

FRONTIER NEWS

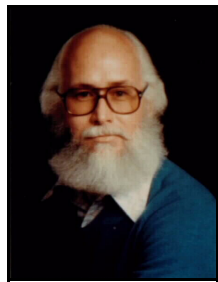


MONARCH AIRLINES STEWARD JACK WEISS SENT THIS PHOTO OF THE MONARCH ABQ TICKET COUNTER IN 1947. JACK IS BEHIND THE COUNTER AND IN FRONT IS RAY "PAPPY" WILSON (MONARCH FOUNDER), HIS WIFE ALBERTA AND AN UNIDENTIFIED PASSENGER.

SPRING 2002

The FRONTIER NEWS is 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". Subscriptions are \$10 per year. All back issues are available & cost \$2.50 each. Text ads are \$5 for 20 words, \$10 for 40 words, \$15 for a business card, \$20 for 1/8th page and \$40 for a quarter page. Tell others in the FLfamily about the FL NEWS. Give a gift subscription. Masthead design by Craig Hansen, FL fan & Denver graphic artist.

ISSUE # 7 - April 2002



This issue is our most ambitious yet and we hope it meets with your approval. An improvement in the labeling system is in the works so that the mailing label will indicate when you last sent money. Meanwhile, we'll stick a reminder label on for those who last subscribed in 2000. The 16 pages in this edition allows it to be mailed unfolded which is also an improvement. However, there is a 67% increase in postage and 33% increase in printing. Costs for this issue total about \$475. Your continued support is essential and appreciated.

Another project just getting underway is to provide copies to the FLfamily of the news clippings, reports, etc. of various aspects of Frontier's history that we have. A lot of it is too voluminous to put in the newsletter. If you have items that would be of interest, let us know. Look for the Frontier Reports section on the back page.

Regarding all the letters we print, we're sensitive to privacy issues folks may have so we don't normally show addresses, phones, etc. unless requested to do so. However, if there's someone you want to get in touch with, please contact me and we'll help if possible.

We'll send one complimentary issue to any non-subscribers who have not previously received one. Then they can subscribe if they wish. Send us any names/addresses that you think might be a possible subscriber.

Ken Schultz has sent an updated database of the FL deaths - mainly in the maintenance field - similar to what we published in Spring 2001 issue. For a copy check the back page. Many thanks to Ken for all the research and effort he puts into the database and other FL research. Darrell Robson and Kevin Porreco have started work on a database that will include the entire FLfamily.



FRONTIER AIRLINES

TIME TABLE

This is the information we currently have. Coordinators of FL events, please let us know the details so we can post it.

DALLAS-FT WORTH REUNION

2002 TBA:Ernies, 8206 Bedford-Eules Road, North Richland Hills, TX on Saturday night, at 6:00 PM until ?
Contacts: Don Adams 817-577-0001 or Mary Little 817-461-4707

DENVER REUNION PICNIC

JUNE 29, 11am - 4 pm, Cherry Creek State Park (Dixon Grove), bring your own food & drink
Contact Lanette Duncan at 5901 El Diente Ct., Golden, CO, 303-216-0600, LD60003@aol.com

FRONTIER AIRLINES RETIRED PILOTS

DFW: Luncheon, every odd month, 3rd Monday, noon @ Ernies, 8206 Bedford-Eules Road, North Richland Hills, TX
Contacts: Don Adams 817-282-3542, Bill Blackmon 817-282-3105
DEN: Luncheon, every second Tuesday, 11:30am @ Mr. Panda Chinese Restaurant, 2852 S. Havana, Aurora, CO
Contacts: Ace Avakian 303-688-3852, Jim Hanson 303 750 6478
SLC: Luncheon, every third Thursday 11:30am @ Chuck Arama Buffet, 744 East 400 South Salt Lake City, UT
Contact: Jack Schade 801-277-5479

(The FL Retired Pilots Assn quarterly newsletter is available for a \$15 annual subscription. Contact Ace Avakian, 17 Oak Ridge Drive, Castle Rock, CO 80104-2129, AceAvak@aol.com)

FRONTIER BASH

It will be in September, 2002 & features a golf tourney.
Contact: Rusty Lambert, 6790 Ann Drive, Murchison, TX, 903-852-7094, RLambert11@compuserve.com

FYV-FSM MEMORIAL PIGNIC

It will be in August, 2002 on a Sat., 11am-5pm, Burford Pavilion near FSM airport.
Contacts: Phil Green, 2101 Packard Pl., Ft. Smith, AR 72901, 501-783-2981, SusiGreen0609@aol.com or Jake Lamkins, 365 Wallin Mountain Road, West Fork, AR 72774, 501-839-8556, ExFAL@Yahoo.com

KANSAS CITY REUNION

2002 TBA:
Contacts: Reva Burke at 816-436-3670 or Rose Dragan at 816-741-1995 or MDragen@juno.com

PHOENIX

2002 TBA: Will be the first Sunday in November.

TUCSON GOLF TOURNAMENT

2002 TBA: We need info on this event.

Is anyone interested in doing a FL directory, a collection of all the FLfamily's current addresses, phones, e-mails, etc? If so, contact us and we'll help you get the ball rolling. There are several mailing lists besides the one we use that could be collected.

MORE ON MUSEUMS

In the last issue we suggested FLOlks consider donating their collections to museums after they have "flown west" or even beforehand if desired. Ken Schultz sent the following info:

The Denver Public Library is the major depository for Frontier, Arizona Airways, Challenger Airlines and Monarch Airlines. The collections are in the Western History Department, on the fifth floor of the library. Yes, the library will accept donations, but may be selective of some things. For example they have two complete sets of the onboard "Frontier Magazine", a number of system timetables from 1978 on with the Red F-Logo, a good selection of 'freebies' from the F-Logo time period, and a few of the Crescent Logo time period, a number of black and white photos of all of the airplanes, an almost complete set of the employee publications, Sunliner News, Arrow Jet News, Frontier News, and a nearly complete set of the "Frontier Daily" Sheet that came out when Joe O'Gorman came on board.

They generally do not accept large items, for example; I had a DC-3 propeller blade, and a B-737 triple cabin seat, which I gave to the Colorado State Historical Society. If I have duplicates or triplicates of an item, they will go to the State Historical Society "Frontier Collection".

A donor should identify, list the items, and write a letter to:

Denver Public Library
Western History Department
Barbara Walton
Collections Specialist
10 W. Fourteenth Ave. Pkwy.
Denver, CO 80204-2731
Phone: 720-865-1821

Here is the info for donations to the Colorado State Historical Society;

Colorado Historical Society - State Museum
Jean Settles
Collections Services
1300 Broadway
Denver, CO. 80203
Phone: 303-866-3682

I have given the MOF a nearly complete set of the "Frontier" magazines, approximately 70, 8 X10 photos of aircraft etc., and some red F-logo timetables.

Museum of Flight
Curator, Seattle, WA. 98108-4097
Phone: 206-764-5720

Keith Kahle gave his collection to the Omniplex - Air Space Museum, in Oklahoma City. I visited the museum in 1990 and looked at his collection. There is a lot of information and scrap books on his pre-Central, fixed base operation in OKC, and of course some scrap books - photos - articles, etc. on Central. They will accept Central memorabilia.

Omniplex
Curator - Air Space Museum
2100 NE 52nd Street
Oklahoma City, OK 73111
Phone: 405-602-6664

In September I gave a number of Central CV- 240/640 Maintenance Manuals and Parts Catalogs, to one of the Central pilots who was going to send the manuals to OKC, and some items to a recently started Museum on Meecham Field in Ft. Worth.

DEATHS IN THE FLamily

(Reported since the last issue)

Al Beek, 12/18/89, age 68
Chuck Helton, need info
Conrad Remel, need info
Ken Gieck, 5/4/93, age 53
Kenny Hett, 1/9/93, age 71
Leo Maldonado, 1/24/02, age 58, stroke
Roger Barks, need info
Stu Miller, need info
Don Blanford, need info
Dick Cummins, 5/14/93, age 59, cancer
John Love, 1/21/02, age 85
Jay Shah, 2/13/80, age 27, ramp accident
Margaret Pickering, 12/21/97, age 79
Bill Nail, 1956?, need info
Les Bergstrom, 12/10/01, age 79
Linton Ellis, 4/11/01, age 68
Gil Haddon, 12/26/00, age 70
James Linebarger, 6/18/71, age 61
Donna Myers, 1/23/01, age 85
Lynn Puckett, 7/85, age 44
Pam Reed, 1/20/01, age 59
Ron Regan, 12/19/01, age 62
Ora Sommers, 1/14/01, age 82
Dave Vaughan, 1/8/99, age 88
Roland Kuhn, 12/1/97, age 68, leukemia
Dick Demos, 10/1/01, age 64
Ginney Booth, 2/19/02, age 69
Don Adams, 3/11/02, age 66, heart attack
Burt Wrasse, 3/7/02, age 74, cancer
Doug Knipfer, 3/8/02, age 63
Al Washburn, 1/9/02, age 72
Tom Hushka, 3/24/02, age 74
Glenn Robinette, 3/25/02, age 84
Chuck Schlener, 4/2/02, age 69, heart attack



PENSION INFORMATION

ALEA:

Principal Insurance Company
Contact Vicki Prorock at 1-800-944-8631 x57274 or
Prorock.Vicki@Principal.com
Several options - you can start collecting at age 55.

