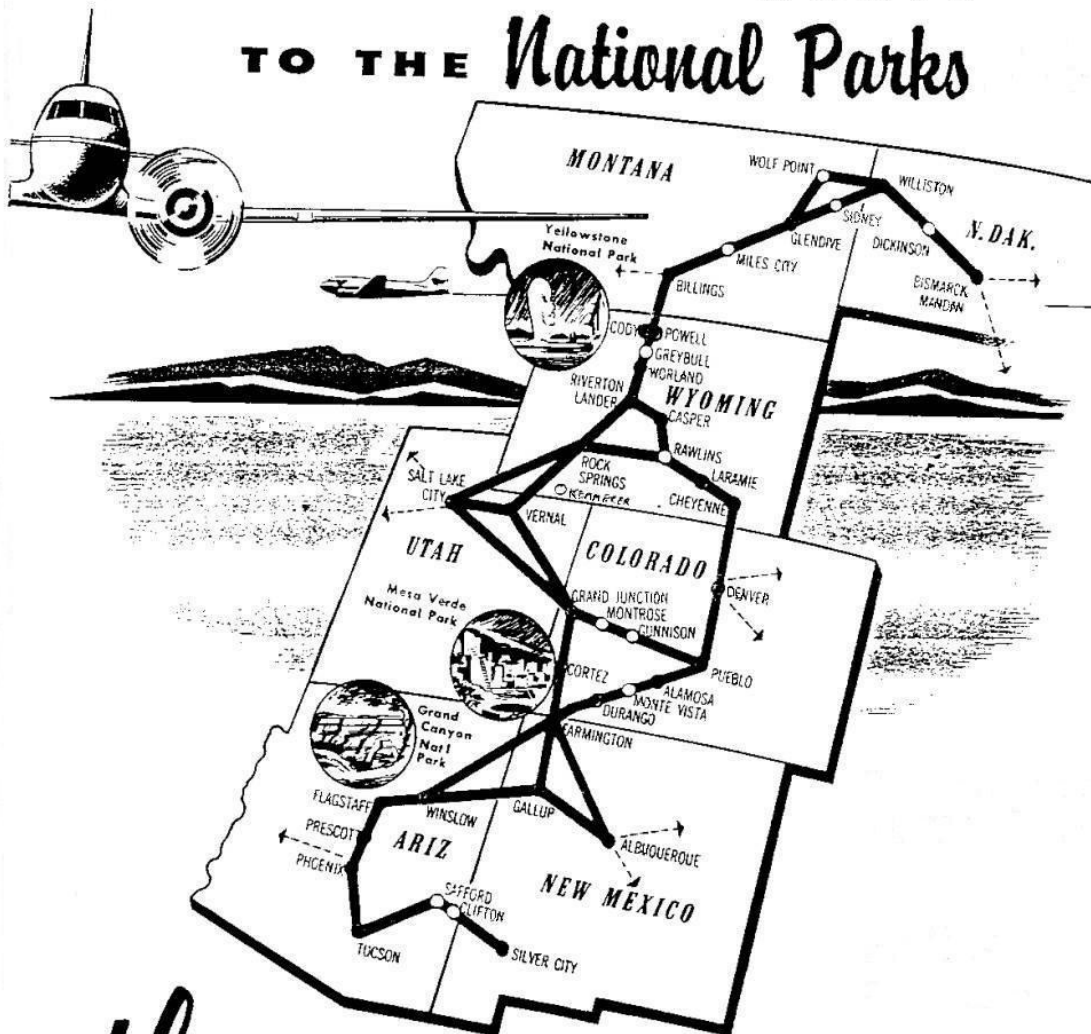


FRONTIER NEWS



FAST, DIRECT ROUTE
TO THE National Parks

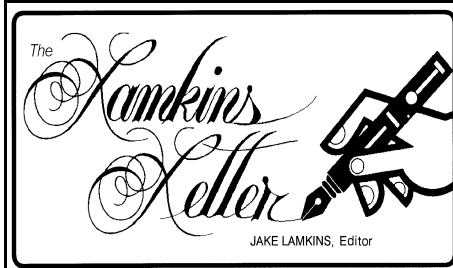


fly ...good connections with all transcontinental airlines
FRONTIER AIRLINES

FALL 2003

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. The first 12 issues on a CD are \$5. 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 #13



Our front cover features a route map from the July 1, 1955 timetable. Ed Baker who worked as an agent in the early 50s has shared some of his records with us. The map on the cover is from him. Frank Meyer, who worked in Flight Training many years, sent a wonderful book on the Convair airliner series 240 - 640 which will be a goldmine of info. Chuck Demoney sent a funny recollection of his early years with FL. Ken Schultz is always a great help. Many others shared memorabilia, info and memories - thanks to you all.

The FYV post office finally took pity and retired me effective August 31. My "ramp knees" hastened my departure but retirement feels wonderful so far.

The new FSM terminal has a great air museum in the lobby area. Frontier and Central are well represented. FSM local son Warren McLellan also has an exhibit there including CN and FL items. I visited it after the FYV-FSM Reunion in August and took pictures which are posted at the FL website. I'm now in discussions with the Air Museum at FYV to put in a CN & FL exhibit there. They have hardly anything at present.

Check around where you live and see if there is an aviation museum that could use something similar. Most of us have large collections that could be put to good use in exhibits.

Al Feldman seems to be the most popular of the FL presidents. I want to assemble a Feldman packet of materials and make copies for the FLfamily via the FL REPORTS which are listed on the back page. If you have photos, articles, newspaper clippings, etc. which you think would be of interest, please make copies and send to me. I'll extend your subscription to reimburse you for postage & copy costs. Contact me before sending anything so I won't end up with duplicates. Your assistance will benefit the whole FLfamily.



TIMETABLE



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

BILLINGS

Was Sat, July 12, 2003 @ at Al & Dee Martenson's house, 832 Kale, BIL. Contact: Al & Dee, (406)259-0425, adsanta@attbi.com,

COLORADO SPRINGS

Held Sat, January 4, 2003 (usually first Sat. after New Year's)

Contact Deanna Hinkle, ddbiscuit@juno.com, 719-226-1932

DALLAS-FT WORTH REUNION

Sat, October 25, 2003 6pm at Los Vaqueros Restaurant at the southwest corner of 27th and North Main in Ft Worth, TX.

Contacts: Bill Blackmon, 817-788-1110, BBmon@juno.com, Jim Ford, 817-268-3954, JEFord15@comcast.net, or Mary Liddle 817-461-4707

DENFL GOLF TOURNAMENT

Took place Fri, June 27, 2003 at 10am, Lake Arbor Golf Club, 8600 Wadsworth Blvd., Arvada, CO.

Contact: Bob Reisig 303-755-6106, BoJos42@aol.com for info

THE PARTY BEFORE THE DEN PICNIC

Held Fri, June 27, 2002 at Diane Hall's Club House, 6pm. In Denver at 10391 Little Turtle which is off E. Evans Ave.

