical doctors and pilots, pilots who became realtors and lawyers, agents who became educators and over-the-road truck drivers. Many stayed in their fields with other air carriers and retired after many years of service. At least two flight attendants are still flying with major carriers after 50+ years of service. (See pages 16 & 17)

My best advice is to maintain the altitude of your attitude. It eases this downhill ride we're on. Take care.

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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 REUNION PICNIC**

Was Sat, Aug 24, 2024

DoubleTree Hotel at I-225 and Iliff Ave.

2025 event planned in Aug - details forthcoming.

Contact:

Carolyn Boller,

303-364-3624 [bollock@comcast.net](mailto:bollock@comcast.net)

**FYV-FSM ANNUAL REUNION**

Tue, Aug 26, 2025

1:00 p.m. at Village Inn Restaurant

3364 N. College Ave., Fayetteville, AR

Contacts:

Jake Lamkins, 479-879-8358,

[ExFAL@Yahoo.com](mailto:ExFAL@Yahoo.com)

Paul Farris,  
479-409-9997, [paulamos43@yahoo.com](mailto:paulamos43@yahoo.com)

**MCI REUNION GATHERING**

No info on status

Contact:

Rose Dragen, 816-741-1995,

[rmdragen@gmail.com](mailto:rmdragen@gmail.com)

**DEN FLIGHT CREWS LUNCHEONS**

We lost another Frontier gathering. Coordinator Bonnie  
Dahl emailed me the sad news.

Bonnie Dahl

Please take us off the Frontier website. Denver area so  
crowded now, takes longer for people to drive. Also in  
last few years we lost our steady group with a few pilots  
going West.

I will still try after holidays to see if I can round up a  
few, but looks like everyone getting busy or too far away.

**OMA REUNION**

They have not been listed since I didn't know about  
them. Eric Nagel emailed me

"We do not actually have a group. The bunch of us used  
to work at the Omaha station and we try and get together  
once a year. Kind of depends on who is around at what  
time of year. Ken and Mary really worked at finding a  
time that will work for all of us."



OMA Reunion on Sep 14, 2024

L-R: Back: Ken Peterson, Mark Stuhr, Ed Hatfield, Eric Nagel, Bill Crocker, Al Louis

Front: Arlie Sheehy, Frank Ricceri, Mary Robertson, Debbie Dugdale, Dick Carradori, Harry Vacek

## 16 DEATHS REPORTED SINCE THE FALL 2024 ISSUE

### **TOM BLANCHARD,**

GRI EAR OMA senior station agent,  
10/22/2024, age 91

### **GUY BRINKMAN,**

LNK DEN GFK FAR BIL ELP HLN OMA  
station agent, 9/12/24, age 74

### **STEVE CORNISH,**

GJT DEN senior station agent, 10/9/24,  
age 79

**JANET PAYNE CRAIG,** SLC flight  
attendant, 11/27/24, age 81

**PAUL CROSBIE,** MHK station agent,  
12/1/24,  
age 76

### **GREG ECKERT,**

DEN GUC TUS accounting clerk, station  
agent, 6/19/24, age 73

### **BOB FLATTEN,**

ABQ GJT DEN station agent, 11/15/24,  
age 89

### **DEE GALLI,**

DEN pilot, 9/20/24, age 86

### **BRUCE HAYWARD,**

DEN pilot, 10/6/24, age 83

### **PHIL HUEBNER,**

DEN aircraft mechanic, pilot, 9/29/24,  
age 81

### **MARSHA LEHMAN,**

DEN reservations agent, ticket counter agent,  
10/31/23, age 89

### **RICK RHEA,**

DEN aircraft cleaner, stock clerk, lead stock  
clerk, aircraft mechanic, 3/5/22, age 76,  
COVID

### **ROD SLACK,**

DEN TUS aircraft mechanic, lead aircraft  
mechanic, 2/8/19, age 83

### **JOHN STEINBERGER,**

DEN pilot, 10/7/92, age 45, C-130 aircraft  
crash

### **LARRY UDELHOVEN,**

SLC DEN pilot, 11/19/24, age 80

### **TAFFY VALASSIS,**

DEN DRO reservations agent, 10/31/24



# 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>





**TOM BLANCHARD**  
1958 - 1986  
SENIOR STATION AGENT  
GRI EAR OMA  
[http://FAL-1.tripod.com/Tom\\_Blanchard.html](http://FAL-1.tripod.com/Tom_Blanchard.html)



**GUY BRINKMAN**  
1977 - 1986  
STATION AGENT  
LNK DEN GFK FAR BIL ELP HLN OMA  
[http://FAL-1.tripod.com/Guy\\_Brinkman.html](http://FAL-1.tripod.com/Guy_Brinkman.html)



**STEVE CORNISH**  
1967 - 1986  
SENIOR STATION AGENT  
GJT DEN  
[http://FAL-1.tripod.com/Steve\\_Cornish.html](http://FAL-1.tripod.com/Steve_Cornish.html)

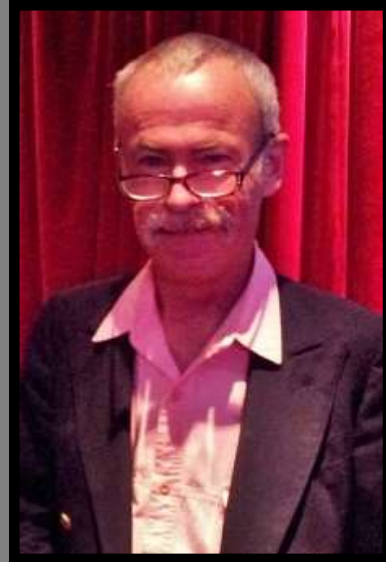


**JANET PAYNE CRAIG**  
1964? - 1970?  
FLIGHT ATTENDANT  
SLC  
[http://FAL-1.tripod.com/Janet\\_Payne\\_Craig.html](http://FAL-1.tripod.com/Janet_Payne_Craig.html)



**PAUL CROSBIE**  
**1975? - 1975?**  
**STATION AGENT?**  
**MHK**

[http://FAL-1.tripod.com/Paul\\_Crosbie.html](http://FAL-1.tripod.com/Paul_Crosbie.html)



**GREG ECKERT**  
**1971 - 1986**  
**CLERK, STATION AGENT**  
**DEN GUC TUS**

[http://FAL-1.tripod.com/Greg\\_Eckert.html](http://FAL-1.tripod.com/Greg_Eckert.html)

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**BOB FLATTEN**  
**1965 - 1986**  
**STATION AGENT**  
**ABQ GJT DEN**

[http://FAL-1.tripod.com/Bob\\_Flatten.html](http://FAL-1.tripod.com/Bob_Flatten.html)



**DEE GALLI**  
**1963 - 1966**  
**PILOT**  
**DEN**

[http://FAL-1.tripod.com/Dee\\_Galli.html](http://FAL-1.tripod.com/Dee_Galli.html)