IAM:

Travelers Life & Annuity
One Tower Square 7MS-C
Hartford, CT. 06183-6035
1-800-521-3099 fax 860-954-2472

We need contact info on the TWU, AFA & ALPA plans.

LETTERS

Letters may be edited and paraphrased for space and clarity.

Your last Frontier News was great. On the photo of the DC-3, I believe if the flight was from Pueblo to Durango, the location would probably have been La Veta Pass (not Monarch Pass).

For clarification under Gone West, for flight attendants, the correct spelling is Joan U. "Jody" Binkley who was 65 when she went west on May 29th, 1999. She was born in Hanford, CA on July 8, 1933. She married H. Alson Binkley in 1958. She was a Flight Attendant in the 1950's and survived a DC-3 crash in 1958 at Gallup, NM.

She was a painter, teacher and owner of Studio West Gallery and Lakewood Arts Studio here in Colorado. She sponsored exhibits for charity. Her artwork was published in The Best of Floral Painting and she was listed in Who's Who in Painting.

Her survivors included her husband; sons, Cameron of California, Brock and Clay of Lakewood, CO and brother Robert Colquitt of Denver.

As you know, in my publications (*FL Retired Pilots newsletter*), I only list the Gone West of pilots and dispatchers and it's good to know that you and Ken (Schultz) keep tab on all the rest so that, "They will not be forgotten."

I can honestly say that when I dream, I dream that I'm flying the DC-3. There is no doubt in my mind that we who did fly the DC-3, saw the best of it. Recently, I had the pleasure of flying in a DC-3 from Centennial Airport here in Colorado to Meadow Lake Airport at the outskirts of Colorado Springs. What a joy to hear (and feel) those round engines! And to experience the airplane being flown instead of watching a computer fly the airplane! It brought joy to my heart and tears to my eyes.

Good Luck for continued success and with best wishes,
Ace Avakian (#1 on FL pilot seniority list when he retired.)

As a FAL family we have to let you know how much we enjoy the newsletter and the websites. Lately it has been so nice to hear and receive notes from our FAL family.

My husband Nile was the employee but all of us were Frontier. He is now on oxygen and housebound so he really enjoys all the pictures and notes. The newsletters are very precious to him and he saves every one. I have to copy a lot of e-mails so he can keep them.

We would be very happy to hear from friends. Nile's health is not good so this is a very good way to keep in touch with the family. Keep up the good work. You have really kept us together.

Janet & Nile Keesey

6770 Kearney St., Commerce City, CO 80022
303-288-0827 e-mail - JKeesey@iopener..net

Just finished reading the latest FL NEWS. Great as usual.

I can give you some information on James Slaten. He was born and raised in Durango; his family and mine were neighbors and his dad cut my hair when I was a little kid, along with other children, I'm sure.

I'm not sure where Jim started with Frontier but when I went to work for FL, he was the station manager at Durango. I started for Frontier in Dec. of 1950.

If memory serves me correctly, he came to Durango from Gunnison. He was manager here for 4 or 5 years before becoming a car salesman and assistant manager for Miller Motor Co. in Durango.

Two other Frontier employees have "gone west" that I know of that's not shown. They are Stuart Miller who died of cancer after I retired. Also Don Blanford. I'm not sure what he died from. Stu transferred to Phoenix from Cody, WY and Don from Winslow, AZ. They were both great people and hard workers. Maybe Dave Ross or John Koehler of the Phoenix area can provide more details on these two.

Vern Crawley (DRO station agent)

My father Herschel Lowe who now is 80 years old was a Frontier employee since the early 50's. Dad is still with us and I'm sure if he knew of the FL web site and club he would be very excited. Dad does not have a computer but other family members do so we can help him.

He speaks of his days with Frontier all the time. He has a lot of great stories to tell. A few years back dad gave me a lot of pictures and training material from his days with the company.

You can contact him at

Herschel Lowe

6271 Zephyr Street

Arvada, Colorado 80004

Thanks!!! Sincerely, **Penny Sanchez**

My Name is Rick Patterson and I served in YWG/YVR/YQR from 1974 till the eventual shutdown. I was just going through some old boxes and came across a few old items that may or may not be wanted by a FL collector. I have some FL golf flags/Wall plaque and a few other interesting items.

I am now working for Cathay Pacific Airways in YVR. I would be interested in hearing from some of the "GUYS"...especially the golfers like Eddie Bryant, Gary Mackee and Austin Henry. Do you have an email address for Capt. Rusty in Texas?

Sincerely, **Rick Patterson**

I Just realized that I did not send you the due for 2002. My check is in the mail. Keep up the good work. Without you the old FL would be not forgotten but misplaced.

I have just read both the Airliners and Airway magazines. Both are very good. I do like the Airliners better.

I started in ISN in 62-64. CPR 64-69. BIL 69-83. PDX 83-85. LAS 85-86 to the end. I was a Station agent until 75. I then became a TCA. I have been with AA since then. I was originally hired by AirCal. They were bought out by AA in 87. I have never liked AA, but at least I have a job. I am thinking of retiring in Feb. I will be 62 then. I still have not drawn my FL retirement. I think its about time.

I still use my FL employee number at AA for password info only when signing in on the computer at work. I think about how good FL was everyday and it still breaks my heart that such a great airlines is gone. I flew the new F9 to DIA over Christmas. What a let down. Their service compared to the old FL - No comparison. I did manage to get a free pass on them. I still have connections. Anyway keep up the good work. I have lots of memorabilia. Some day I will put it up for sale.

Al Krauter

I ran across a copy of the Central Airlines station seniority list from 1953. It has 68 names! The list gives initials, last name, company seniority date, and city location. Might be of interest to your readers, especially the old timers.

Some of the city codes bring back old memories. There is FTW (Meacham Field, (Central's headquarters), PRX where I was, END (Enid, OK, later replaced with WDG), ADH, ACF (remember that!), etc.

Here is the list, dated May 19, 1953.

#1, W. R. "Bill" Nail was Central's "Superintendent of Stations". He is the person who hired me to work for Central. He hired me sight unseen, in response to a letter I sent him asking for a job!

#3, Ray Haynes, was the manager at HDV (Holdenville, OK) when I went to work there.

#12, Truman Jones, and # 14, Jim Moore, were each in charge of the stations at different times after Bill Nail died.

My copy of the list came to me from Sam Jones, one of the oldtimers on the list. I worked for several of the guys on the list, and a couple of them worked for me after I became a station manager.

Central Airlines, Inc. Meacham Field Fort Worth, Texas

STATION SENIORITY LIST

NO.	NAME	DATE	BASE
1.	W.R. Nail	9-3-49	FTW
2.	G.R. Ball	6-7-50	OKC
3.	Ray Haynes	8-15-50	MLC
4.	W.M. Morrow	8-21-50	ICT
5.	A.C. Terrill, Jr.	9-15-50	END
6.	W.M. Sharkey	4-1-51	BGD
7.	F. A. Givens	4-2-51	SHW
8.	E. H. Terrill	5-15-51	END
9.	H. E. Barker	5-26-51	SHW
10.	C. Wooley	6-6-51	PNC
11.	R. G. Cunningham	7-21-51	DAL
12.	T. W. Jones	8-4-51	TUL
13.	W. E. Hull	8-15-51	TIIL
14.	J. W. Moore	9-1-51	ADM
15.	W. R. Padgett	9-4-51	TUL
16.	G. L. Brockman	9-15-51	DAL
17.	C. N. Smith	10-2-51	ICT
18.	D. W. Coppock	10-22-51	SWO
19.	E. G. Peters	12-7-51	PNC
20.	J. M. Johnson	12-29-51	PRX
21.	M. C. Stout	1-1-52	WWR
22.	R. S. Fleming	1-6-52	PRX
23.	J. R. Ward	1-10-52	BGD
24.	J. R. Daugherty	1-10-52	BGD
25.	W. D. Farnsworth	1-14-52	FTW
26.	W. W. Turner	1-16-52	ADM
27.	S. M. Knowlton	2-23-52	OKC
28.	B. R. Delong	2-25-52	BGD
29.	J. W. Prather	3-25-52	OKC
30.	R. P. Hall	3-28-52	OKC
31.	J. S. Jones	4-29-52	ADM
32.	R. M. Yaden	5-2-52	TUL
33.	C. F. Nantz	5-2-52	TUL
34.	C. D. Cleaver	5-16-52	PNC
35.	G. W. Godfrey	6-30-52	DAL
36.	J. M. Cheatham	8-9-52	PNC