Contact Diane at 303-751-3489.

DENVER REUNION PICNIC

Sat, June 26, 2004, 10am - 4 pm, Aurora Reservoir, Contact: Carolyn Boller, 1293 Revere St., Aurora, CO 80011, 303-364-3624, CK-Boller@aol.com

FRONTIER AIRLINES RETIRED PILOTS

(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 or AceAvak@aol.com)

DFW: Luncheon, every odd month, 3rd Monday, noon @ Ernies, 8206 Bedford-Eules Road, North Richland Hills, TX

Contacts: Bill Blackmon 817-282-3105, BBmon@juno.com

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

FRONTIER BASH

Had it Sat-Sun, September 20-21, 2003 & features a golf tourney.

Contact: Rusty Lambert, 6633 Ann Drive, Murchison, TX, 1-903-852-3970 RustylGolf@cs.com

FYV-FSM MEMORIAL PIGNIC

Great time had Sat, August 23, 2003, Sat., 11am-5pm, Burford Pavillion 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

Held Saturday, September 20th, 2003 - 12 noon - 3pm Place: Barry Platte Park

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

PHOENIX REUNION

2003 TBA: The event needs a coordinator. Need more info.

ST. LOUIS

TBA: The 2001 meeting decided to hold the event every 5 years.

TUCSON GOLF TOURNAMENT

Sat-Sun, May 10-11, 2003 Contact: Ron Butler @ 520-762-5084

REUNION NEWS

BIL REUNION - The reunion itself was Frontier Friendly! Getting reacquainted, meeting a few new faces, sharing old memories and catching up on the past 13 years, plus breaking bread and sharing liquid refreshment together made it wonderful summer afternoon and evening. We started at 4:00 PM and most everyone stayed until at least 8 or 9:00 with a few lasting until Midnight. It was officially 99 degrees in BIL that afternoon but the thermometer on our patio (under the cover) registered 104! The beer, water and pop flowed in a steady stream, our cook, "Santa Chef", Al, kept a steady supply of hot dogs and hamburgers coming and the imaginative salads and desserts everyone brought would have fed twice as many people. There was a great assortment of Frontier memorabilia that took up two tables of their own, plus a display of posters on the porch swing and photos propped up all along the food table. After dark as we sat in circles around citronella bucket fires in the yard talking, and a neighbor down the street entertained us with beautiful (if a little loud) fireworks! There were 24 former FL employees in attendance and with spouses we had a total of 36 guests. Those traveling the greatest distance were Ollie & Lorraine Brunz from Spokane, Al Taylor from Battle Ground, WA, and Jim Schwartz and Bill Monday from Denver. Wyoming was also well represented. The 39 page Reunion booklet that everyone received included bios on 49 former employees as well as a group photo of the 2002 BIL Reunion and about 15 other FL memory photos. The booklet was my gift to those who responded to the questionnaire I sent out for the 2003 Reunion.

-Dee Martenson, Billings MT

FYV - FSM PIGNIC - It was one of the best reunions in recent years. About 40 people attended and feasted on BBQ beef, pork and beans with all the trimmings. It was the 35th year the event has held. It started in 1969 when the agents at FYV & FSM decided to have a picnic. Both stations had to work together closely because of overflights and associated weather problems at FYV. Flights unable to land at FYV usually ended up in FSM - 50 miles away. Then there was all the work getting folks to where they were going. FLolks attending this year included Phil Green, Larry Thomas, Jake Lamkins, Rod Downey, Jim Harris, Dave Grober, Joe Hussey, Jack Chambers, Coyt Smith's sons, Ed Jones, Bill Mertens, Warren McLellan, Paul Farris, Ralph Beecham, Brady White, Fred Perry, Richard Horn, Lauren Pugh, Tony Worden, Harold Maxwell, Art Lewis, Joe Keys, Dave Sledge, Rusty Lambert, Keith Sturgeon and Ken Stewart.

-Jake Lamkins, West Fork AR

MCI Reunion - We had a very nice turnout on a beautiful Fall day! We had 51 people including a few spouses and family members. KS,AR,MO,TX,CO and IA all were represented. In attendance were former employees: Dave Asby, Richard Bombard, Reva Burke, Gary Burris, Linda Calcote, Ralph Canseco, Clare Creviston, Richard Danner, Mike and Rose Dragen, Ken Edmondson, Paul and Karen Farris, Jack Frost, Glenn Hastert, Anita Kunst, Arthur Lewis, Ken Mast, Eddie Mondt, John Morelli, Vic Preter, Howard Peliasek, Clay Riecker, Frank Roe, Frank Rottinghaus, Sharon Rush, Bob Sampson, Leon Segebart, Bob Smith, Carl Stinson, Gary Summers, Wayne Teakell and Pat Wildberger.

-Rose Dragen, Kansas City MO

(More reunion news on page 10)

DEATHS REPORTED SINCE THE SUMMER ISSUE

Jack Burnell, director of maintenance, 8/22/92, age 89
 Jim Carney, pilot, 8/18/03, age 82
 Clyde Colbert, stockroom clerk, 5/14/89, age 63
 Kevin Crosby, aircraft mechanic, 10/20/00, age 44
 Janet Crumpler, flight attendant, need more info
 Frank Davidson, fuel - communications manager, 5/29/03, age 86
 Ernie DeSoto, Manager - Sys Communications, 7/12/90, age 68
 Duane Dillard, pilot, 11/19/74, age 32
 Harry Duff, DEN inspector, 1/27/91, age 66
 Fred Elliott, station agent & manager, need more info
 Jack Groom, BIL DEN ALS PHX station agent, 9/11/03, age 65
 Dale Hershberger, mechanic, 6/27/97, age 69
 Chuck Hilton, TUS station agent 6/6/01, age 56
 Jerry Humbracht, ABQ CEZ SLC station agent, 3/17/03, age 85
 Wayne Kegley, SDY station agent, 7/2/03, age 71
 Dave Joyner, pilot, 8/21/03, age 60
 Ed Lane, lead inspector, 7/14/98, age 74
 John Morgan, reservations supervisor, 7/17/03, need info
 Donna Myers, executive secretary, 1/23/01, age 85
 Mac Myhre, president, 12/23/82, age 71
 John Randoll, tech foreman, 8/2/03, age 78
 Conrad Remmel, TUS station agent, 8/4/94, age 60
 Eddie Riebling, foreman - stores, 5/15/94, age 66
 Gary Souther, DEN a/c mechanic, 9/6/03, age 55, heart attack
 Dorsey Spencer, TBN station agent, 10/1/03, age 60, cancer
 Charlie Timmons, BIL SNA DEN station agent, 12/3/88, age 47
 Robert Wagstaff, mechanic, 2/20/95, age 62
 Bill Waldrip, inspector, 2/27/99, age 73
 Wick Wicker, pilot, 5/26/03, age 75
 Elmajene Yantorno, Manager - Pass. Revenue, Jan85, age 55



FL watermelon plane at the BIL Reunion! Great idea!