**BRUCE HAYWARD**  
**1978 - 1986**  
**PILOT**  
**DEN**

*[http://FAL-1.tripod.com/Bruce\\_Hayward.html](http://FAL-1.tripod.com/Bruce_Hayward.html)*



**PHIL HUEBNER**  
**1967 - 1986**  
**AIRCRAFT MECHANIC, PILOT**  
**DEN**

*[http://FAL-1.tripod.com/Phil\\_Huebner.html](http://FAL-1.tripod.com/Phil_Huebner.html)*

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**MARSHA LEHMAN**  
**1967 - 1986**  
**RES AGENT, TKT COUNTER AGENT**  
**DEN**

*[http://FAL-1.tripod.com/Marsha\\_Lehman.html](http://FAL-1.tripod.com/Marsha_Lehman.html)*



**RICK RHEA**  
**CLEANER, AIRCRAFT MECHANIC**  
**1973 - 1986**  
**DEN**

*[http://FAL-1.tripod.com/Rick\\_Rhea.html](http://FAL-1.tripod.com/Rick_Rhea.html)*



**ROD SLACK**  
**1967 - 1986**  
**LEAD AIRCRAFT MECHANIC**  
**DEN TUS**

*[http://FAL-1.tripod.com/Rod\\_Slack.html](http://FAL-1.tripod.com/Rod_Slack.html)*



**JOHN STEINBERGER**  
**1978 - 1986**  
**PILOT**  
**MCI DEN**

*[http://FAL-1.tripod.com/John\\_Steinberger.html](http://FAL-1.tripod.com/John_Steinberger.html)*

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**LARRY UDELHOVEN**  
**1967 - 1986**  
**PILOT**  
**SLC DEN**

*[http://FAL-1.tripod.com/Larry\\_Udelhoven.html](http://FAL-1.tripod.com/Larry_Udelhoven.html)*



**TAFFY VALASSIS**  
**1963 - 1986**  
**RESERVATIONS AGENT**  
**DEN DRO**

*[http://FAL-1.tripod.com/Taffy\\_Valassis.html](http://FAL-1.tripod.com/Taffy_Valassis.html)*



passengers, load the freight and mail, figure the payload, hand the paperwork to the crew, reverse the steps to its rightful position and signal the Captain to start the remaining propeller.

It all happened in seven minutes. A one-engine stop. I remember admiring my work as I watched the CV580 roar down the runway and disappear into the clouds.

I miss that day. I'll never forget it.

I would move on from that one-man station in Utah and proudly worked for the company in Tucson, in Phoenix, in Omaha and in Sacramento.

All my airline friends and fellow Frontier employees have similar stories. Frontier Airlines offered us a life...a comfortable life...a life we all miss dearly. The airline may be gone, but we certainly have our memories.

#### **Joe Barker, station manager**

Dan, thanks for the post, your story is very similar to my start with Frontier only it was in ALS and there were 5 of us. I would go back to those days in a heartbeat - it was challenging, fun and the people we worked with were all top notch. The best little airline that ever flew.

#### **J.D. Newton, station agent**

I agree with both of you... The company, and group of people I worked for and with, were the best I've experienced... and especially, Dan, when you and Dave Ross came up to Sacramento. Those were really fun work and golf playing days... I miss all of that to this day!

#### **Dan Price, station agent**

What a group! I can still see the smiling face of Charlie Clark!

#### **J.D. Newton, station agent**

Charlie is still in SMF...Retired from State of California.

#### **Jake Lamkins, station agent**

I worked with Charlie in STL and DEN. Quite a fellow and very enjoyable to be around.

*(Now flown west:*

*[http://FAL-1.tripod.com/Charlie\\_Clark.html](http://FAL-1.tripod.com/Charlie_Clark.html))*

#### **Dan Price, station agent**

There were a few of us there. We worked one-man shifts and I worked with more than one manager in my short time there. One of them was Art Keck, who is no longer with us and one of my fellow agents in Moab was Harold Oliver. Great times. And the relief agents who came and went were a crazy bunch.

*(Now flown west:*

*[http://FAL-1.tripod.com/Art\\_Keck.html](http://FAL-1.tripod.com/Art_Keck.html))*

#### **Jake Lamkins, station agent**

Well spoken, FLellows; my experience was similar but much more hectic. When I started Aug 24, 1964, FYV had a multi-ops M-F about 6 p.m. when we had 5 flights in half an hour. DC-3s were 5 min and CV240 7-8 minutes ground time. There were transfers galore too.

#### **Dan Price, station agent**

Great story, Jake. I had similar stories in OMA, PHX,

TUS and SMF. Like J.D. Newton just responded, it was the "Best of Times".

#### **Jake Lamkins, station agent**

I can't remember what I had for supper last night but the DC-3 ATOG was 25,346 lbs!

#### **Rick Newnum, son of station manager Bill Newnum**

My dad loved his years with Frontier. He was proud of his work and his employer. Many fond memories from OKC and PHX. :) Great post Mr. Price.

#### **Dan Price, station agent**

Rick, your dad was the best. I will never forget him. An honest, solid individual. I know you're proud of him. We, the PHX station, we certainly were.

*(Now flown west:*

*[http://FAL-1.tripod.com/Bill\\_Newnum.html](http://FAL-1.tripod.com/Bill_Newnum.html))*

#### **Jeff Mills, station agent**

Dan, I so appreciated your remarks. I think you summed it up for all of us who worked and loved Frontier. I was 21 when I started in March of 1959. I'm 78 now. There are times in ones life that are transforming. My marriage (55 years). My 2 children, Frontier.

#### **Dan Price, station agent**

Thanks, Jeff. When did you work in Lincoln? I was just up the road in Omaha in the mid to late 70s.

#### **Jeff Mills, station agent**

I started out in BIS. March 1959. Went to LNK Nov. 1959-1986. I remember that you were in OMA. Have been back to LNK a few times to see friends and attend Frontier Reunions. Yes, we were Frontier neighbors.

#### **Ginger Treptow, ticket counter agent**

I remember the same day in August of 1986, also was told not to come to work. Just Memories now, our 2016 PHX Reunion will be the Last. I think 30 years from the End is enough.

#### **Dan Price, station agent**

Ginger, I know it's tough having the reunion year after year. But as you can tell from these post, people still care. You and Cyndy have done a great job over the years and deserve so much thanks for all the PHX reunions.

#### **Jake Lamkins, station agent**

We have decided to do the FYV-FSM FL Reunion til The Last Man Standing! I hate to see the larger stations giving it up.

#### **Dan Price, station agent**

We have lost so many, Jake. I love your "last man standing" thoughts.

#### **Vicky Veldboon, flight attendant**

Wow. What a beautiful reminiscent, Dan.