37.	S. L. Cales	9-3-52	ADH
38.	P. J. Henley	10-1-52	MLC
39.	C. D. Lane	10-20-52	FTW
40.	E. L. Ciskowski	11-1-52	PNC
41.	S. E. Conway	11-1-52	TUL
42.	W. T. Moore, Jr.	11-16-52	OKC
43.	A. H. Boler	12-5-52	END
44.	D. L. Hardin	12-16-52	ICT
45.	W. H. Whitecrow	12-16-52	SWO
46.	H. J. Frasco	12-22-52	MLC
47.	J. L. Jones	12-22-52	TUL
48.	W. R. Plattel	1-5-53	ADH
49.	R. W. Myers	1-2-53	TUL
50.	J. F. O'Drain	2-1-53	ACF
51.	G. Ruth	2-1-53	END
52.	J. G. Brooks	2-1-53	END
53.	B. F. Cox	2-3-53	END
54.	J. L. Terry	2-12-53	TUL
55.	J. F. Gilbert	2-19-53	DAL
56.	F. D. Fountain	3-4-53	ADH
57.	B. J. Cox	3-5-53	ICT
58.	P. M. George	3-13-53	OKC
59.	J. H. Ccx	3-18-53	ICT
60.	P. H. Jones	3-23-53	MKO
61.	L. W. Pierce	4-2-53	SHW
62.	R. L. Jenkins	4-6-53	ACF
63.	T. H. Lamb	4-13-53	PRX
64.	M. E. Neal	4-14-53	DAL
65.	D. W. Tolar	4-22-53	DAL
66.	J. P. Dettl	5-5-53	TUL
67.	H. E. Robb	5-11-53	SWO
68.	N. T. Alexander	5-19-53	ACF

END was the old Enid airport and WDG is the code for the new airport, Woodring Field. SHW is Shawnee, and Central also served NRO, Norman, Oklahoma. I worked at NRO for a few months. Our DC3 pilots didn't even retract the gear when they flew OKC to NRO. WWR was Woodward, OK (out by AMA and BGD-Borger, TX). ADM is Ardmore, and ADH is Ada, OK. They couldn't use ADA for Ada, because Addis Ababa, Ethiopia was already using ADA! I was station manager in Ada for a while, and Sam Cales worked with me there-just the two of us.

I don't know whatever happened to Truman Jones (nice guy). The last I heard he was with Ozark Airlines. Also, don't know about Jim Moore. Bill Nail died, around 1956 or so, I believe. He was a really nice guy too. Speaking of nice guys, let me put in a good word for Keith Kahle, the founder and longtime president of Central Airlines. He was very good to me personally and I thought very well of Mr. Kahle. Best regards,
Joe Max Johnson (Joe also worked FSM & RNO)

MORE LETTERS

Thanks for sending me a copy of the FL NEWS. It was great to hear about so many of my former cohorts. It brings back many happy memories - of happy days when we were together as a Frontier family.

My wife, the former Judie Leal (who was an asst. manager - customer service, DEN station and spent many years in FL reservations), is now a director of customer service with EDS in El Segundo. We moved here in 1997 after she left HP where she was also a manager - customer service, LAS. Judie and I just celebrated our 16th wedding anniversary and I've never been happier.

After FL was annihilated in 1986 I stayed with CO 6 1/2 years but couldn't play their game. After leaving CO I was called to Lagos, Nigeria as Managing Director, Fassey Royal Airlines. It was a dismal mistake. In 1994 I attempted to start Jet West Airlines in LAS. Jet West got FAR 121 supplemental certification but the public offering was not approved by the SEC and my Japanese investors ran out of resources during the Japanese monetary crisis. I was also called to Tokyo, Saipan, Guam and Palau to organize and manage Palau-Pacific Airlines.

In 1997 I was employed by the FAA as ACI, Air Carrier, MSP FSDO, but shortly thereafter lost my medical clearance because of a coronary blockage that was eliminated by a stent implant. Shortly thereafter I was employed by the Jamaican Civil Aviation Authority as POI, MD83 for Air Jamaica. After five months there I was employed by FlightSafety International as instructor and 135 check airman on the G-1159 Gulfstream, where I am today.

Judie and I are in the phone book here in Los Alamitos, CA: 5 miles from both Long Beach and Seal Beach. Mary Cuthbertson is a frequent visitor and a very dear member of our family of friends.

Clyde Hart, pilot

Please put me on the contact list for the FL reunion. I attended one in Phoenix in the late 80's, and knew several people there; but would like to attend the one in Denver as that's where I spent 7 1/2 years before leaving in 1985.

I worked the ramp and airfreight in DEN from '78-82, then worked in the GO in the telecommunications department to work with Ken Dedrick (from Central Airways).

Just before I left the ramp I implemented the system by which online bags were sorted (numerically) on carts and several more stages to an efficient (manual) online baggage handling method. I left in '85 after major downsizing had allowed me to absorb the responsibilities but none of the pay of 7 people who were no longer with the company. When I left, I was the manager of finance & administration for telecom.

I remember in the early 80's a lot of high-seniority folks came into Denver. When I was on the ramp, I had a beard and probably the longest handlebar moustache.

Following FL, I worked for American Express in Phoenix and went to graduate school. I then started a consulting practice that I have owned & operated since 1991. I now live in Fort Collins; but practice nationally.

Michel Mager

I enjoy the FRONTIER NEWS. I worked for FL from 11/27/58 to 8/26/86, mostly in BIL. I was in MKC for 4 months from 9/1/59 to 1/7/60 and in MSO for one month, 10/67 - 11/67. It's good to hear from former FL employees. Keep up the good work. Here is \$15 for the NEWS - I hope you can keep it coming.

After FL went out of business, I went to work for WA/DL from 9/16/86 to 12/1/94 when I retired from DL. At present I am working as a school custodian.

Irwin Humphrey, BIL station agent

Just thought I'd add my name to your list. Steve Cornish - DOH - 8-15-67. SR Agent - GJT and DEN. Currently living in MCI. While I'm now in KC, I worked in Denver and Grand Junction for FL.

Steve Cornish

My name is Vant Vickers (Vick), I joined Frontier on 3/29/1959 and when they went out of business, I was a lead mechanic in Tucson, Arizona. Employee #9024. My time in aviation is just about over, I am currently a maintenance manager for FedEx in Memphis, TN.

I just today looked at the obits for FAL, and so many of the people that I knew, are now gone.

Vick Vickers

Duane Phelps loaned me a copy of the FL NEWS to read. Please sign me up for a year.

I started with FL in May, 1950 at CTF - Canon City, CO (actually it was Monarch Airlines then - FL started in July). In Dec. they closed the station & I went to GUP - Gallup, NM. In July, 1952 I took a leave from FL until Mar. 1954. I went back at RIW - Riverton, WY for three years then became manager at POY - Powell, WY.

When FL opened up Nebraska, I transferred as manager to LAR - Laramie, WY for 5 1/2 years. In 1964 I took CPR - Casper, WY as manager for 8 months at Carl Foster's request. He was the division director for both stations. In Dec. 1964 I took BFF - Scottsbluff, NE as manager until Apr. 1984.

They were planning on closing BFF & I wanted to retire in Colorado so I took a Sr. Agent position in GJT - Grand Junction, CO. I was there until Aug 1986 and the bankruptcy. I was manager in GJT for Aspen Airways (United Express) for three years & then retired here - best move we ever made.

I read somewhere that Floyd Ririe was the only captain to hand-prop a DC-3 but in GUP Burt "Pappy" Clark hand-proped one. I know cause I had ahold of his belt to pull him out of the way when it started!

We had the best of times in the airline business & made many friends along the way.

Les Bendickson GJT

(See Sam Cales story next page for an easier way to start a DC-3)

The first year Frontier went under Kathy and I did some traveling. We bought a beauty shop and 2 small stores and ran them for ten years. In 1997 we sold the last business and I went to work for Harrah's Casino here in St. Louis.

I have been working there for five years doing security. Its the best job since Frontier. I work days with weekends off.