I worked for FL as a station agent from 1967
in RIW then CPR until 6/86.

Four airlines and 30 years later I retired from
CO in EWR as an A&P mechanic.

I worked for CO in
TUS DEN LAX CLE & EWR.

**-Rob France, 5928 S. Sedum Way,
Boise, ID 83716**

GONE WEST

We salute these FLriends on their final voyage.
They are not dead until we forget them.

HARRY DUFF

Harry Duff was born April 22, 1924 and died January 27, 1991 in Aurora, CO at age 66. He started with Monarch Airlines on July 8, 1946. He was an inspector.

-Ken Schultz, Wheat Ridge CO

SWEDE NETTLEBLAD

Swede's real name was Gust Nettleblad according to the Social Security Death Index. He was born 3-5-1916 and died 2-23-93, just short of his 78th birthday. He was one of the first pilots hired at Monarch Airlines.

-Jake Lamkins, West Fork AR

DONNA MYERS

Donna T. Myers died on Jan. 23, 2001 in Aurora, CO at age 85. She had been executive secretary to Ray Wilson and other executives. She was born Mar. 22, 1915 and started work at Monarch on Jan. 1, 1946. Her husband John was one of Monarch's original pilots.

-Ken Schultz

HARRY SUMMERTON

(We still need info on Harry Summerton)

HARRY RUSSELL

(His obituary info was in the last issue)

JACK BURNELL

Jack was born on March 8, 1903 and died in Galveston, TX on August 22, 1992 at age 89. He started at Monarch Airlines on January 1, 1946 and was Director Of Maintenance & Engineering.

-Ken Schultz

JOHNNY MYERS

Johnny was one of the pioneer pilots who started in 1946 with Monarch Airlines flying DC-3s. According to the Social Security Death Index he was born 19 Feb 1915 and died 20 Jul 1994, age 79.

-Jake Lamkins

MAC MYHRE

C.A. "Mac" Myhre was Treasurer at Monarch Airlines at the time of the merger June 1, 1950 when Frontier Airlines was formed. Myhre became Executive Vice President of Frontier and later FL's 2nd President in 1953 succeeding Hal Darr. He was President until January, 1959 when Bud Maytag bought the airline and became FL's 3rd president.

-Jake Lamkins

C.A. "Mac" Myhre died Dec. 23, 1982 at age 71 in Burlingame, CA. He was born March 29, 1911 and was hired at Monarch on Jan. 1, 1946

-Ken Schultz



Five Year Pin Winners in 1951. Left to right, front row, Harry Duff, Swede Nettleblad, Donna Myers and Harry Summerton. Back row, Harry Russell, Jack Burnell, Johnny Myers, C. A. Myhre and R. M. Wilson.

RAY WILSON

After graduating from flight school at Brooks Field, San Antonio, Ray received his commercial pilot's license in 1927. From 1924, he was associated with the 120th Observation Squadron, Colorado National Guard. While he managed the Park Hill Airport, he opened the highly successful Ray Wilson Flight School. In 1946, Wilson founded Monarch Air Lines, which later purchased Arizona Airways. The company joined with Challenger Airlines and ultimately became Frontier Airlines.

-Citation at Colorado Aviation Hall of Fame.

Ray M. Wilson died on May 11, 1979 in Denver, CO at age 78. He was born Sep. 2, 1900 and started with Monarch on Jan. 1, 1946.

-Ken Schultz

CHUCK HILTON

John Charles "Chuck" Hilton, born April 3, 1945 in North Platte, NE, died on Wednesday, June 6, 2001 at his home in Tucson. Father of two daughters, Shannon and Charity, Chuck was an avid supporter of Little League and coached both of his girls during their youth. He was an employee of Frontier Airlines for 17 years and with TEP for 11 years until his retirement last fall. He is survived by his parents, Harold and Laretta Hifton; brother, Jim; his two daughters Charity and Shannon; and his two grandchildren that he loved dearly, Nathan and Hannah. Rest in peace, Chuck, the pain is now gone. Memorial Service Tuesday, June 12, 6:00 p.m. at Catalina United Methodist Church in the Chapel.

-Clipping from TUS newspaper

KENNY HETT

Kenneth M. Hett, 70, of Tucson died January 9, 1993. Survived by brothers, Roy C., Homer H. and Paul R; sister Elma R. Piper, all of KS. Mr. Hett was retired from Frontier Airlines. Memorial services will be held at a later date in Marion, KS.

-Both sent by Norm Coldwell, Tucson AZ

(Kenny and Chuck were both station agents in TUS. We still need obits on TUS agents Conrad Rimmel and Roger Barks.)

ROLAND KUHN

Roland's good friend Donald Kime sent these FL IDs that Roland had during his career. Roland's obituary info was in the Spring 2002 issue.



CHARLIE TIMMONS

I just found a copy of the death notice from a good friend that had passed quite some time ago - Charles (Charlie) Timmons flew west Dec 03 1988, age 47. He worked for FL for 22 years in BIL SNA and DEN as a station agent.

-Al Krauter, Vancouver WA

Charlie went to work for Frontier as a station agent in early 1964. At that time, we had a 2 year old daughter and I was pregnant with our son. He stayed working here in BIL until June 1984 when he took an agent position in Santa Ana, CA, at the John Wayne Airport. He said he was tired of working outside in the cold and wanted a day shift with weekends off! He worked the "weight & balance" morning shift with weekends off.

In April of 1986, we decided to go for Denver as it was closer to BIL (our daughter was expecting her first child) and we could get home to BIL without much trouble (flying or driving). We moved 4 days after experiencing our one and only earthquake while living in CA.

We bought ourselves a home in Broomfield where we had an excellent view of the mountains in May of '86. The plan was that he would work in Denver 10 yrs, retire at 55 & go back to MT. We moved in over the 4th of July weekend.

When Frontier closed it's doors in August, Charlie was on

unemployment for at least a few months before going to work for CO. I was working also and I can remember how it just bothered him so much that I was making more money an hour (\$6.50 an hr) then he was when he started with CO. Does this sound correct to others that they only made about \$5.86 an hr. or something like that for CO? CO was NOT union & he felt that Lorenzo had helped put FL under.

However, Charlie made many good friends at CO & some other FL people also worked there. He was working for CO when he became ill. He was on disability for about 8 months and then went back to work at CO as a station agent on the ramp..again for about 5-6 months.

In Sept of 88, he had another surgery & they also discovered that his cancer had returned. He did not return to work. However, he was listed as an employee all through this until his death in Dec. 1988.

The agents at CO took turns (days off.. double duty) working his shifts (as they had earlier when he was on disability)..just enough days to keep his insurance paid for by CO & the manager of the Denver station kept him on as an employee.