#### **Joseph Dail Koughn, son of station agent Don Koughn**

I was just a kid in the 60s but I always loved Frontier, my Dad worked in Tucson for many years. Did you work with him, Dan?

#### **Dan Price, station agent**

Yes, I just sent you a message. I worked with Don, back

in the late 60s and early 70s. A great guy. I think he was our union rep.

**Joseph Dail Koughn, son of station agent Don Koughn**

He was a Union Rep and as I have researched many articles I have learned more of his involvement in the Union. He was a busy man working many hours at Frontier and supporting 6 children and wife. When I was a teenager I worked at Sky Chef's then.

**Dan Price, station agent**

Wow! Nice talking to you, Joseph. I was a young 23-year-old when I knew your dad.

*(Now flown west:*

*[http://FAL-1.tripod.com/Don\\_Koughn.html](http://FAL-1.tripod.com/Don_Koughn.html))*

**Joseph Dail Koughn, son of station agent Don Koughn**

Great meeting you Dan! Do you remember Conrad! He was the funniest person.

**Dan Price, station agent**

Conrad was a legend in his own time and I was just a rookie. I worked with him at the Tucson ticket counter in the 60s and 70s.

*(Now flown west:*

*[http://FAL-1.tripod.com/Conrad\\_Remmel.html](http://FAL-1.tripod.com/Conrad_Remmel.html))*

**Joseph Dail Koughn, son of station agent Don Koughn**

I used to mow Ken Hett's grass. He lived right down the alley from us.

**Dan Price, station agent**

Kenny Hett. Yep, remember him well.

*(Now flown west:*

*[http://FAL-1.tripod.com/Ken\\_Hett.html](http://FAL-1.tripod.com/Ken_Hett.html))*

*(This next FLacebook post is from May 2014)*

**Dan Price, station agent**

Long before my 10-year stint as a newspaper sports reporter and long before my six years of service as an employee for the state of Arizona, I worked for the best regional airline in the world - the old Frontier Airlines.

The airline passed away in 1986.

I was 41 at the time. I had spent 20 years with the company and worked in different parts of the country, including Omaha, Nebraska; Sacramento, California as well as Tucson and Phoenix.

I was the guy at the gates -- running around with my head cut off. You'd find me at the departure and arrival gates, the ticket counter, on the ramp, or pulling the Jetway back. Believe it or not, I worked at a fast pace and handled stressful situations - forced at times to think quickly and come up with a solution to a problem that at first glance seemed impossible to solve.

I pulled drunks off the airplane, handled oversold flights on Thanksgiving, dealt with irate customers, bad weather...well you name it, I did it.

I miss the airline business from time to time. I miss my teammates, as I like to call them...my fellow employees who all did what they had to do, on a daily basis, to get the job done. We were a family, over 4,000 dedicated people

with one goal in mind: to be the best airline in the business.

And, we were!

The airline business of today is a far cry from the "good old days" when Frontier roamed the skies.

Oh, we had our moments...mistakes were made. A lot of craziness went on.

I remember a time when I first started. I was what they called a "ramp rat" -- loading bags on a 737 in Tucson, Arizona. It was a windy day. You know, one of those days when the wind blew 50 miles an hour and dust rolled across town, heading' for the Midwest and looking to turn into a tornado or a powerful rainstorm along the way.

Luckily, in Tucson we are forced to deal with dust...and not much else. At any rate, the plane arrived and we proceeded to unload 200 bags out of the rear pit. Down the belt they came, one after another. Well, one of the bags -- a wig case, decided to take flight. The case fell off the belt, bounced on the hard cement, broke open...and the wig took off - heading for the runway.

I jumped on the tug and gave chase. I caught up with the wig at the south end of the runway, but by that time the wig had picked up every cacti or pebble it could find along the way.

I returned to the ramp, cleaned the wig up the best I could, and stuck it back in the case.

As far as I know, there was never a claim made on the "elusive" wig.

One thing I was sure of at the time: The wig was faster than a jackrabbit.

The stories are endless. The job certainly had its moments.

I remember a crazy day in Phoenix. All our flights were running late - due mainly to the weather in Denver, Colorado. That of course, made it tough on the customers - especially the ones that had connections to Los Angeles.

Well to make a long story short, it was my job to get an "important person" off our plane, on to the tug, and run the person across the ramp to connect with his LA flight.

There was just moments to spare.

I quickly took the customer's carry-on bag and had the gentleman sit next to me as we sped off. The engines were roaring by the time I reached the Continental operations area. The ladder was still nestled around the front entrance to the plane and the flight attendant at the top of the stairs was waiting, patiently.

The gentleman looked back at me as he boarded the aircraft. "Thanks, Sonny," he said with a smile.

It was my favorite actor, Kirk Douglas.

Working for the old Frontier Airlines was fun and a privilege. Believe it or not, we had steak and eggs on our breakfast flights. Good luck on finding a bag of peanuts these days. Twenty-eight years ago. I still miss those times...and miss my Frontier teammates.

**Jake Lamkins, station agent**

Well said Dan and if your flight west precedes mine, I'll put in on your memorial webpage.

**Dan Price, station agent**

FLacebook in Oct 2024

Remembering 38 years ago...

It seems like a lifetime ago. I spent my young adult life in the airline industry. It was a joy to go to work then. I remember arriving early, the sun peeking over the horizon, the sounds of roaring engines, the smell of jet fuel, and the camaraderie in the break room among fellow workers.

Close to 21 years of my life. I was 21 when I started and close to 42 when the computers were torn out of the walls behind the ticket counters one day, and the jetways suddenly stopped moving. Something called deregulation had finally stopped that joy of going to work. Over 4,000 people in my regional airline were out of work in the blink of an eye.

My fellow workers, teammates, and friends all scattered in one direction or another. Only an annual spring picnic would bring us back together to reminisce about our days behind the counter, on the ramp, or in the cockpit. Ramp rats, as some of us were called, pilots, flight attendants, all of us gone in the blink of an eye.

Our profession, our little world, was taken from us as more small airlines closed their doors back in the late 1980s, leaving only the big airlines to rev up their engines, taxi to the runway, and take off, east, west, north, or south.

The sky was still full of airplanes, but not one of them proudly displayed Frontier Airlines' lettering on its tail.

My world had changed. 'Now what,' we all said collectively.

**Jan Gassett, flight attendant**

That gave me chills to read. What a wonderful Frontier family we had. The smell of jet fuel, the coffee brewing in the galley. The smell of our crew room. Everyone laughing and hugging. The breakfast burritos in the cooler with the honor system. Little did the (burrito man) know he saved us starving FAs more than once when we had to sit there for hours. I miss Stapleton and crew scheduling and Linda Persiko.

**Steve Burger, station agent**

Good writing. It's interesting that people say you're just longing for your youth, but they don't know what we had at Frontier. It remains a highlight of my life that I worked with the finest people at the best airline in the country, 1977-1986. RKS, JLN, FSD.