Joe Huchowski, STL station agent & ALEA Chairman

Enclosed please find my check to renew my subscription to FL news. You are doing a great job and I really enjoy reading the news articles. It is also interesting to know where all the former employees are at and what they are doing.

I was with Frontier from Apr 56 to Aug 86 working at the OLF, MLS and BIL stations. After Frontier was shut down I went to work for Continental until Jun 94 at which time I took retirement. We keep ourselves busy during the summer months traveling, fishing and camping. My wife, Carolyn, and I are celebrating our 50th wedding anniversary in Apr of this year.

An event I will never forget is the crash of DC3 flight 32 at Miles City, MT. on March 12, 1964. I was Station Manager and working that evening. My agent Gayle Bussinger was on board flight 32 returning from Billings. The time of the crash was at 8:50PM or very close to that and the site was about 1 1/2 miles from the runway. The area consisted of rolling hills and ground transportation was difficult therefore the crash site was not found until around midnight.

My last contact with Flight 32 was at 8:47PM after giving him a local traffic check and since the wind was blowing 20 gust to 30 knots I asked him if he wanted the rudder lock on the runway and replied "Yes", which was acknowledge at 8:47PM. I then got prepared to take the rudder lock out to meet the flight. A light snow shower was passing through the area at this time.

After waiting for about 5 minutes I got out of my car and went back into the station to determine where he was because he should have been on the ground by now. I could not get an answer from him on the radio and the Flight Service Station was not getting a response either. I then initiated an "overdue flight" emergency procedure. I was kept on the phone until the aircraft was located which was around midnight.

After the wreckage was spotted I notified the local sheriffs to secure the area until the investigators arrive. A DC3 with company officials, FAA and CAB investigators arrived Miles City around 3:30AM. Elton Snoke and Carl Foster arrived on this flight. After my first flight out that morning they advised me to go home and get some rest.

I did but after several phone calls I decide to go back to the airport. Moe Osborne was relief agent in our area so he was brought in to help. Red Barringer, on station leave at this time, accepted to return to work. Getting an experienced agent was very much appreciated.

The tail section bearing the number N61442 was the only recognizable piece of the aircraft at its final resting place. The right wing was on a hill side about 1/4 mile west. Probable cause, per the CAB was "The descent below obstructing terrain, for reasons undeterminable, during an instrument approach in adverse weather conditions". May they rest in peace.

Gene Martin GenCarMar@aol.com

(The five people on FL32, besides Gayle, were pilot Kenny Huber,45, co-pilot Dan Gough,25, flight attendant Dorothy Reif, 20, and passenger Henry Swenson from Columbus, ND - the only revenue passenger FL ever lost. Dan's son was born several months after the crash and has contacted the NEWS for news about his dad. Tex Searle sent a copy of the 23 page CAB Aircraft Accident Report dated Mar 11, 1965. Gene sent several newspaper clippings. If you would like a packet of all this info, send \$5 to cover postage and copying. See the back page for more information.)

Please find enclosed my \$10 for the FL NEWS. Are you sure this will cover the costs? Pretty cheap for what you are doing for us old dogs....keeping alive a bunch of fond memories.

I was looking over the list of the ones we have lost and it dawned on me that when I went to work for Central in 1952, all the pilots were World War II boys who had given so much and now were to be part of history in building the great industry called "Aviation".

My favorite old DC-3 story was when I was in ADH (Ada, OK) and the flights made one engine stops with 3 minutes ground time. I was working one evening in 1953 and had completed my three minutes of ground time. I was ready to start the left engine when to our surprise the engine would not turn over. This was normally caused by a bad "mag" that would not accept the power that was being transferred over from the right engine.

Next thing I knew, the captain got off the airplane, left the right engine running, asked me if I had my car at the airport and did I have a length of rope. I said yes to both questions and he told me to drive my car out to the ramp and back it to the left engine parallel to the wing of the aircraft. When I got out of the car, he stood on my back bumper and wrapped one end of the rope around the engine "hub" and tied the other end to my back bumper.

He got back on the plane and had his co-pilot stand on my back bumper to add weight and give more traction. I pushed the gas pedal to the floor of that 1946 Ford and put down rubber that is probably still there. About the second full turn of the engine it kicked and started. The co-pilot jumped back on the plane and the captain gave me a salute and thumbs up!! It took me awhile to recover but what a thrill! What would the FAA have said?

Take care and thanks again for what you are doing for all of us.

Sam L. Cales PHX Manager; ADH, TUL, DEN, DAL earlier

Hi, my name is Bob Bible. I flew for Frontier in 67-68. Furloughed and now at my seventh airline. Frontier was number 3, but number one in many ways. I had alot of friends there and would love to get back in touch. Please send any info available on the group. Thanks

Bob Bible, Duluth GA

Thanks for the wonderful job you're doing publishing the FRONTIER NEWS. I've enjoyed every issue. I got both issues of AIRLINERS and AIRWAYS and enjoyed the articles very much. I also enjoyed the DC-9 article since I've worked and retired from USAir since Frontier.

Joe Crider, aircraft mechanic



MORE LETTERS

Tony Shepherd called me tonight. Said he had e-mailed you about our annual get together here in Colorado Springs. He thought you would like some of the pictures from the COS FLamily. There were several cameras at the party so these are just a few of the pictures. We have all met at Deanna's house each year but two since 1986. Most of us are still in Colorado Springs so it's pretty easy to stay in touch. There have been some departures to either be closer to home or to pursue other employment. Tony will bring you up to date on the obits for Al Beek and Kenny Geick.

In the Picture is from L to R, Harold Hopkins, his wife Ruth,

Dennis Gilbert,
Deanna Hinkle,
Cordy, wife of Ted
Roybal, Sharon
Gilbert and Ted.



Thanks so much
Jake for giving us a
place to stay in touch.
I'm glad to see how
much it's grown since

I first became a member. Great Job! Take care,

Chuck Borden, station agent

On Jan.5, 02, Deanna Hinkle (TCA COS) held a get-together party at her home for the former FAL persons from COS. In attendance were John Agar & wife, Chuck Borden, Dennis Gilbert & wife, Steve Galusha & wife, Harold Hopkins & wife, Don Houdeshell, Ted Roybal & wife, Tony Shepherd & wife, Bob White. It was a most enjoyable evening.

Deanna has hosted such party almost every year at her home since the demise of Frontier. Also worth mentioning is two names you can add to your "GONE WEST" list. Kenney Geick, (I believe 1994, but I'm not sure of year) and Al Beek. I'm not sure of the year here either. I enjoy your newsletter.

Tony Shepherd, station agent

Jerry and Charlotte Hagen are alive and well and living in the Great Pacific Northwest. Where are all of you? Love and Hugs to all "OLD" Frontier.

Jerry Hagen, pilot

My father was Fred Hart. He passed away on February 7, 1994. Frontier Airlines was an important part of my life and I would like to add my father's information to any history that you may have. My email address is HAH10928@msn.Com. My name is Holly A.Hart and I currently reside in Phoenix. My mom also lives in Sun City and knew many FAL employees and their spouses.

Holly Hart (Fred was a pilot and age 76 when he died)

I was a Senior Agent in Sacramento when the doors were closed. For a few months I worked for Consolidated Freightways on their freight dock; then landed a Temp. Part Time position with American (SMF) on the ramp. After about 30 days I was offered a Perm. P/T position with PSA, so jumped off the

American ship and joined Pacific Southwest. I did my 90 days of probation in SMF; then took a Full Time position at LAX on the ramp.

I was still married at that time, so as soon as I reported @ LAX I submitted a F/T transfer to SFO. (I figured I could commute to SFO from SMF) I was in L.A. for about 2 months, then moved on to SFO. During this time period USAir was in the process of buying PSA & Piedmont. I worked as a Passenger Service Supervisor at SFO for about a yr. before taking a Shift Manager's position with USAir in Charlotte. That was in 1990.

I was a Shift Mgr. in Cust. Svc./ Ramp/ and Cargo for 6yrs. at which time I was offered a position in the Cargo Marketing Dept. as a Senior Cargo Conformance Analyst. Our office was in charge of training our cargo handling companies, as well as maintaining cargo acceptance rules, policies & procedures.

USAir and I went our separate ways in '98. I'm now with Coldwell Banker as a residential real estate broker.

Seems like another lifetime ago that we were "one BIG happy family" at FAL. I'm sorry it all had to end, but I'm still able to stay in touch with several "old" friends from the FL days. The "old" FAL Alumni website you've developed at Yahoo.com has been a great resource for all of us. Great job there, Jake!! Take care, and keep in touch!!