Their generosity to him and myself is something that I will never forget. They held blood drives so that we never paid for any blood (Charlie had probably 60+ units of blood in transfusions over those 17 months). Keeping that insurance which paid 99% of his medical and pharmaceutical bills (we paid a minimal deductible as it was an HMO) kept us afloat. He was always in awe of what they did for him.

-Margie Timmons Flynn, Billings MT

JOHN MORGAN

John died of a heart attack on Thursday morn, July 17, at his father-in-law's home in COS. He was 64 on that Tuesday. He had complained of a bit of indigestion and was at his PC when he died. He had a very private informal service on that weekend. His family was there or enroute as they were planning a family reunion for the weekend.

I believe John worked for CN in the stations before going into Reservations. He was the STL CRO manager when we first met in '67-68. Later, he managed the MCI CRO (2 different locations). He managed the SLC office towards the end after MCI was closed. He did a great job for me as Manager.

-Bill Monday, Denver CO

GARY SOUTHER

OBITUARY: Gary Lynn SOUTHER 55, died Sept. 6, 2003 in Bellevue, WA. Gary is survived by his wife; Judy Souther; sons Tyler and Tim Souther and brothers; Rex, Terry and Randy Souther. He was a member of the Recreational Flying Club "Boeing Hawks". Memorial Services will be held Sat. at 10 a.m. at Greenwood Funeral Home.

-SEATTLE TIMES

Gary's Date of Hire was June 6, 1978. He worked as a mechanic in Denver Line Maintenance until the Bankruptcy in August 1986.

-Ken Schultz

Gary died of a heart attack at 10:45pm on Sept. 6th.

-Jim Taylor, Bend OR

MORE GONE WEST

WAYNE KEGLEY

The following is the obituary for my uncle who passed on just a few days ago. He worked for FL in about 1955.

Wayne Stanley Kegley, age 71, of Glendive, passed away on Wednesday, July 2, 2003 at his home in Glendive, MT. Wayne was born on November 26, 1931 in Wibaux, Montana, the son of John "Joe" W. and Stella (Conner) Kegley. He moved with his family to Glendive where he was raised and educated. Wayne graduated from Dawson County High School with the class of 1949. He served in the U.S. Air Force until his honorable discharge in November of 1954. Following his discharge from the military, he worked for Frontier Airlines in Sidney for a short time before moving to Glendive where he worked for the United States Postal Service for 35 years until his retirement in 1986.

-Darrell Robson, Billings MT

JIM CARNEY

OBITUARY - James G. Carney passed away August 18, at age 82. Graveside services will be held at Ft. Logan National Cemetery, staging area "B", on Thursday, August 21, at 11 a.m. James is a retired Air Force Major, who flew 50 missions during World War II, and received the Distinguished Flying Cross and a Purple Heart. He married his wife, June, in 1945 and moved to Denver to become a pilot for Frontier Airlines. James worked for the airline for 34 years, serving as Chief Pilot for many of those years. He is survived by his daughter and son and four grandchildren.

-Denver Newspaper Agency

ED LANE

Ed C. Lane died Jul. 14, 1998, age 74, in Tuckasegee, NC. He was born Jan. 23, 1924 and began working at FL Nov. 30, 1965. He was a lead inspector.

-Ken Schultz

ERNIE DESOTO

Ernie L. DeSoto died Jul. 12, 1990, age 68, in Aurora, CO. He was born May 15, 1922 and started working for FL May 15, 1968. He was manager of system communications.

-Ken Schultz

JANET CRUMPLER

Janet was a friend and I would hear from her at least once a year. About two years ago, when I didn't receive a letter from her, I called her home in Baton Rouge and her son told me she had died recently. She had a pulmonary disease.

-Mary Ellen Metzger, Billings MT

MELINA J CRUMPLER was born 23 Feb 1950 and died 26 Apr 2001 at age 51. **-SSDI** (This is probably Janet since it is the only Crumpler listed that fits)

EDDIE RIEBLING

Eddie K. Riebling died May 15, 1994, age 66, in Aurora, CO. He was a foreman in stores. He was born Apr. 26, 1928 and began working for FL on Jul. 31, 1967.

-Ken Schultz

WICK WICKER

I am sending the obit on Norvell Wicker III that his wife sent to me. Wick went to work at Central Airlines on November 23, 1954. He was based in AMA until they closed the base then he transferred to MKC and was there until he bid out to DEN to fly the B-737 aircraft. He stayed there until he retired.

I flew a lot of times with Wick when I was a Co-Pilot over the years. I got to fly a lot of good trips out of seniority because there was not a thunder storm that Wick feared; therefore a lot of co-pilots would bid off his trips during the Thunderstorm Season and I would get to fly with him.

We became good friends, his son and my son raced motorcycles together for a long time. His son ran one class and my son ran in another class. These were the fun years to be sure. Wick was about as good a friend that I have had the honor to have.

-Harvie Chaddock, Gladstone MO

Obituary

Memorial services for Norvell "Wick" Elliott Wicker, III, age 75 of Cookeville, TN will be Saturday May 31, 2003 at 11:00 a.m. at Cookeville Veterans Memorial Building, 90 East Spring Street, with King Morton, Dr. Ken Garry, Becky Magura and Donna Castle officiating.

Mr. Wicker died Monday, May 26, 2003 at Cookeville Regional Medical Center. He was born December 5, 1927 in Danville, Virginia to the late Rev. Norvell Elliott Wicker, Jr. and the late Marion Bailey Wicker. He was a U.S. Naval Pilot during the Korean Conflict Era.

He was a retired commercial airline pilot with Frontier Airlines and Continental Airlines. He was a member of the American Legion, Brush Creek Shooting Club, TDPC (Shooters Club). He served on the board of Directors of WCTE-TV of Cookeville, was a lifetime honorary member of Edinburgh District Motor Club in Edinburgh, Scotland.

For 12 years he was Business Manager at International Jury Judge of the U.S. Trial des Nations Motorcycle Team and was a lifetime member of the NRA and was a volunteer cameraman with WCTE-TV. He was a lifetime member of the American Motorcycle Association. He was of the Episcopalian Faith. He has been a resident of Cookeville since 1986. In addition to his parents, he was preceded in death by a daughter, Danna Kyle Wicker.

Survivors are wife of 53 years, Marilyn Halleen Wicker of Cookeville, 2 daughters and Son-in-law Kathleen & John Reichmuth of Owasso, Oklahoma, Keela Wicker of Greenwood, Ind., Son & Daughter-in-law Norvell Wicker, IV & Sherry Wicke of Greenwood, Ind., 1 Sister & Brother-in-law Elizabeth & D.H. Thompson of Decatur, Ga., 6 Grandchildren: Amy, Amanda & Sara Reichmuth, Kirsten, Ryan & Daniel Wicker.

GLORIA ELQUEST

Gloria lived down the street from me in Northglenn, CO many years. I know that she passed away some time ago but do not have any details. Her son Doug lives in Longmont, CO. At the time of her passing I think she was living with Doug.