**Dan Price, station agent**

Steve, you must have worked with Art Keck. On second thought, Keck was more mid 1960s. He ended up in Moab in 1967 as manager. He was a wild dude. I was 21 years old when he came to Moab and I transferred back to Tucson in 1968. Thanks for the response. It is appreciated.

**Jim Meade, station agent**

I started the same year as you Dan, in FSM with Central.



Former employee of the best airline in the world.  
Dan Price from 1966 to 1986.

I was in the GO at shut down.

**Steve Burger, station agent**

Dan, I worked with Art at RKS. He had his boat at the nearby reservoir and often went fishing after work. A real gentleman and mentor to a newby agent.

**Dan Price, station agent**

Steve, did you ever work with Mo Osborne, the relief agent? (*No answer.*)

(*Now flown west:*

[http://FAL-1.tripod.com/Mo\\_Osborne.html](http://FAL-1.tripod.com/Mo_Osborne.html))

**Dan Price, station agent**

Facebook Post in Sep 2024

Revisiting an April 2024 thought. It continues to be a tough year. Suddenly it is the middle of September. Now 79, this September unleashes beautiful months ahead once again in Arizona. The Fall Classic awaits, another Men's Senior Baseball League World Series is four weeks away. Football is in full swing. As always, September is my favorite month...

A word or two for the young...

I once said that the road ahead is full of potholes...obstacles, if you will...at least in my case.

As I approach the age of eighty and within striking distance of another decade on this earth, I have one giant wish: that the good Lord decides to take a deep breath and hang tight with this old man again. I'm sure he's getting

tired of putting out the safety cones along the highway for me to maneuver around.

As I said in a previous post, that fork in the road I have been searching for three-quarters of a century is not on the table and has yet to be.

Instead, that final path and detour on this earth will remain a mystery.

There is beauty along the highway, that's for sure. I didn't notice the beauty before. Was I just too young? Was I full of so much vinegar...full of brainless thoughts, especially as a young adult when I was caught up in everything from beer commercials to... beer commercials?

A couple of brewskies, and the world is yours to explore. Good times are ahead. The opposite sex will come running. Saunter up to the bar, grab the bottle's long neck in your hand...tip back your cowboy hat, like the Urban Cowboy John Travolta, and enjoy life. There's plenty of time to think later.

Wrong!

The thing is, I was born long before Travolta, long before Stayin' Alive and the hit movie Saturday Night Fever from 1977. I was already thirty-two and out there searching for the fork in the road.

Urban Cowboy strikes a chord with me. I went to high school in Tucson, Arizona, and I was the sports editor of our weekly award-winning paper. At the time, Aaron Latham, who would go on to stardom in my book, was on our staff. Latham co-wrote the script for Urban Cowboy and was the author of many Western fiction books. He married Lesley Stahl, the 60-minutes correspondent on CBS News.

Sadly, Latham passed away on July 23, 2022, at the age of 78.

Latham found his path...his fork in the road, and never looked back.

Now, back to my early days and that highway I was walking down...no, the highway I was running down.

The sun never set. Time stood still. Enjoyed every moment, went to bed late, got up early, and did it all over again. Maybe hold down a job, maybe be somewhat successful...but continue to forge ahead with the tiger by the tail, so to speak, with enough energy left in the tank to go to bed late, get up in the morning, and do it again.

Wrong, again!

I had yet to stare a giant Sequoia tree in the face, run the Rapids...watch the stars burn bright...in short, think ahead...and live life, but more importantly, notice life and cradle my surroundings as if it were the final time I'd see a river flow or have the prairie wind collide on the surface of my skin.

I'm doing it now. At the age of 78, I'm taking it all in...and want more.... I want more time to do the things I should have done before.

It's my senior moment. I'm sure many of my friends are going through the same thing. The coronavirus has cut into our way of life, and the economy is in a tailspin—Or swirling, depending on one's point of view. Many seniors are forced to change their ways...ways they have become accustomed to for so many decades.

It's comforting to know we are not alone in our thoughts as we live through what was once called our "golden years."

I hope to see you all...down the highway...the one just ahead.

### **Dan Price, station agent**

Facebook Post in Nov 2024

The creek continues to flow...and so do the words.

Maybe it's been my destination all along.

I've spent seven decades talking to a little fella in my head. He must be tiny. How in the heck could he get into such a small space?

At the age of 79, the voice in my head has finally left me alone to fend for myself.

That old brain of mind has been so cluttered over the years, and recently, I have told myself... told myself!!!! Listen to me! I've told myself to let it go, let it rip, and let the words flow...all without the little fella steering me in one direction or another.

Suddenly, I'm my own publisher, writer, storyteller, author, and crazy old man — all wrapped into one bundle. And I don't have to worry about getting a discount for this bundle. It's been free all along. Self-publish, self-write, self-edit...well, you name it.

In my case, there's no money in all those endeavors mentioned above. If you don't believe me, I can show you some recent royalty checks to clear your mind.

This old man has always flown by the seat of his pants. There was a time, some thirty years ago, when I was a struggling reporter and worked for a newspaper. Every couple of weeks, I'd deposit a check, pay the rent, buy some groceries, fill up the jalopy with gas...and continue to peck away at the typewriter. I think it was a typewriter. I'm not sure; my memory is beginning to fade.

Let's back up a second. My memory is not fading and is still intact. I have a curse. I remember everything, and I want to get it all out and into print.

But I'm a staff of one, and chances are I'll live the rest of my life the same way: as a staff of one.

At this point, I'm not sure I want it any other way. I have just enough social security to pay the bills, and currently, if I drive less than 300 miles a month, I'm good to go.

I do have to worry about my laptop burning out. I must have passed the word limit for such a device long ago.

Still, it's not so bad being a staff of one.

No one is around to tell me if I've been bad or good. Whoops! Or is it oops? In 1920, it was Whoops! I'm not

sure about all that. I'm not that old. I was born in 1945, right when World War II ended.

It's been a long journey.

So, if the words keep flowing, the journey may be far from over.

#### Jake Lamkins, station agent

Hi Dan, I have several FLacebook posts of yours that I'm considering using in the FL News. Is it okay with you? ...if I make you famous:) Do you have a good head shot type photo of you from the Frontier days?

#### Dan Price, station agent

Hi, Jake. Thanks for making me famous. Unfortunately, I have very few photos of me from working with Frontier. I'm sure there's plenty out there taken by my coworkers. Here are two close-up shots. I've always had gray hair. Thanks again, Jake. Photos attached.

*(Me too, Dan! Like a rolling stone I just keep moving along to quote my 1960 Memphis Tech high school year-book. My computer is like Dan's - so old Microsoft won't update it and my anti-virus got run out of the country. It has so many work-arounds I have a maintenance checklist for it.*

*As for me, I made a deal with the devil when I turned 80; he could have my body if I could keep my mind. So far, he's true to his word - my body has gone to hell but I've still got some marbles left.*

*This seems like a good place to add some more rambling reminiscences from the incredible Frontier FLolks.)*

#### Patty Giordano Benton, flight attendant

Does the is flight # sound familiar? Scan shows flight 670 on AA.