J.D. Newton, FAL 1973-1986

I appreciate the FRONTIER NEWS and hearing from old acquaintances. I sometimes hesitate to read the "Gone West" list, for fear I'll find my name there. My book, "The Golden Years Of Flying", is still moving along. It has put me in touch with friends from all parts of the world. I love hearing from them and reading the bygone stories they send.

I don't have a whole lot left after two printings. There's 5000 books out there somewhere. I've got to decide if I can do another printing. It's a lot of work and I have another book about ready to go. It's fiction.

Three old retirees hijack a DC-3 from drug runners, and after that it's one episode after another. The copilots I flew with always said I had a big imagination. Thanks for everything. Keep up the good work. For some of us - the past is what we remember best.

Captain Tex Searle, pilot

351 S. 300 E. Orem, UT 84058 Texsearle@cs.com

(Tex's book is terrific and I hate to see it go out of print. You better get one now. It's a 308 page paperback memoir of his FL career. It makes a great gift too. Send Tex \$14.70 for a copy)

I sure am enjoying 'Frontier News' and the stories in the issues, including the ones dad, (Cal Reese), submitted to you! Thank you for having this vehicle available for enjoyable, interesting reading, obits-remembrance, and contacting each other!

John Reese

I enjoyed the article from Don Grover, whom I last recall as being FL's Director of Advertising prior to his taking a position with the Tracy-Locke advertising firm. Don and Joyce Grover & 2 children had me out to their Phoenix home when I transferred from DEN to PHX in 1964. A delightful family! Don, Andy Hoshock, Big Charley and I enjoyed some fine evening conversations around the swimming pool during orange blossom time & later. Great to hear from one of my favorite families.

Cal Reese

I had no idea there was a FRONTIER NEWS being published. A friend sent me a copy and how thrilled I was to see some old familiar names. I worked for Frontier from 1957 to 1967. I went to an airline school in Kansas City, Missouri (Central Tech school). I was hired from there by a person named Love.

Went to DEN for more training and was assigned to FMN. There we worked all jobs and my first manager was Paul Almquist. After 2 years in FMN I transferred to MKC and remained there the rest of my time. I saw the first jet come into MKC - a TWA Convair 880. At FMN five DC-3s came in all at the same time from all directions.

What memories I have of Frontier! I have the old brown dress uniform and the grey ramp clothes - also ties to go with both. I also have a Station Personnel Training Guide dated 12/15/65 as well. I wish I had known about the NEWS long ago. Enclosed is a check for a subscription.

Under deaths, add Roland Kuhn, 12/1/97, leukemia, age 68.

Donald Kime, Derby, Kansas

I would like to hear about other FAL employees. I would like to get the FRONTIER NEWS.

I went thru the realm on the ground as agent, etc. I started in Mar '53 in ALS and later transferred to CYS. In '59 went to ANW as MGR and then to SNY as MGR, was there for 18 yrs, and tfr to GEG as Sr Agt until the bankruptcy, then finished out with CO and retired in '93.

ANW is Ainsworth, NE. In the sand hills straight north of LBF. I believe they closed ANW in 1962 or early 1963. It was on a route from CPR to Douglas WY, Chadron, Valentine, NE, Ainsworth, NE, Norfolk, NE, LNK and Term in OMA. It was part of the then known "seven states" case which started service in Montana, North and South Dakota, Nebraska, Kansas, Texas and Oklahoma.

Dale Kindred, Spokane

The newsletter is great! I've already been in touch with one POC on some "goings on" this year. Please send me the back issues and put me down for 2002. The extra \$30 is for a donation to your expenses. Please use as you need.

God Bless & Aloha,

Donna Harrison, Flight Attendant, Hawaii

My name is Jon Bickford and I worked for Frontier from June of 1972 through June of 1985. I held the positions of Supervisor Crew Planning, Manager Flight Crew Scheduling and Director Crew Scheduling. My wife, then Jeanne Vann, was secretary to Bill McChrystal, the SLC chief pilot, until the SLC base closed and she came to DEN to work in Flight Ops. She ended her career working for Capt. Dick Orr who was VP flight and later at Frontier Holdings.

Jeanne and I would like to join the FL Online Club so an invitation would be appreciated.

More specifically I am looking for Capt. Wes Tewinkle and would appreciate any info you might have as to his whereabouts.

Jon Bickford

We went to the annual get together in Kansas City last summer. Mike and Rose Dragen gave us the FL NEWS address. We are sending \$10 for it. I enjoy keeping up with the news of friends I had with FL for 29 years.

Thanks for the Winter 2002 newsletter. Enclosed is a check for the 5 previous ones. I was employed by Frontier from 1957 - 1986.

Francis Rottinghaus, Seneca, Kansas

My name is Bob Burns and I worked for Frontier airlines from 1970 until the end as a res agent. I would like to join the FL Club and try to contact some old friends. Thanks

Bob Burns, reservation agent

Thanks for all of your work in keeping the Frontier family together.

Cherie Haarberg, Buena Vista, CO

My days and years with FL were the best days of my life. As you well know, I'm not the only one that feels that way.

"The Magazine" is great and I really appreciate it. Would you advise how many issues have been printed? I am going to order the issues I missed and subscribe for an ex FLER in PHX by the name of Bob Fish.

Over the years I, like many, collected several FL mementos and am willing to make copies of the printed items. Three things that I can think of are a complete seniority roster for 1962 and I have every Sunliner News from Sep 1958 to at least 1968 and possible more. I have the original blueprint for the first FL paintjob.

In December of 1963, Joe Romano, in a 340, landed short at Grand Island, NE and flipped - coming to rest upside down. At the same time I happened to be driving to Wyoming from back east and was somewhere in western Iowa or eastern nebraska when I heard it on the radio. I made it to Grand Island by daybreak and subsequently have so great pictures.

Dave Cross, station agent



My name is Harold "Hal" Fahrenbruch. I was with Frontier from 2/2/65 to shutdown in Aug 1986. I worked in ABQ DEN and GTF (the majority in Denver) in the stations. I'm with the Mesa Air Group now.

Hal Fahrenbruch, station agent

BOB ELLIOTT

1925 - 2002



Bob was born in Colo Springs, CO July 2, 1925. He was in the merchant marines during WWII on ships carrying troops, ammo & fuel. He later was drafted into the army & then did his reserve obligation in the Colo Nat'l Guard.

He loved working for Frontier. I guess happiness is having a job you enjoy.

We had & have 5 children. Now we enjoy having 11 grandchildren; ages from 20 - 2 yrs old. Bob was a great dad & enjoyed his grandchildren until close to the end. He responded to the children when no one else could be recognized.

He was doing reasonably well taking care of his own needs until he had a flu shot the end of Sept. Within hours he had a small stroke. He continued to have small strokes & seizures. Each time he would regain some of his faculties but each time he couldn't come all the way back.

I was able to care for him at home with the help & support of our family and hospice care. Bob & I had been married 51 1/2 years. One special memory for us is whenever we did things for him or helped him he always said thank you until he couldn't talk at all in the last 10 days.

Billie Elliott

(Bob was hired by Monarch as a station agent on October 11, 1947. He was #1 on the station agent seniority list for many, many years. Bob died Jan. 9, 2002 at age 76 and was buried at Ft. Logan National cemetery in Denver)

GONE WEST

We salute these friends on their final voyage!

**GAYLE
BUSSINGER**

1937 - 1964

Funeral services for Gayle Bussinger, 27, Frontier Airline station agent who was killed in a DC-3 plane crash near here Thursday night, were held at 2 p.m. Saturday at Graves Funeral Chapel here. The Rev. C.H. Jacobson of First Lutheran Church officiated. Burial will be in the Bassett memorial Cemetery at Bassett, Neb.

Mr. Bussinger was enroute to Miles City from Billings when the crash occurred. Thursday was his day off from work. His wife was waiting at the Miles City airport.

He was born Jan. 21, 1937, at Bassett, Neb., a son of Mr. and Mrs. Paul H. Bussinger. He attended Bassett schools. After his discharge from the service, he began work for Frontier Airlines. He was employed first at Ainsworth, Neb., later transferred to Sterling, Colo., and to Miles City last April.

Surviving are the widow, Linda; a daughter, Tracy 5; his parents of Bassett; three brothers, Kenneth Bussinger of Yankton, S.D., Marvin Bussinger of Dix, Neb., and Gerald Bussinger of Bassett; two sisters, Mrs. Paula Shull of Omaha, Neb., and Mrs. Joanne Winn of Ainsworth, Neb.

Obituary

(Gayle had taken a rental car to BIL and was non-revving home.)

**LEO
MALDONADO**

1944 - 2002

Leo Maldonado Jr., 58, died Thursday. He was born Jan. 12, 1944, in Puerto Rico. An associate for World Flight Services, he was an eight-year resident of Las Vegas.