-Nellie Schneider, Thornton CO

GLORIA ELQUEST was born 12 Oct 1932 and died 01 Nov 2000 at 80233 (Denver, Adams, CO).

-SSDI



FRANK DAVIDSON

OBITUARY - Frank Lewis Davidson passed away May 29, 2003 at the age of 86. He is survived by his loving wife Kathryn Davidson; children Myke Davidson, Littleton, CO, Kathy Hancock, Plano, TX; grandchildren Nancy Hancock, Plano, TX, Keith Hancock, Portland, OR; great-grandchildren Catherine and Alexander Hancock, Portland, OR. There will be a cremation and no memorial service.

-Denver Newspaper Agency

As I recall, Frank had a disagreement with his boss and quit. He was hired by an oil corp. FL then had to get Frank to make their fuel purchases as none of them had the connections or the knowledge to bargain with the oil Companies. He even had NRPS travel and made more money. Some where along the line I lost track of him. He and I built the fuel farm at RIW and worked several deals at LNK for good fuel purchases. I spent many days with him working with AV fuel.

-Glenn Emmons, Canby MN

He was a very good friend and I had talked with on the fone just before he died. He prob did retire before the shutdown. Believe he was 85 or 86. He came to CHA in '48 after a number of years with CO. He started in BIL as a combo Sales Mgr and Stn Spvsr. In fact he gave me my first Mgr job in WRL in the Fall of '48. He later became the Communications guru for the company for many many years. He then went into fuel contracts about 1970. But I believe he would best be remembered as Mr. Communications for FL. We worked closely over the years (Res and Comm were always like hand-in-glove). He and I were instrumental in selecting IBM as the vendor to computerize Res and Comm. He died on May 29 of Cancer of the liver. He wanted no services. Affectionately known as "FUD" because of his TWX sign..FD.

-Bill Monday, Denver CO

Frank L. Davidson was in Frontier communications and fuel procurement in DEN. Frank joined the ranks of those special people who have "Gone West". Frank was my boss for many years and a guiding force in my working world. Frank passed away May 29, 2003 at the age of 86. His widow Kay has sold her home in Aurora, CO and re-located near their son Myke who lives in Littleton, CO. I know there were a lot of FL people who admired and loved Frank. He was a fun person to be around but also encouraged his employees to get the job done. Frank also had a daughter, Kathy, in Plano, TX. He was cremated and no memorial services.

-Nellie Schneider, Thornton CO

Thoughts of "Fud" bring back some fond memories. He just loved to give shoulder and back rubs to some of us youngsters (at the time) as we were hard at work over our manual typewriters. We all loved to see him come into the office - always with a smile and a joke!! When someone new came along and experienced his wonderful shoulder rub, he'd say in an innocent voice - I studied to be a massage therapist but I didn't pass the test - MY HAND SLIPPED. I know Jeanne Hanson will remember this, too.

-Ann Yanulavich, Estero FL



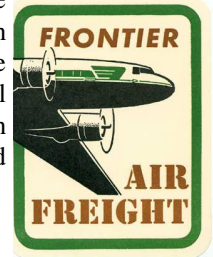
DAVE JOYNER

OBITUARY - Captain David Warren Joyner, 60, a commercial airline pilot, died Thursday, Aug. 21, 2003, in Nemo, TX. Memorial service: 1 p.m. Tuesday at Wiley Funeral Home in Glen Rose. Memorials: Arlington Museum of Art, in care of Howard and Artista Joyner Memorial Fund. Captain David Warren Joyner was born May 31, 1943, in Fort Worth to Howard and Crystal Arista Arnold Joyner. He married Cynthia Marron Aug. 28, 1978, in Denver, Colo.

David Warren Joyner was a member of the ROTC Navy unit at Arlington High School, graduating in 1961. He attended the University of Texas at Austin and Stephen F. Austin University in Nacogdoches. He was a pilot for Zantop Airlines, Central Airlines and Universal Airlines and chief pilot for Shamrock Airlines in Puerto Rico. He was a captain for Frontier Airlines for 11 years and for Continental Airlines for 14 years.

He was a member of the Air Line Pilots Association and was inducted into the Arlington Chapter of the Demolay Legion of Honor. He was a member of the Good Shepherd Episcopal Church in Acton. He was preceded in death by his parents, Dr. Howard Joyner and Crystal Arista Joyner. Survivors: Wife, Cynthia Lee Joyner of Nemo; daughters, Christa Moody and husband, Mark of Tampa, Fla., Crystal Lee Joyner of Nemo and DeAnna Wendolyn Joyner of Fort Worth; grandchildren, Kate Moody, Emma Moody and Will Moody, all of Tampa, Fla.; brother, Dr. Howard Sajon Joyner of Wichita, Kan.; cousin, Jim Arnold Jr. of Austin; and three nieces.

-Ft. Worth Star-Telegram



KEVIN CROSBY

I am wondering if you have Ken Schultz' E-Mail address. I would like to contact him about a death that was in 2000 or 2001. A friend in CLT has told me Kevin Cosby died during that time period. Kevin was a mechanic at FL and US Airways.

-Joe Crider, Troutville VA

I have located the information on Kevin, the only change is that his name is spelled Crosby: Kevin P. Crosby, Date of birth - Feb 13, 1956, Date of hire with FL - Jan 4, 1978, He worked in DEN Line Maint. His Last Residence was Belmont, NC.

-Ken Schultz

DALE HERSHBERGER

C. D. "Dale" Hershberger died Jun. 27, 1997, age 69, at Denver, CO. He was born Dec. 16, 1927 and started working for FL on Mar. 28, 1966. He was a mechanic.

-Ken Schultz

ROBERT WAGSTAFF

Robert E. Wagstaff died Feb. 20, 1995, age 62, in Denver, CO. He was born Jul. 13, 1932 and started at FL on Apr. 16, 1967. He was a mechanic.

-Ken Schultz

CLYDE COLBERT

Clyde E. Colbert died May 14, 1989, age 63, in Denver, CO. He worked in the Stockroom and started with CN on Dec. 14, 1961. He was born Feb. 7, 1926.

-Ken Schultz

MORE GONE WEST

JERRY HUMBRACHT

I have a name to add to the deaths: Gerald Humbracht. We have been together off and on for the last 40 years. Jerry had a massive stroke 5 or 6 years ago and had been in a nursing home in CEZ since then. His date of hire was the same as mine - 3/14/57. He died 3/14/2003. I don't know his exact age but it's approximately 83-85. He started in ABQ, then up to CEZ til it closed, then on to SLC where he retired.

-Arnold Hadler, Pine AZ

OBITUARY - Memorial services for Gerald S. Humbracht will be held at 10 a.m. Saturday, April 12, at the Trinity Lutheran Church. Pastor David Dahl will officiate. Gerald was born Jan. 2, 1918, in Morengo, Ill., to Henry and Elizabeth (Voight) Humbracht. He passed away Monday, March 17, 2003, at the Colorado State Veterans Center in Homelake, Colo., at the age of 85.