#### Jake Lamkins, station agent

Sure does, Patty! That was FYV's morning flight to STL. When CN used the CV240, it was flight 270, before 1965. Then with the CV600, it became flight 670, about 1965. When FL replaced it with the CV580, it became

| ST. LOUIS, MO.                          |       | RESERVATIONS HA 6-6441 |                               | AIR FREIGHT HA 3-3100 |                     |
|---|-------|------------------------|-------------------------------|-----------------------|---------------------|
| DALLAS to St. Louis (\$46.90)           |       |                        | St. Louis to DALLAS           |                       |                     |
| 7 00                                    | 11 18 | CN670 Daily            | 3                             | 7 00                  | 10 29 CN 71 Daily   |
| 3 31                                    | 11 58 | CN 82 Daily            | 9                             | 2 25                  | 4 51 CN673 Daily    |
| 6 25                                    | 10 03 | CN676 Ex Sa            | 1                             | 10 50                 | 1 14 CN677 Ex Sa    |
| FAYETTEVILLE to St. Louis (\$27.00)     |       |                        | St. Louis to FAYETTEVILLE     |                       |                     |
| 8 46                                    | 11 18 | CN670 Daily            | 1                             | 7 00                  | 8 29 CN 71 Daily    |
| 1 00                                    | 4 18  | CN 74 Daily            | 2                             | 2 25                  | 2 59 CN673 Daily    |
| 8 45                                    | 11 58 | CN 82 Daily            | 2                             | 5 25                  | 6 54 CN 75 Daily    |
|   |       |                        |                               | 10 50                 | 11 29 CN677 Ex Sa   |
| FT. LEONARD WOOD to St. Louis (\$10.25) |       |                        | St. Louis to FT. LEONARD WOOD |                       |                     |
| 10 42                                   | 11 18 | CN670 Daily            | 0                             | 7 00                  | 7 55 CN 71 Daily    |
| 1 10                                    | 1 46  | CN672 Fr Only          | 0                             | 12 15                 | 12 52 CN671 Fr Only |
| 3 30                                    | 4 18  | CN 74 Daily            | 0                             | 2 25                  | 3 02 CN673 Daily    |

flight 570, after 1967. It ran DAL-FSM-FYV-TBN-STL and back. Gordon Bourland captained it a lot. Good memory!

#### Donna Harrison, flight attendant

Well, yeah, 670 to Dallas to St. Louis not Dallas to Reno.

#### Jake Lamkins, station agent

It was AA670 that Patty was pointing out.

#### Patty Giordano Benton, flight attendant

Brain fart! What is TBN? Also, since you have so much information (smarts) - what was the flight # & stops from DFW LAW (Enid) FSM FYV (Harrison) (Hot Springs) (Fort Leonard Wood) STL? As you can see I've forgotten a lot. That was 53 1/2 years ago.

#### Jake Lamkins, station agent

TBN is Fort Leonard Wood. That code comes from Tribune, a nearby navigational aid. The flight with all the stops is listed just below flight 670. Flight 82 made nine stops from DAL before it got to FYV. It was a DC-3 with 11 stops DAL-STL. It must have hit every airport in OK before it got to FSM then FYV HRO TBN STL.

#### Donna Harrison, flight attendant

Flew it many times as 570. Remember having to deplane everyone in FSM because of bad weather. Got better, flew to FYV, unloaded again, cleared, and went onto HRO, almost unloaded again but didn't. Finally made to STL about Midnight. All this with an unaccompanied maybe 6 or 7 year old little girl. Oh what a night! Those were the days, my friend. Last of my song lyrics.

#### Bert Brashears, flight attendant

Those were the days..... Near the end of my 'flying days', for several months 2 of my bestie's and I flew this great 3 day trip which had a 30 hour layover in Durango, Colorado. We went skiing, fishing, and just enjoyed the great place it was. As you can see in this photo, we did have some fun!!!

L-R: Bobbie Bender, Donna Garland, Mickey Mouse and Bert Brashears at SNA in Dec 15, 1980.

Bobbie Bender is still such a lovely lady, living in Denver, and recently retired from United. Donna Garland was taking flying lessons during all this, and not too much later she became a pilot for Continental but very sadly passed away soon after. She was so much fun! She always sang to us that she's the reason God Made Oklahoma - and I do believe she was.

#### Karen Davidsaver, flight attendant

Donna was so crazy and fun!

#### Jake Lamkins, station agent

Donna became a Frontier pilot in Jan 1986. Truly a terrible tragedy

([http://FAL-1.tripod.com/Donna\\_Garland.html](http://FAL-1.tripod.com/Donna_Garland.html))

#### Bert Brashears, flight attendant

Thank you Jake --- I had forgotten that! What a gal she



L-R: Bobbie Bender, Donna Garland, Mickey Mouse and Bert Brashears at SNA in Dec 15, 1980.

was - so smart, so funny, SO loved!

**Bert Brashears, flight attendant**

We had lots of fun on these layovers (Santa Ana, CA). One evening we were down at the pool but we had to listen to Howard Cosell. The LA Rams had a game the next day and were staying at our hotel. You could hear Howard bossing them all over Santa Ana.

**Bert Brashears, flight attendant**

It would have been worth it --- we had great people to work with, and great passengers!! Those were the days!!!!

**Gloria Croisant, flight attendant**

Donna was fun to fly with! Loved her sense of humor.

**Bert Brashears, flight attendant**

Gloria - I agree, never a dull moment with Donna onboard! She was always so upbeat & loved people. A gem!

**Gretchen Densley**

Just look at y'all.. such great memories!!!

**Bert Brashears, flight attendant**

Gretchen - and you were a part of all that fun we had! Aren't you glad you came to FAL?

*(Adapted and edited from a post by pilot Bill Walker in his fabulous aviation "Eye Candy" essays emailed daily. Contact Billy to be added to his email list.)*

I was privileged to fly as an airline pilot for forty glorious years back when the industry had class and character. I would not want to ply my craft in today's airline industry.

My first airline was the original Frontier Airlines. My first airliner was the ubiquitous DC-3. Actually, the DC-3C, the civilian designation of the C-47 (R4D or C-53 or C-49 or...). My first instructor was Captain Jack Robins, a former USAF B-25 IP. Jack is in his 90s now and still going great. He owns a Beech Staggerwing, a Cessna 190, and a Cessna 421. He not only flies 'em he has an A&P and does the maintenance.