He is survived by his wife, Karen; daughter, Vanessa, both of Las Vegas; parent, Leonides; and sister, Carmen Torres, both of Puerto Rico. Visitation will be from 2 p.m. until services at 4 p.m. Wednesday at Davis Paradise Valley Funeral Home.

Burial is private. The family requests memorial donations be made to International Wildlife Coalition, or City Mission of Las Vegas.

Obituary

Leo Maldonado - Passed Away 1/25/2001, in Las Vegas.. His services are today 1/30. I talked to his wife Karen last night. He had a Stroke age 58. He & I went to work for FL the same day 7/15/67 in MKC. Lee Davis hired us. He had numerous jobs with FL over the years, was working for AMR at his passing. He was at work on Friday morning when he got ill.

Mickey Mitchell, MKC MCI ATL

Really sad news to hear of Leo's flight west. He was such a likeable person and a lot of fun to work with. He was a senior agent in OMA when I worked there. Never will forget the time we dispatched EA98 OMASEA with Leo in the front pit. He didn't tell anybody he was looking for a bag to take off. We buttoned up 98 and turned it out from the gate. Just when she was about to turn onto the runway the passengers heard him banging on the floor from the bag compartment below and 98 turned back to the gate.

Chuck Tiskos OMA '73-74

I was saddened to hear the news too. Whenever I came through OMA operations with Milt Altmark as the F/O, Milt and Leo would launch into a loud good natured argument (or whatever) in Spanish. No one else had any idea what they were talking about but that's probably just as well. He was always pleasant to be around and a honest hard worker, even when he was a crew scheduler!

If his family reads this, my best his Wife Karen and to his family.

Jack "Frosty" Frost, pilot

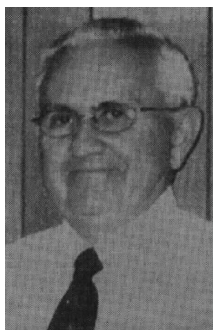
DICK DEMOS

1937-2001

Richard L. Demos, 64, died Oct. 1 at Poudre Valley Hospital in Fort Collins, Colo. He was born Feb. 8, 1937, in Rogers, Neb., and had lived here since 1971. He graduated from Kearney (Neb.) High and attended Kearney State Teacher's College.

Mr. Demos was a station agent for Frontier Airlines for 23 years, worked at Sato Travel at the Army Guard for eight years and was a starter at Little America Golf Course for four years; he was a member of First Unite Methodist Church.

He is survived by his wife, Helen whom he married Aug. 20, 1960, in Holdrege, Neb.; daughter, Connie Dunn of Green-



wood, Ind.; son, Craig Demos of Great Falls, Mont.; and two grandsons. He was preceded in death by his parents, John and Hazel Demos.

Services will be at 1 p.m. Thursday at Wiederspahn-

Radomsky Chapel of the Chimes with the Rev. Janet Forbes officiating. Interment will be in Cheyenne Memorial Gardens.

Pallbearers will be Benny Schmidt, John Incas, Bob Dunaway, Dave Duncan, Don Spangler and Ken Davis. Friends may contribute to a charity of their choice.

Obituary

(Dick was a CYS station agent)

ROLAND KUHN

1929 - 1997

Under deaths, add Roland Kuhn, 12/1/97, leukemia, age 68. Roland started out in 1959 as a station agent in Dickinson, North Dakota, transferred to Scottsbluff, Nebraska, transferred to Kansas City, Missouri, transferred to Hutchinson, Kansas, all as an agent. While in Hutchinson he was manager just before they closed Hutchinson. He then went to Topeka as an agent and later transferred to Wichita and worked there until Frontier went under. He was hired by America West where he retired with 30 years in the airline business.

I can't give you the years for all this as I don't remember.

Donald Kime, Derby, Kansas



JOHN LOVE

1920 - 2002

Colorado's 36th governor and the nation's first energy czar, was remembered Tuesday as one of the state's most influential governors and a strong advocate for the environment. Love died in his sleep shortly after 11 p.m. Monday of pulmonary failure. He was 85. He had suffered a seizure Dec. 11 and was moved eight days later to Shalom Park nursing home in Aurora.

His daughter, Colorado Supreme Court Justice Rebecca Love Kourlis, was with him when he died, said Christine Burtt, spokeswoman for the family.

In addition to his daughter, Love is survived by two sons, Daniel Arthur Love and Maj. Gen. John Andrew Love. The former governor's wife, Ann, died in 1999.

A centrist Republican, Love was elected governor in 1962 in an upset over incumbent Gov. Steve McNichols. It was the first political office he ever held. He went on to become Colorado's first three-term governor, serving from 1963 until 1973.

Obituary

(John was Secretary to FL in the 1950s and afterwards served many years on FL's Board of Directors)

His son, Dan Love, also worked for Frontier and was a principle with Frontier Comuter for a while.

Back during the UAL debacle some of us, as ALPA reps. went to Gov. Love's home. We asked him for advice and his help. John Love did try to intercede with the city council and mayor (Pena) when we asked the council to NOT allow UAL our gates and other Stapelton facilities UNTIL UAL completed the merger.

Of course, the council bought UAL's, Monty Lazruth's statement that the Frontier Employees were the main asset of the FAL acquisition. They allowed UAL the rights

to the gates and facilities and took away any effective ability for us to complete the United merger.

As much as I remember of that unfortunate situation, I do remember Gov. Love making an effort for us, along with expressing his desire to see Frontier's employees survive even if it meant being under another logo.

Billy Walker, pilot

Virginia Mae "Ginney" Booth

BOUNTIFUL - Virginia Booth passed away February 19, 2002, at her home in Bountiful after a valiant fight against a long illness. She was born January 15, 1933, in Ogden to George and Clarice Flinders Booth. She attended Salt Lake City schools, graduating from South High in 1952. From 1955 to 1962 she was a flight attendant for Frontier Airlines based in Salt Lake and Omaha as chief stewardess. She returned to Salt Lake and was employed by United Airlines as a customer service agent. She retired in 1995.



Ginney will be remembered by her family and friends for her bubbling laugh and quick sense of humor. Her passing leaves a void in the hearts and memory of those who loved her.

She is survived by her brother Robert, nephews Darren, Brian, Bart (Allison) Booth, and niece Michelle Anderson. She was preceded in death by her parents and brother Richard.

Funeral services will be held Tuesday, February 26, at 1 p.m. at Leavitt's Mortuary, 836 36th St., Ogden, where friends may call from 11:45 a.m. to 12:45 p.m. prior to services.

Interment, Leavitt's Aultorest Memorial Park.

Send condolences to family at www.leavittsmortuary.com

JAY SHAH

1952 - 1980

Jay, 27, an aircraft mechanic, was killed the night of Feb. 13, 1980 when struck by a provisioning truck on the DEN ramp. Frontier modified all ramp uniforms to include flourescent stripes after that to prevent another accident.

Jake Lamkins, station agent



DON ADAMS

1935 - 2002

Don Adams, 66, a retired Frontier Airline pilot, died Monday, March 11, 2002, at a local hospital. Funeral service: 2 p.m. Thursday at First Baptist Church in Keller, 225 Keller Pkwy, Keller, TX. Burial: 3 p.m. Friday at Greenwood



Cemetery, 2202 Military Hwy., Pineville, La. Family will receive friends from 6 to 8 p.m. Wednesday at Shannon Rufe Snow Drive Funeral Chapel, 6001 Rufe Snow Drive. Should friends desire, memorials may be

made to the First Baptist Church of Keller Building Fund, 225 Keller Pkwy, Keller, TX 76248.

Don Adams was born April 16, 1935 in Alliance, Neb. to Clarence and Stella Laursen Adams. He was a pilot with Frontier Airlines 20 years and retired in 1986. Don was employed by Wood Master Building Company in Hutchins at the time of his death. He was an active member of the First Baptist Church in Keller.

He will be remembered for enthusiasm for life and love of the Lord. Don was a loving father, husband, and grandfather. He was loved by all.

Survivors: Wife, Alice Adams of 31 years, sons, Rick D. Adams and his wife, Deana, Randy Adams and his wife, Kristie; daughter, Chris King and her husband, Tom; grandson, Nathan Dale; sisters Sharon Moore, Ruby Yedo; and brother, James Adams.

Obituary

I called Alice (Bordelon) Adams yesterday. Don & I had flown together many years ago. She told me that she and Don were in the office and she was on the computer, and when she turned around Don had slumped over his desk. He had passed over next to her in his office without a sound. He had a previous heart attack 13 years earlier, but appeared to be in good health.