On Aug. 7, 1946, in Illinois, Gerald married Dorothy Arlene Jeffers. From 1957 to 1976 he worked for Frontier Airlines. Gerald loved to travel, garden, fish and enjoyed photography. Gerald is survived by his wife, Dorothy Humbracht of Cortez; his daughters: Barbara Humbracht of Oklahoma City, and Elizabeth McCabe and husband, Jay, of Cortez; his grandson, Richard Baxstrom and wife, Mamiko, of Baltimore, Md.; and a brother, Loyal Humbracht and wife, Lorraine, of Ossian, Ind. Preceding Gerald in death were his parents and two brothers. Memorial contributions can be made in Gerald's name to the Trinity Lutheran Church.

-CORTEZ JOURNAL

JOHN RANDOLL

OBITUARY - Randoll, John E. Jr., Born December 22, 1924, died August 2, 2003. Retired from 'old' Frontier Airlines. Preceded in death by daughter Diane Kay, and beloved wife Elizabeth. Survived by sisters Elaine Axelson and Lavonne Beedle; daughter Marybeth Bastian; and granddaughters Brenda Bertucci, Michelle LaRose, Laura LaRose; and a host of friends and relatives. Memorial service will be at Bethany Lutheran Church, 4500 E. Hampden, Denver on Friday, August 8, 1:30 p.m. Donations to Salvation Army please.

-Denver Newspaper Agency

John went to work for Monarch Airlines March 31, 1947 in Denver, as a mechanic. He was a Lead Mechanic for a number of years and then was a maintenance training instructor, service engineer, and at the time of Frontier's shutdown was a Technical Foreman.

-Ken Schultz

ELMAJENE YANTORNO

Elmajene C. Yantorno died Jan., 1985, age 55, in Denver, CO. She was born Oct. 21, 1929 and started with Challenger Airlines Dec. 16, 1948. She was manager of passenger revenue.

-Ken Schultz



BILL WALDRIP

W. A. "Bill" Waldrip died Feb. 27, 1999, age 73, at Lamar, CO. He was born Oct. 13, 1925 and began at FL on Oct. 2, 1963. He was an inspector.

-Ken Schultz

DUANE DILLARD

I just thought of another pilot that I don't believe was on the "Flown West sheet. And I can't remember his last name but I think his first name was Duane. He was a co pilot hired around mid to late 70s also. Had been a pilot from Air America and was from Santa Barbara, CA.

-Ernie Lingren, Sequim WA

There was a D.N. Dillard who is shown deceased on 11-19-74 Duane Dillard was born 12-31-1941. He was hired by Frontier on 5-14-1973. His adjusted seniority date was 9-14-73. He was Furloughed on 1-1-74 and recalled on 5-1-74.

-Billy Walker, Phoenix AZ

DUANE N DILLARD, Born 31 Dec 1941, Died 19 Nov 1974 Age 32, SSN issued in California

-SSDI

It was Duane Dillard!

-Ernie Lingren

(Duane's case shows how it sometimes takes detective work and the help of lots of FLolks to track this info down)

DENNIS KLOCK

First Officer Dennis Klock was killed in the crash of an Air National Guard fighter near Denver on Feb. 28. A member of the 120th Tactical Fighter Squadron based at Buckley, Klock was just completing his first year with Frontier.

-Frontier News, March/April 1979

Dennis Klock was killed flying an A-7 with the Colorado Air Guard. His hire date was 5-1-78 and date of birth was 10-30-45.

-Billy Walker

DONNA GARLAND

I was also a good friend of Donna Garland. In fact, along with Diane Hall, Jack Gibson and Karen Akero, we attended her funeral almost 3 years ago. We flew together for almost 17 years for FL until she became a pilot. I miss her terribly. No one could make you laugh like Donna. I am presently based at EWRCO flying "international" with a few other FL flight attendants.

-Bobbie Bender, Arvada CO

(Donna's obituary was in the Spring 2003 issue)

DORSEY SPENCER

I wanted to let you know Dorsey Spencer, one of TBN's best passed away on October 1 (2003). His funeral was this morning at the Plato Christian Church in Plato, Mo. A large crowd attended. He had been battling cancer for several years.

He is survived by his wife, Shirley & two sons.

Dorsey only worked TBN as he had a pretty big farming operation also. I will watch the local paper for an obit. If I come up with one I will sure send it to you. I thought I could get one at the funeral, but I didn't see any.

-Ben Duggan, Waynesville MO



GETTING STARTED

by Ace Avakian

My first flight in a DC-3/C-47, as a flight crew member, was when I was hired by Meteor Air Transport. This was a non-sked freight airline operating out of Teterboro, New Jersey. All flights were flown at night delivering Ford Motor parts from the Edgewater Plant to the Detroit, Michigan facility. Once unloaded, the airplane was then reloaded with parts bound for the Edgewater Plant. On the return flight from Detroit, we usually landed at Newark, New Jersey and flew empty to Teterboro. The contract with Ford Motor Company was for week days only. On week-ends, we would fly Time/Life magazines to cities along the East Coast: Buffalo, Boston, Pittsburgh, Philadelphia, etc.

This first flight was with a furloughed copilot from TWA that was flying as captain for Meteor. His name is lost in my memory but I will never forget him. He smoked a cigar and he would determine all his positions by the length of his cigar!

Once in flight, he would light up and hardly say a word. Then as we progressed, I would see him take a long puff, study his cigar and say, "...those lights down on our right should be Sharon, Pennsylvania." I'd look down and sure enough, there'd be a city all lit up and I'd look over and nod to him. Nothing else would be said, except for our routine radio contacts along Green Airway 3, which incidentally was all static-filled, low frequency radio. Later, he would look at the cigar again and state that, "...here over Cleveland, we'll head for Detroit City via Red 20." I'd look down and through the clouds see large city lights then no lights, indicating the Lake Erie shoreline. Again, I would nod in agreement.

As we approached lights up ahead, he'd look at his cigar and state, "...better get the gear down." Checking my chart with my small flash light, I figured we were approaching Belle Isle and coming up on the Detroit City Airport.

Once the gear was down, he'd open his window, look down, slam the window shut and call, "I've got a wheel." I assumed I should do the same so I'd open my window and through the back-drop of lights, could see that the wheel on the right was down. (We did not have wheel-well lights.) I hated doing this because my hair would get all tangled up in the rush of air from the open window. (I had hair at that point in time...and it was black!)

The airport at Detroit City had no runway lights - just flood lights. The captain actuated the flaps and seeing he was a little high, side-slipped! the airplane to a smooth touch down right on the flood-lighted runway! I'll never forget that - or him!