I was paired with Karl Penner. Sadly, Karl was lost in the crash of the Cessna 310 he was flying along with his



L-R: Billy, David Neeleman and Cheryl. Be sure to visit Billy's webpage at <https://captainbillywalker.com/> for more stories and history. Cheryl Lotz Walker was in the Frontier flight attendant class of Mar 6, 1970. She married Billy on Apr 8, 1971.

barbershop quartet members on Spanish Peak near Alamosa, CO not long after checking out as a Frontier captain.

([http://FAL-1.tripod.com/Karl\\_Penner.html](http://FAL-1.tripod.com/Karl_Penner.html))

Early-on folks showed up dressed in suits and, perhaps, a fedora. The ladies wore dresses and, often, little white gloves. It was OK to visit the cockpit for a quick "Howdy" with the crew. Now, it's tank-tops and flip-flops and a team of Seals can't get thru the hardened cockpit door! Who's voting with me to turn the clock back?

I was with Frontier from 1967 thru 1986 albeit I hung around another couple of years helping with the aftermath. (Billy was the ALPA Master Chjairman when Frontier died on Aug 24, 1986.) From the Best of Times to the Worst of Times...

Then, on October 1, 1988 former Frontier captain, Dick Nicwander and I joined the America West Airlines training department. I would remain there eleven years before becoming part of New Air's startup team. Soon, New Air

became JetBlue Airways, brainchild of David Neeleman.

I was there until 2007 finally retiring to the fun flying of my WWI Nieuport 17 and, finally, the Stearman N2S-3. I was reintroduced to the DC-3 again through the benevolence of Larry Perkins. For 2 1/2 years we flew the C-47 he'd restored as "Puff the Magic Dragon" of the Vietnam War era. Later it was discovered that the venerable ol' C-47 was actually "That's All Brother" the lead ship in the Normandy Invasion!

Neeleman has started several successful airlines beginning with Morris Air that ended up merged into Southwest Airlines. Then JetBlue, then a Brazilian airline, AZUL, and, lately, Breeze based out of SLC. Heckofafella! We remain in touch. Cheryl and I greatly value our friendship with David.

Neeleman started the tradition of employee's naming each new jet. I had the privilege of delivering some 77 new Airbus jets from the factory in Toulouse to JFK in NY. Cheryl went along on 33 of those flights. Until the

FAA “fired” me under the onerous Age 60 Rule, I had the honor of bidding #1 and enjoying the luxury of getting my first choice of trip pairings. Additionally, I was an FAA APD (Designated Examiner) administering numerous type-ratings. Lookin’ back I’ve been a very lucky fellow...

I sure did like being able to bid #1 for line flying, but didn’t like being the first JetBlue retiree. I have to say that the JetBlue experience was absolutely wonderful for both Cheryl and me. I was surprised how the door shut as soon as I was no longer an employee! SLAM! ...as though I was never there. I’m still trying to figure out what “Lifetime Benefits” amounts to...?

Such a contrast in corporate philosophy with the original Frontier where employees are more FLamily than co-workers. FLamily still gather and stay in touch largely thru the efforts of Jake Lamkins, Honorary Frontier Captain. Thanks to Ken Barnett the AWA 'Cactus Crews' still gather monthly at a local watering hole. So, I’m puzzled not to find something along those lines with Jet Blue.

\* \* \*

#### **Jake Lamkins, station agent**

Patty Giordano Benton graduated from Frontier's flight attendant training class on Dec 18, 1970 and Jaynie Delashmutt Bishop took up flying at Frontier on Jul 1, 1972. Believe it or not, neither has not stopped flying. Jaynie is with United Airlines and Patty is with American Airlines.

UNBELIEVABLE! Huge congratulations to Patty and Jaynie on their accomplishments.

#### **Donna Harrison, flight attendant**

Hey, you go girl! I hated retiring in '86 but made a different career path that paid off. Miss flying though.

#### **Patty Giordano Benton, flight attendant**

You go Jaynie, I’m right there with you!!

#### **Jake Lamkins, station agent**

Patty, You're ahead by 18 months. Both of you are amazing!

#### **Patty Giordano Benton, flight attendant**

But who’s counting hahaha. (P.S. we are!!) lol Thank you, Jake!

#### **Lynn Osadchuk, flight attendant**

Congrats! You haven’t changed a bit.

#### **Jim Haxby, pilot**

That's great, keep going

#### **Pamella Corvelli, flight attendant**

Congratulations on your long career in the air! I bet you have seen a lot of changes!!

#### **Linda Miller Anderson, flight attendant**

Congratulations! Amazing accomplishment.....

#### **Jane Baldwin, flight attendant**

Totally awesome!!!

#### **Mary Avers Albeck, flight attendant**

Always a pleasure to fly with! Way to go.

*See photos  
next page*



#### **Derek Humphrey,**

**grandson of station agent Irwin Humphrey**

([http://FAL-1.tripod.com/Irwin\\_Humphrey.html](http://FAL-1.tripod.com/Irwin_Humphrey.html))

I delivered a hot tub to a gal and her husband and she said she used to be an airline pilot, I asked her which airline and she said oh you have probably never heard of it, Frontier. I told her my grandpa worked for them and she was happily shocked I had heard of the airline, she showed me these glasses and asked if I wanted any so I took a set for me and my dad. Since my grandpa had passed away by then I took one of the rifle cases from his 21 gun salute and I keep it in the glasses on my desk.

#### **Janie Warren, flight attendant**

You are just as beautiful as always!

#### **Jaynie Delashmutt Bishop, flight attendant**

Oh, thank you so much for acknowledging me. It really meant a lot to hear from you all. You’re my airline and always will be. I love Frontier! Thank you again - that means a lot.



## Ten Stewardesses Graduate December 18

1970



Ten new girls were added to Frontier's stewardess complement on December 18, 1970. They are (left to right): Barbara Mitchell from Kansas City; Pat Snow, Colorado Springs; Laurel Bradford, Salt Lake City; Anita Jones, Denver; Linda Hervey, Dallas; Jeanne Reynolds, Independence, Missouri; Carol Haddock, Joplin; Linda Hatzky, Cedar Falls, Iowa; Pat Giordano, Springfield, Illinois; and Kathy Ott, Castle Rock, Colorado.

## July Stewardess Grads Honored

1972



These sixteen girls have just completed an extensive four-week stewardess training program to earn their wings on board Frontier.

Left to right are: Kitty Jo Wright-DAL, Margie Hasegawa-DEN, Carlene Peters-DEN, Jaynie DeLashmutt-SLC, Tina Dunlap-SLC, Connie Larsen-DEN, Trish Flueger-DEN, Geordine Mabe-DAL, Stephanie Hooter-DAL, Susie Weed-DEN, Cindy Newman-DEN, Dorothy Alvarez-DEN, Denise Pullen-DEN, Penny Maes-MKC, Jamie Gradishar-DEN, Debby McPhee-DEN.

## FRONTIER NEWS JAN 1974

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### ALLAN LARKIN NAMED VP- ADMINISTRATION

Appointment of Allan G. "Buzz" Larkin as Vice President — Administration of Frontier Airlines has been announced by A.L. Feldman.