He never, (to my knowledge), spoke badly of anyone. He was liked by all. Don was an excellent F/E, F/O and Captain. He, like all the rest, will be missed.

Clyde Hart, pilot

BURT WRASSE

1928 - 2002

I learned yesterday of the death of Burt Wrasse. Burt was a captain with the old Frontier Airlines and a friend who treated me and my family so well over the years. I will miss him. Burt has flown west.

Grant Holmes, pilot

Herman Burton Wrasse a resident of Tempe, was called to the Lord on March 7, 2002 at the age of 74. He was born in Sisseton, South Dakota on January 7, 1928.

He served in the Air Force during the Korean War. He was stationed at Williams AFB for pilot training in 1949.

He is survived by his wife of 53 years, Aurelia Wrasse, three children Peggy Gramer of Tempe, AZ, Rosemary Terpolilli of San Antonio, Texas and Donald B. Wrasse of Gilbert, AZ. He is also survived by 7 grandchildren: Melissa and Beth Terpolilli, Brian and Julie Tunning, Robert, Bethany and Matthew Wrasse.

He is preceded in death by his parents, Herman and Ester Wrasse, Brothers: Marwood, Donald, Harold and a sister Arlene Massey. Funeral Mass will be held at Holy Spirit Catholic Church, 1815 E. Gemini Dr., Tempe, AZ on March 12th at 10am. Intement at Queen of Heaven Cemetery. Arrangemetns by Tempe Mortuary.

We will miss you Dad and we will treasure the wonderful memories. Rest in the loving embrace of the Lord. In lieu of flowers donations to Hospice of Arizona, 2222 W. Northern Ave, Phoenix, AZ 85021

Obituary

DOUG KNIPFER

1939 - 2002

I'm sorry to have to forward this information to you, but thought that you would like to put it in your Frontier News.

Doug Knipfer passed away last Friday, March 8th, 2002 while at the Veteran's Hospital in Reno. He was 63. I know he was based in Denver, Jackson Hole, and Reno plus maybe Phoenix. I was Jim Booth's wife and Doug lived with us in Jackson.

They were always playing tricks on each other and I guess they will be doing it again



now that they are together again. (Jim died in June, 1982, age 35, of cancer)

Joanie Booth, Reno

Douglas Frantz Knipfer, 63, of Reno, Nevada, died Friday, March 8, 2002, at Veteran's Medical Center, Reno.

Douglas was born in Des Moines, Iowa in 1939. After completing his military service in the US Navy, he worked for Frontier Airlines, and later was a bartender at the Alibi Neighborhood Tavern in Reno.

He was a beloved member of a large extended family. Surviving is his mother, Dolores of Kent, Wash.; his daughters, Julie Valdez (Steve) and Renee Perrin (Tom) of Surprise, Ariz.; and son, Anthony (Lisa) of Glendale, Ariz. Also surviving are his sister, Susanne Brockett (Dion); brothers, Ronald (Mary); and Dennis (Jean). He has two grandchildren in Surprise, Ariz.

A memorial service was held for the family Monday, March 11, 2002. In lieu of flowers, memorial contributions may be sent to The American Cancer Society, 6490 S. McCarran Blvd., Reno, NV

Obituary

Doug was an Agent in PHX and quite a cartoonist. He did one of me that I still have in my "stuff." A nice guy, funny and loved his job and people.

Sam Cales, PHX Manager

(Doug was the cartoonist for the FL ALEA newsletter 1980-84)

RON REGAN

1939 - 2002

Ronald "Ron" Regan's date of hire was May 6, 1968. He started in DEN as a mechanic and became a foreman - line maintenance.

Ken Schultz, Maintenance

Ronald Lee Regan, 62, of Englewood, an aircraft mechanic, died Dec. 19 in Aurora. Services were Dec. 26 at Bullock Mortuary. There was cremation.

He was born May 17, 1939, in Denver. On July 14, 1961, he married Patricia A. Drew in Englewood. His interests included woodworking.

He is survived by his wife; two sons, Ronald Jr., Richmond Va., and John, Canyon County, Calif.; two sisters, Sally Ervin and Sherene, both of Denver; four brothers, Gary, Jerry, Dennis and Mickey, all of Denver; and four grandchildren.

Obituary

AL WASHBURN

1929 - 2002

Al's date of hire was July 5, 1961 at Central Airlines. He was a mechanic at GSW for Central. At Frontier he worked in Denver in the aircraft overhaul department.

Ken Schultz, Maintenance

Albert T. Washburn of Brighton died January 5, 2002, in Brighton. On Jan. 9, 2002, a funeral service was held at Rice Chapel with burial at Elmwood Cemetery, both in Brighton.

Albert was the son of Lawrence and Mary-Kate (Gilmore) Washburn, born in Boyd, Texas, on July 27, 1929. He and Gwendolyn Yvonne Bedford were married Dec. 1, 1961, in Springtown, Texas. She preceded him in death. Albert attended school in Boyd, Texas. He served in the U.S. Army. He moved to Brighton from Westminster on Dec. 1, 1972.

He worked as an aircraft mechanic for Central Airlines in Texas, Frontier Airlines for 26 years, and Continental Airlines for five years.

He is survived by his son, Victor Washburn of Brighton; daughter, Veronica Randall of Brighton; brother Paul Washburn of Azle, Texas; sister, Wanda Brantley of Bridgeport, Texas, and Gayle Rotton of Newark, Texas; and four grandchildren.

Obituary

TOM HUSHKA

1928 - 2002

Tom Hushka has passed away. Just received the sad news that Tom Hushka, long-time employee in Purchasing passed away on Tues, March 26 at the age of 74. Tom was married to Marge Hushka who was a PBX operator for many years at Frontier.

Tom was a true gentlemen and together with Marge, they made the perfect couple. He will be missed by everyone who was lucky enough to know him.

Diane Olesky

Thomas W. Hushka, 74, of Aurora died March 26. Services were March 29, with burial at Fairmount Cemetery.

Mr. Hushka was born in Dickinson, N.D., on Jan. 31, 1928. He married Margaret Lynch, 1979. He retired from the Air Force. He was a senior buyer for Frontier Airlines and a member of the Elks.

Survivors include his wife; son Thomas of Alabama; stepson Kent McAlister of Aurora; stepdaughters Judy Dumler of Aurora, Linda Rayfield of Arvada; brothers Joe of Illinois, Ben of South Dakota, Anton of North Dakota; sister Barbara Kaufman of South Dakota, Rose Knight of Oklahoma; eight grandchildren; a great-grandson.

Obituary

(Tom and Marge were the coordinators for the DEN FL Reunion for many years.)



Before buying the CV 340s, FL considered using the F27 aircraft.

GLENN ROBINETTE

1917 - 2002

Here's Glenn's obit - he had a very eventful life. I can't understand why they didn't mention any thing else... they didn't even mention his World War II service. Joe is pretty sure he was in the Navy or the Merchant Marines. Maybe Ken Schultz knows, or one of the older guys.

Pat & Joe Craze

Glenn B. Robinette, 84, of Aurora, an aircraft mechanic, died March 25 in Aurora. Interment was in Fort Logan National Cemetery.

He was born Nov. 21, 1917, in Grants Pass, Ore. On June 30, 1946, he married Marjorie M. Boyer in Denver. He worked for Frontier Airlines. He was a member of Frontier Airlines Retirement Club and Royal Neighbors of America. He was a volunteer firefighter in Denver and Hoffman Heights.

He is survived by wife Marjorie; sons Dwight, Mark, Kevin, Lynn, and Brett; 12 grandchildren and 8 great-grandchildren. Funeral Service, Friday 10:00am, at Olinger Aurora Chase Chapel, 1095 Havana St. Interment at Fort Logan National Cemetery.

Obituary

CHUCK SCHLENER

1932 - 2002

I received word today that Chuck has flew westward into the sunset. His heart gave out after a series of attacks Tuesday, April 2, 2002.

Chuck started to work for Frontier in BIS as an agent in 1954. He later came to DEN as a Assistant Station Manager and moved to run Fleet Maintenance before he quit in 1968 to start his own business.

I became acquainted with Chuck long before the Central/Frontier merger and we shared many fishing/backpacking/elk hunting trips together.

Paul Overdier, station agent

So sad to hear about Chuck Schlener. Les just saw him & talked with him at Bob Elliot's service.

Mary Pat Simpson, flight attendant

Charles Schlener age 69 of Northglenn was born August 4, 1932 in Valley City, ND & died April 2nd in Westminster.

Mr. Schlener was a business owner & former superintendent of fleet services for Frontier Airlines.