Now then, we'll push the time machine forward, now as a copilot for Monarch Air Lines, there were moments that will live on in my memory. This particular flight was on a dark, snowstormy night when making an ILS approach to Stapleton Field on Runway 21. The wind was from the northeast which necessitated an ILS with a circling approach to runway 3. The captain was Willie Hurt. We, hazily, broke out of the clouds at about 200 feet. Willie spit on his gloved right hand and then his left and said, "Hang on!" He opened his window, bent the airplane around and greased it on runway 3. When on the ground, he closed his window and called for the flaps up and when I looked at him he looked like a snow man! There was ice and snow in his hair, his eye brows and lashes! He actually was making a visual approach with his head out the window!

On this particular series, when over by Delta, Utah on Amber Airway 2, we had so much ice on that old DC-3, the props would stall occasionally and Willie would shift the props through and we'd hear the sleeves of ice banging along the side of the airplane. The air intake over the engine had a hole about the size of a silver dollar because of ice! And, on we went homing on the Emery "H" marker bound for Price, Utah!

Ev Aden was Chief Pilot at that time and in those days among other duties, he also was like the Chaplain in the military. If one had personal problems, one would go to Ev and talk things over. He would comfort us like a Father. I remember a time when I first got my

Amateur "Ham" radio license. Excitedly, I told Ev about it. He actually came over to my house and we made a radio contact (I think in Canada) and Ev talked on my radio. I wonder how many Chief Pilot's you could do that with today?

Another favorite was Les Schaffer. I learned a lot from him. One that comes to mind is how to change from Celsius to Fahrenheit without mental gymnastics. Take the Celcius reading, double it, subtract 10 percent and add 32. None of this 5/9th or 9/5th stuff. $2C - 10\% + 32 = F$ $F - 32 + 10\% / 2 = C$ This comes closest

to the exact figure. (In Canada, for an approximate figure, they double the Celcius and add 30 for a Fahrenheit temp.)

The captain that would make the smoothest landings - every time - regardless of the wind and weather was Jug Jella. Up to this time, I was flying with captains that were ex-military with heavy C-47 time. Jug was not ex-military but could he land that '3! And, as a bonus, one of the nicest guys to fly copilot for - on or off the airplane, for that matter.

The shortest short-field landing I ever rode through was with Fred Hart. He told me on the approach to Runway 8R (again at Stapleton), he intended to land so as to turn up the first taxiway to the north. I looked at him quizzically (is there such a word?) and must have had a smirk of doubt on my expression. He three-pointed the 3 and we turned north on the first taxiway! (With all respect, I'm not going to mention Joe Romano's three-point landings in the DC-3). By the way, I loved him!

Dal Taylor would have me keep my feet on the floor and control the '3 directionally, on take-off using aileron only, till we were airborne. Again, one of the greats!

I loved (almost) every captain I ever flew copilot for. We all have our favorites. With all respect, I have not mentioned any of the captains that were with the original Challenger Air Lines because I had checked out as captain about the time of merger of our companies. I did fly with Bob Nicholson (ex Challenger) when he was an instructor in the Boeing 727. I had a different flight instructor but had one session with Bob. I learned more in that one hour or so with Bob than I had in all the previous hours of training with the other instructor.

With all the flying that I have done and of course, most of it was with Frontier, I enjoyed the DC-3 the most. I've said it many times that when I dream of flying - I'm always flying the DC-3. I've had many pleasant memories with (almost) all the captains I've flown with. Likewise, I've had many pleasant hours flying with the many copilots and flight engineers of Frontier. I know I've seen the best of it all and loved every bit!

There were times when a copilot would be getting ready to check out as captain and would ask me what advice I could offer. I would get serious and with all sincerity say, "Remember you're the captain but just don't ever forget, you were a copilot!"

(This article appeared in the Frontier Airlines Retired Pilots newsletter in Jan. 2003 and is reprinted with permission. Ace and many other FL pilots are goldmines of FL & aviation history. Tex Searle has written a book about his DC-3 days and Ace has one planned. Let us know when we can buy a copy, Ace! And thanks again for all your help.)



Ace at the 2003 DEN Reunion

MORE REUNION NEWS

Bash 2003 - Turn out was a little small this year but we had a good time and everyone wanted to continue the get togethers. Attending were Bev Bedsaul, Hugh Thornton, Del Bedsaul, Paul Allen, Leo Schuster, Kate Allen, Ron Butler, Charlie Seefluth, John Matthews, Mary Seefluth, Mike McDonald Bud Watkins, Jon Crouch, Marcia Watkins, Larry Parker Larry Thomas, Carol Parker, Otis Edwards, Bob Parker Phil Green, Gloria Parker, Gerald Underwood, Gary Mackie Sam Clark, Butch Solignani, Jo Clark, Dick Kardell Robert Parks, Cheryl Kardell, Kenny Tucker, Benny Stegman Bill Lassiter, Lee Wayne Lambert, Austin Henry, Terry Lambert Sharon Henry, Rusty Lambert, Paul Lambert, Ann Lambert and Patrica Lambert

-Rusty Lambert, Murchison TX

DEN 2004 - We have reserved a picnic facility at the Aurora Reservoir for the last Saturday in June 2004 (June 26th) for the 18th annual FAL Picnic. The contract will be in January 2004. This is a slightly larger facility, has a play area for kids, a great BBQ area, a lake, etc. Details will follow....

-Carolyn Boller, Aurora CO



I am a onetime customer of Central. When I was a student at the University of Missouri-Rolla in the mid-1960s I frequently flew it. It was the first commercial airline I flew. My hometown is near Hot Springs, and I remember when Jeff Gilbert was the head agent there. I was also acquainted with James Greer and Jim Sledge.

I took this photo Monday, November 28, 1966. This is Flight 644. Flights 643 & 644 were a Kansas City-Little Rock-Kansas City turnaround, in which the crew overnighted in Little Rock. Those flights went an approximate L-shaped route, via Joplin, Fayetteville, Fort Smith and Hot Springs. Delta had a more direct K.C.-L.R. route, with a stop in Springfield.

I had just deplaned and was transferring to Flight 670 to go to Fort Leonard Wood (near Rolla). I don't know if you know the whereabouts of any former Central stewardesses, but I remember that the Flight 644 stewardess's name was Anita Lynam.

-Stephen R. Strauss, Hot Springs AR

(It's surprising how often customers from long ago get in touch.)

This print depicts a Frontier Airline DC3 being loaded with food, clothing, bedding, etc. at Rawlins, Wyoming to be dropped to a train stranded in snow drifts. FL was credited with saving the lives of the people on board the train. Artist is Larry Janoff.

Research material for this print was furnished by Scott Keller, Chief Pilot for FL.

-R.J. Turner, Camden Point MO



NOTES ON FLYING

When one engine fails on a twin engine airplane, you always have enough power left to get you to the scene of the crash.

Never trade luck for skill.

Famous last words in aviation are, "Why is it doing that?", "Where are we?" and "Ooh S*#\$!!"

Weather forecasts are horoscopes with numbers.

Progress in airline flying - Now a flight attendant can get a pilot pregnant.

Airspeed, altitude or brains - two are always needed to successfully complete a flight.