In this position, Larkin will be responsible for industrial relations, administration, and personnel matters of the company.

Larkin most recently has been Vice President — Industrial Relations for Chemical Construction Corporation (CHEMICO), in New York City. Prior to that, he served as Vice President — Industrial Relations for Aerojet Liquid Rocket Co., a division of Aerojet General Corp., in Sacramento, Calif., and in several employee and industrial relations posts for Allied Chemical Corp. of New York City.

A native of New York, Larkin is a graduate of Fordham University, and served as an officer in the U.S. Army. He and his family are living in Englewood.

Reporting to Larkin are Robert Revitte, Director-Administration, and Van Coleman, Equal Employment

Opportunity Coordinator.

### FRONTIER'S EMILY HOWELL

### GIVEN FIRST WRIGHT BROTHERS TROPHY

Frontier's Emily Howell, first woman in modern aviation to fly for a scheduled airline was presented Colorado's first Wright Brothers Memorial Trophy at

a dinner in Denver' Dec. 17, attended by aviation leaders from throughout the state, and from other states in the midwest.

Major General Joe C. Moffitt, State Adjutant General, presented the trophy, which is jointly sponsored by the Federal Aviation Administration's Rocky Mountain Region, the Colorado Air Force Association, and the Colorado 99s, a division of the international women's pilot organization that sponsors the annual Powder Puff Derby.

Mrs. Howell. was escorted to the podium to receive her award by A.L. Feldman.

She joined Frontier on January 11, 1973, as a second officer on a Boeing 737 jet.

Prior to joining Frontier, Mrs. Howell was with Clinton Aviation at Arapahoe County Airport, entering that company's employment in 1958. She became their chief pilot, and logged more than 7,000 hours of flight time before joining Frontier.

Mrs. Howell's plaque is a temporary and symbolic trophy created by William Hinkley, noted Aurora civic and business leader. Hinkley, also a gifted sculptor, is at work on a permanent Colorado Wright Memorial Trophy. When it is completed, it will be put on public display at Stapleton International Airport and other prominent locations during the year. Mrs. Howell will receive a miniature replica of the trophy for her permanent retention.

The FAA, and the Colorado AFA and 99s, plan to make the Wright Brothers Memorial dinner an annual event, and will establish a Colorado Wright Brothers Memorial Foundation devoted to the advancement of aviation education.



FRONTIER'S Emily Howell was given the Colorado Wright Brothers Memorial Award at the second annual Wright Brothers Memorial Dinner held Dec. 17 in Denver. Here, she receives a plaque from Major Gen. Joseph Moffitt, and congratulations from Frontier president. A. L. Feldman.



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### EXECUTIVE MESSAGE

G. L. Ryland, Executive Vice President

As we close one year and commence a new one, it may be worthwhile to examine briefly where we are and what lies ahead.

This past year has been an active one on several fronts with the emphasis on healthy growth, acquisition of two more B-737's, entering into a route exchange agreement to obtain entry to the Pacific coast, receipt of route realignment authority and the addition of personnel.

While these things were happening, the company continued to strengthen its financial position, successfully obtaining a favorable CAB decision that principal and interest which accrued to Frontier from a federal court judgment following the merger with Central could not be used to offset subsidy income. The debt incurred to acquire additional jets has been fully repaid and no bank debt now exists. As a result of the professional performance of Frontier's people across the board and the sensible application of the company's resources, Frontier completed 1973 with another set of records for passengers carried, revenue passenger miles" flown, passenger load factor and profits, while maintaining our high standards of reliability and on-time performance.

But as we all recognize, a large cloud called "fuel shortage" has now obscured much of the sunshine. Starting early last summer we began to run into some fuel difficulties but through the fall had been able to handle them by negotiation, careful fuel control and finally with government assistance. Although we received some temporary relief in November and December, it became nec-

essary to reduce our schedules and furlough some employees. Within the past few days the Federal Energy Office has issued new regulations providing fuel allocations to regional airlines at 100% of their 1972 base level. While, this is a decided improvement over the TEO's prior allocation to us, it still represents a substantial reduction from our level of flying prior to the December 8 schedule. Therefore, even if we receive all the fuel to which we are now entitled it does not appear that there is any near term prospect for restoration of schedules now reduced. In fact, as we have noted in the past, although we have federal authority to receive this fuel consumption level, we still must obtain it from our vendors. If they are unable or unwilling to meet our requirements we must, of course, take every action available to us to assure compliance. But we must recognize that any shortfall represents the potential for further schedule reductions.

It is our clear goal to continue to operate Frontier in the black while stabilizing the work force and maintaining a quality operation in customer service and airline reliability. The contribution of each Frontier employee is of great importance, and I wish to express for every member of management sincere appreciation for your past efforts and your understanding in the difficult environment we all face in 1974.

### 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.

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SPEAKING OF HONORS, Al. 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

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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



### GRADUATING STEWARDESSES

DECEMBER 8, 1973, stewardess graduating class included (from left) 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.

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 cardiopulmonary 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 STATION 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.)

### EMPLOYEES GEARING UP FOR MOVE TO NEW DALLAS/FT. WORTH AIRPORT

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, Market Planning, Research and Analysis Manager-Field Marketing (5172); Leroy in Local Service Marketing, has joined the Roberts, Revenue Analyst (5172), and Futures Planning Department as Manager 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.

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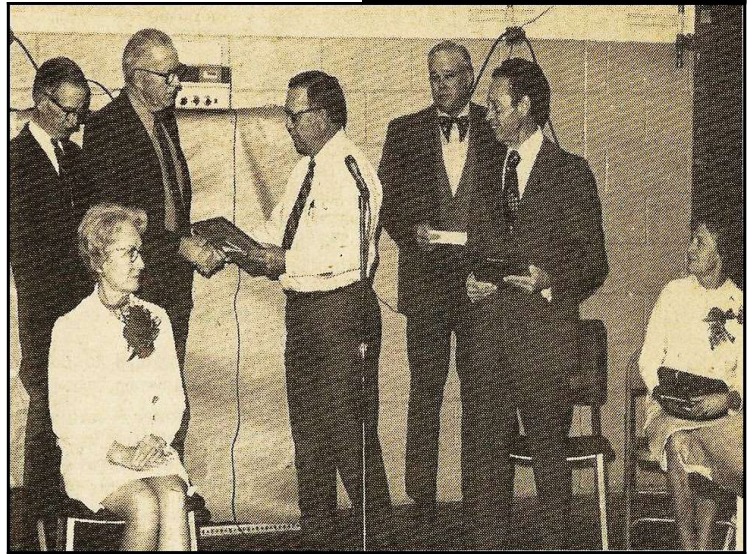
**CHRISTMAS BRINGS PARTIES, SMILES**

Frontier employees got into the Christmas spirit this season, and the photographs on this page were taken at several of the Christmas functions employees and their children attended.