He is survived by his wife Donna, children, Donald, David, Julie, Daniel, & Duane. Sisters Mili & Janet Also survived by 7 grandchildren & 3 great grandchildren.

Services will be at the Immaculate Heart of Mary Catholic Church, 113th & Grant Street, Northglenn, Colorado on Friday April 5th at 1000 A.M. There will be grave side services following at Mt. Olivet Cemetery, 12801 W. 44th Ave., Wheat Ridge, Colorado. A viewing is scheduled on Thursday April 4th from 4 to 8 PM at Horan McConaty Funeral Home, Thornton, Colorado.

Obituary

DEN 2002 REUNION

Saturday, June 29,
11am - 4pm

Cherry Creek State Park.

The location in the park
is Dixon Grove.

Bring your own food and drink.

Contact: Lanette Duncan
5901 El Diente Ct., Golden, CO, 303-
216-0600, LD60003@aol.com
(See Lanette's note on the back page.)

UPDATE ON LARRY VANNOY

Two of Larry's killers have been convicted and the last one goes on trial June 4th. Larry was killed with a machete as he tried to stop thieves from taking his prized pickup from his driveway Nov. 19, 2000. His body was found near the Wild Horse Casino on the Gila River Reservation south of Phoenix the morning after the theft.

On the night of his murder; the couple had just come home from a reception honoring Larry for his volunteer work with the Ahwatukee Recreation Center and his election to its board. Usually the last to leave a dance, the couple, tired from a trip to Mexico decided to leave early. When they got home, Larry broke another habit. He parked his '85 GMC Sierra pickup in the driveway instead of the garage. While Larry was checking on his ailing mother, Nancy, his widow and former FL res agent, heard someone trying to start the truck and she told Larry.

He ran out and tried to stop the thieves by jumping into the pickup bed. Nancy says, "He was raised in Montana and Wyoming. He was a cowboy. If someone had tried to steal his horse, he would have done the same thing."

Larry's mother died three weeks after Larry's death.

Sentencing of all three killers will take place after the third trial.

AVIATIONISMS

When a flight is proceeding incredibly well, something was forgotten.- Robert Livingston, 'Flying The Aeronca

The only time an aircraft has too much fuel on board is when it is on fire. - Sir Charles Kingsford Smith, sometime before his death in the 1920's

If you can't afford to do something right, then be darn sure you can afford to do it wrong. - Charlie Nelson

Just remember, if you crash because of weather, your funeral will be held on a sunny day. - Layton A. Bennett

I hope you either take up parachute jumping or stay out of single motored airplanes at night. - Charles A. Lindbergh, to Wiley Post, 1931

Never fly the 'A' model of anything. - Ed Thompson

Keep thy airspeed up, lest the earth come from below and smite thee. - William Kershner

When a prang seems inevitable, endeavor to strike the softest, cheapest object in the vicinity, as slowly and gently as possible. - advice given to RAF pilots during W.W.II.

Always keep an 'out' in your hip pocket. - Bevo Howard

The Cub is the safest airplane in the world; it can just barely kill you. - attributed to Max Stanley, Northrop test pilot

A pilot who doesn't have any fear probably isn't flying his plane to its maximum. - Jon McBride, astronaut

If you're faced with a forced landing, fly the thing as far into the crash as possible. - Bob Hoover

If an airplane is still in one piece, don't cheat on it. Ride the bastard down. - Ernest K. Gann, advice from the 'old pelican'

Though I Fly Through the Valley of Death I Shall Fear No Evil For I am 80,000 feet and Climbing. - sign over the entrance to the SR-71 operating location on Kadena AB Okinawa

You've never been lost until you've been lost at Mach 3. - Paul F Crickmore

The emergencies you train for almost never happen. It's the one you can't train for that kills you. - Ernest K. Gann, advice from the 'old pelican'

If you want to grow old as a pilot, you've got to know when to push it, and when to back off. - Chuck Yeager

Never fly in the same cockpit with someone braver than you. - Richard Herman Jr., 'Firebreak'

There is no reason to fly through a thunderstorm in peacetime. - Sign over squadron ops desk at Davis-Monthan AFB, AZ)

Try not to die all tensed up. - Earthquake

The three best things in life are a good landing, a good orgasm, and good bowel movement. --- The night carrier landing is one of the few opportunities in life to experience all three at the same time.

"Now I know what a dog feels like watching TV." (A DC-9 captain trainee attempting to check out on the 'glass cockpit' of an A-320.)

It only takes two things to fly:--- airspeed and money.

What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies. If ATC screws up, the pilot dies.

It's better to break ground and head into the wind than to break wind and head into the ground.

A copilot is a knothed until he spots opposite direction traffic at 12 o'clock, after which he's a goof-off for not seeing it sooner.

Without ammunition the USAF would be just another expensive flying club.

Basic Flying Rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

Unknown landing signal officer to carrier pilot after his 6th unsuccessful landing attempt: "You've got to land here son, this is where the food is."

Sent by Al Beardsley, pilot



Chick Steven's son, Chuck, is building this DC-3 model which will have a 55" fuselage & 82" wingspan.



These FL pilots got together last Fall near DEN to re-new friendships and recollect the “good old days” at Frontier.
 Standing L-R: John Bata, Vick Harper, Trey Allen, Earl Morency, Dan Cady, Gary Stevens, Maury Ryan,
 Vern Carlson, Chuck Levine, Bob Vance, Tom Horan, Stan Peters.
 Seated L-R: Phil Wolfe, Mike Daciek, Archie Van Beek, Dennis Cox, Bob Knive, Steve Tidler, Billy Walker.
 (Photo courtesy of & IDs by Billy Walker. Taken 10/24/01 at Morrison Inn near DEN.)



This incident taken from the Internet fits in with the two stories printed in this issue about hand starting DC-3s. A pilot supposedly couldn't start his aircraft (type unidentified) - it had a dead battery. So with ignition on, a little choke and brakes off, he attempted to start the aircraft manually, i.e. swinging the prop. It started OK, but since the brakes were off, the aircraft got away from him. At high taxi speed it cleaned out about six light aircraft belonging to a local flying club. These pix show the last aircraft that the 'run-a-way' attacked. The damage was just under 2 million dollars.

I am an Ex FAL employee of 28 years. I started with FL in FMN, June 1958. Transferred to DEN in 1961. Worked there until the end. I was a Senior Agent. The past 15 years I worked for UAL. Ramp service. Retired last November. Sure was not like working for FL.

I used to enjoy going to work at Frontier. All the wonderful people to work with made it so enjoyable. Boy, what a change when I started with UAL! Talk about a bunch of cold uncaring people. The difference was unbelievable! Anyway, I stuck it out.

Wally Reid



Craig Hansen created this AZ DC-3 image

FRONTIER NEWS



A newsletter for the ex-employees, families and friends of the "old" Frontier Airlines: 1946 - 1986

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Please keep us notified of address changes.

ADS

Use Ads to find friends, sell items,
publicize meetings,
or just say howdy to the FLfamily.
\$5 for 20 words. \$10 for 40 words.
\$15 for a business card.
\$20 for 1/8 page & \$40 for 1/4 page.
All income from ads go to publishing the NEWS.

FRONTIER AIRLINES

AVIATION ART

BY RICK BROOME



For A limited Time only, purchase the Frontier Airlines Boeing 737 over Stapleton titled "Denver Sunrise" (pictured above) at half off its original price. Included in your purchase will be a free autographed lithograph of the Convair 580 titled "End of an Era."

FORTHCOMING...

DC-3, Convair 340, Boeing 727

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NOTE ON THE DEN REUNION

I am moving to Arkansas and this is the last year I can do the Reunion. I am putting out a call for someone to take over. I have it all on disc and it is very simple as I do not track attendance. I set up a donation jar at the picnic and people just mail me checks. I have never been short and most years have had enough to cover the park the next year. SO!!! I hope some of you will jump in and handle it for a few years and then pass it on. I hate to see it end, but it is easier for someone in Denver to do it. **Lanette Duncan**

FRONTIER REPORTS

MLS Accident Report & news clippings, 1964-65, 26p, \$4
Ken Schultz' We Remember List (Rev.3/1/02), 9p, \$2
Challenger Airlines Prospectus, 8/4/48, 40p, \$6
Challenger Airlines Prospectus, 9/3/47, 37p, \$6
Challenger Airlines Employees Directory, 7/15/48, 24p, \$4
Challenger Airlines Stockholders Report, 9/30/49, 8p, \$2
NTSB Report 12/21/67 DEN Accident, 5p, \$1
Back issues (there are 6) FL NEWS, \$2.50 each
(Costs are to cover postage & copying. Any excess will go into the fund to operate the newsletter)