The Employees Club held its Christmas party Dec. 10 at the Aviation Country Club. The gala dinner party featured a beautiful buffet and dancing to the Leonard Weldon band. More than 300 employees and their spouses attended. Grand prize of the evening — passes to Mexico on Hughes Airwest — were won by Dave Stewart and Glen Martin.

Other trips were awarded to Ed Bronosky, Larry Larson, Janet Pennell, Bob Meisenbach, Gordon Cumming, Marge MacAllister and Ruth Hinckley.

On Dec. 15 Santa himself— Jack Mericle — made his appearance at Frontier at the Children's Christmas party held in the hangar. The kids got to sit on Santa's lap and tell him their Christmas wishes, and all sampled the



refreshments.

Though the expressions on the faces of the children shown with Santa on this page vary from delight to fright, we were told that Santa brought them all what they wanted for Christmas.

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CONGRATULATIONS and best wishes were in order this month for three long-time Frontier employees from Maintenance and Engineering. More than 100 Frontier employees and friends of the three turned out for a giant three-way retirement party held in the sheet metal shop. Red Ralston (far left) retired after 26 years with the company. He was a lead technician. Harold Wagner (second from left), aircraft technician, retired after 15 years, and Dutch Greenemeier (far right, standing) retired after 27 years here. He was an inspector. There were gifts galore for the three — from their co-workers, the company and the IAM. Dutch also was given a certificate of appreciation from Sheldon King, principal maintenance inspector for the FAA here, for being a mechanic examiner for the FAA the last eight years. Also pictured are Mrs. Wagner (left) and Mrs. Greenemeier, Les Keeley, Vice President—Maintenance and Engineering, and Bud Naylor, Director, Aircraft Maintenance.

**SERVICE AWARDS**

**25 YEAR SERVICE AWARDS**

- Cuellar, S.J., Aircraft Tech. — DEN
- Thiese, H. M., Aircraft Tech. — SLC
- Yantom, 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



CELEBRATING 25 years with Frontier this month is Elmajene Yantorno, Manager of Passenger Revenue. She was honored by friends and co-workers at an anniversary party held at The Malibu in Denver. Here, James Murphy, Controller, pins on Elmajene's 25-year pin. Co-workers presented her with a silver casserole.

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 1/16 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 CV580.

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



**SUB SURPRISE.** The Kansas City Reservations Office, whose personnel have worked some 2,200 hours of overtime during TWA's work stoppage, had a surprise visit from some members of management from the Denver GO this month. Pictured here, admiring a seven-foot long submarine sandwich brought in for the occasion, are (left to right) Laurel Johnson, John Morgan, Manager of the Kansas City Res Office; Carol Sheppard, Dick Rohrman, Director — System Reservations, and Kay Coles. Overtime hours put in by both the Denver and Kansas City Reservations Offices have totaled nearly 4,000 hours.

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 pigtailed 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.

## FRONTIER NEWS FEB 1974

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### 1973 IS RECORD YEAR FOR FRONTIER

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."

### M.C. "HANK" LUND NAMED VP - SALES

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).

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### EXECUTIVE MESSAGE

M. C. "Hank" Lund

Vice-President — Sales and Service

I think we have the greatest Reservations Department in the industry.

Several months ago I wrote an article for this publication in which I extolled the virtues of various of our customer contact personnel and, inadvertently and unforgivably, excluded mention of our fine Reservations people. A simple apology at the time was grossly inadequate and the oversight has been on my conscience since. I made various overtures to the Director of Reservations as to how to make amends. One of the suggestions was that I commit self immolation in the CRO during the peak time of the day. However, an obscure company regulation was revealed that prohibits self destruction on company property.

When the Public Relations Department approached me about writing another article, I leaped at the opportunity because there never has been a time when recognition of this group was more appropriate. Since early November we have undertaken several major schedule changes, absorbed the impact of a strike involving a major carrier, suffered through an incredible number of adverse weather periods, all of which occurred through two of the heaviest holiday periods in the year.

With these various combined intense pressures it took the efforts of a highly skilled professional staff to avert

chaos. They were unfailingly responsive to the demands of the times, and I know all of you will join me in a tip of the hat to those behind-the-scenes people who are on the front line in presenting our image to the customer.

To shift gears to a different subject, I recall attending an employee meeting with Al Feldman shortly after he came to Frontier at which time he was asked what his thoughts were about the economy in the next year. He replied that he had checked with the experts and had concluded that it would either be better, worse or remain the same. This dilemma has been sharply exacerbated by events generated by the energy crisis. There are those who predict that due to capacity reductions we will have to beat customers off with a baseball bat. There are others who are purveyors of doom and gloom and see a severe recession ahead. Your management has rejected both extremes and geared its marketing thrust to the proposition that we will be in the same kind of tough ball game that has characterized our competitive environment historically.

It is also an environment in which we have demonstrated an ability to win, and one in which we will continue to win by exercising the same management discipline. These disciplines include a commitment to a reliable on-time operation; a high level of service on the ground and in flight; a sharp, aggressive flight scheduling program and a marketing approach that identifies and cashes in on high leverage opportunities

We, in senior management, recognize our responsibility equally to our customers, employees and stockholders. We want to assure you that your confidence and trust in us is important and much appreciated as you perceive it to be warranted. We, in turn, feel comfortable in the belief the we can fulfill this threefold obligation, for the security and rewards that each of the three groups for whom we work deserve.

I want this message to be a tribute to our Reservations Department, emphasizing that in doing so it is not to the exclusion of any of our other fine employee groups. Heaven forbid that I should go through another such agonizing reappraisal that followed my last adventure with journalism.

### SHORT HOPS

**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 manager — 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.

\* \* \*

**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 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.

\* \* \*

**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 by Ed O'Neil, Vice President — Flight Operations and Bill Wayne, Vice President and Manager — Operations.

#### **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.

#### **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.

#### **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.

#### **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



Most folks who have spent any time in JAC have heard of the DC-3 that crashed into Mt. Moran back in 1950. When I was in JAC from 1970 to 1972, one could see the glint of the wreckage on Mt Moran in the mornings when the sun was just right. Google "DC-3 on Mt. Moran" for more details. I came across this article in a neat book of memories by an old time JAC mountain climber. It is an extremely interesting first hand tale of the crash. [http://FAL-1.tripod.com/JAC\\_Art1950DC3Crash.pdf](http://FAL-1.tripod.com/JAC_Art1950DC3Crash.pdf)



Station agent Dave Bottinelli, a terrific photographer, took this pic at DEN in the Spring of 1986.

# THE KANSAS CITY CV-580 CREW BASE

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notices on upcoming events,  
pictures and stories from the past.



## BOJANG WHYHIGH

By the time you think  
your parents were right  
you have a child  
who thinks you are wrong