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

Pilots have a perfect record; we never left one up there!

If the wings are traveling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe.

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it or doing anything about it.

When a flight is proceeding incredibly well, something was forgotten.

If you crash because of weather, your funeral will be held on a sunny day.

Never fly in the same cockpit with someone braver than you.

There is no reason to fly through a thunderstorm in peacetime

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.

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

You know that your landing gear is up and locked when it takes full power to taxi to the terminal.

Artificial intelligence is no match for natural stupidity.

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.

-Bill Blackmon and Warren McLellan

A Brief History Of My Life

by Bob Ashby

(Lt. Col. Robert "Bob" Ashby graduated from pilot training at Tuskegee Army Air Field in 1945 and pursued a successful career in the U.S. Air Force. After 20 years Ashby retired in 1965 from the Air Force and began his commercial aviation career as a flight operation instructor for United Airlines. In 1973 he became the first black pilot to be hired by Frontier Airlines and is the only Tuskegee Airman to be hired by a scheduled airline. This article from Bob's webpage is edited for edited for space. Bob lives in Sun City AZ.)

World War II started while I was in high school. This brought on immediate concerns as to my future. America began the process of mobilization for the war. Where was I to fit into this? Even though a large part of the United States was no longer segregated, the armed forces were. I read articles about the need for blacks to be included throughout the armed forces. An effort by responsible black leaders was made to secure an equal representation of blacks into all branches of the military.

After a long struggle, certain concessions were made, one being the establishment of an experimental program to see if blacks were capable of learning to fly. This was something I was looking to, so I immediately started gathering information about the program. I was not yet 18 years old, therefore not about to be drafted, so I had time to plan how I could enter this program.

Gathering all the information that I could about the requirements for acceptance into this program, I started studying things about the theory of flight, weather, etc. Lucky for me, a class in aviation was started at my high school, and I immediately enrolled. The next thing I did was to enlist in the Air Corp Reserve to insure that I would not be drafted into the Army or Navy. Now all I had to do was to continue my studies and wait to be called to active duty after I turned eighteen.

I received orders to report to Fort Dix in New Jersey in July of 1944 to begin processing for active duty. Upon completion of processing I was assigned to Keesler Field Air Base in Missouri for basic training. Upon completion of basic training, the testing for acceptance as an aviation cadet began.

I knew it would require my passing the tests and physical to enter the cadet program. I had no idea just how extensive the testing was. However, after three days of testing I was informed that I had passed and was now an Aviation Cadet. As soon as a vacancy opened up at Tuskegee Army Air Field in Alabama, I would be transferred there to begin flight training. I was thrilled and proud to be one of the few selected for the program.

After transferring to Tuskegee Army Air Field (TAAF) to begin the cadet training, it hit me about what I was trying to achieve. I had never been near an airplane, didn't even know how to drive a car, in fact, only ridden in a car a few times. My usual means of transportation were bicycles, buses and subways. I always had the feeling that if someone else had accomplished something, I knew that I could also. So with this determination I set out to accomplish my goal of becoming a pilot.

Because of the stringent selection requirements, the men chosen for the program were all determined to see this program succeed. We helped each other, supported and encouraged each other to make sure we did succeed. We were determined that the program would not fail because we could not accomplish the task.

After graduating from the cadet program, earning my pilot wings and being commissioned as a second lieutenant, I went on to have an illustrious career in the military, serving in the occupation of Japan, Korea, and finally in England, retiring as a lieutenant colonel in 1965.

Upon retiring from the military, I set my sights on becoming a commercial airline pilot. Prior to retiring, I sent applications to all of the major airlines requesting employment as a pilot. The only positive acknowledgement I received came from United Airlines. I went to Denver, Colorado, and completed all the necessary requirements for hiring. I was hired as a Flight Operation Instructor, teaching in the

classrooms, simulators, and airplanes. The first airplane that I instructed on was the Boeing 727 aircraft. I was disappointed that I was not hired as a Flight Instructor, teaching captains and first officers to fly the airplane, even though I was an instructor in just about every plane that I flew while in the military. While I was with the Strategic Air Command, I was appointed as a Select Crew and given a spot promotion from major to lieutenant colonel because of my ability. Instead, my airplane duties were to teach the second officers (flight engineers) the operation



of the airplane systems. It appeared that the airlines did not hire blacks to instruct the captains or first officers to fly the airplane.

When United Airlines ordered the Boeing 747, I was selected as a member of the team that wrote the pilot instruction manual in systems and airplane operation. When UA hired me, they were in the process of transitioning all of their pilots from propeller-driven airplanes to jets. Upon completion of the transition, the training requirements fell to a very low level; only pilots upgrading to another airplane or needing proficiency checks required training. After seven and a half years I was furloughed because of lack of seniority. Rather than wait to be recalled at a later date, I sent out employment applications again. Frontier Airlines in Denver hired me as a pilot.

I was the first black pilot to be hired by Frontier Airlines, there were a few pilots that did not welcome me into their midst. Frontier Airlines also hired the first woman pilot at this time. A few pilots greeted her with the same reactions. However, I had an enjoyable career with FL, flying the DHC-6, CV-580, Boeing 737, and the McDonald MD-80 aircraft and retired in July 1986 as a Captain.

That Plaque At Stapleton

(See page 7 of the Summer 2002 issue for a photo & article. Duke works on the airport staff at the new DEN airport. He tracked down and found the FL Plaque that had been at Stapleton. Thanks a lot, Duke!)

I just wanted you to know that the FL Plaque will be placed on the wall in front of the Red Rocks Bar and Grill in the main Terminal at DEN on Monday, the 13th of October.

By the way, I am retiring in December....Party is in the Press Room on the 6th level of the terminal 1330-1530 on 12/23/03.

Also, I talked to Hank Lund this morning....he's doing very well and living in Surprise Arizona.

Best Regards,

-Duke Ellington, Denver CO

My mom, Virginis Shacklett, worked at FL from '68-75 and started again in '80 for a short time. She was a secretary for one of the VPs in Denver. Mom & I both have airline blood. When she was in her 60s (in the 80s) she worked as a part-time sec'y for AA in DEN for \$5/hr, but she got all the passes she wanted. I remember the good old days when FL gave the UA stews \$5 RT standby passes. My roommate & I would go from DEN-LAS if we had nothing better to do on a certain day.

-Jayne Weaver, Montrose CO

LETTERS

Letters may be edited and paraphrased for space and clarity.

I started with FL in '72 and took an early out package in '83'. All as a flight attendant. The last two years I commuted from Los Angeles.

-Terry Armstrong Puetz

If this is the same Terry Armstrong whose dad was a captain for FL, I worked her first training flight as an SSA in Denver and the reason I remember her so well after all these years is because of the Impression she left me with.

It was a day that was not going too well for me and, as we always did, I was looking to lay the blame for my bad day on everyone else. When I made my pre board check of the airplane there were five flight attendants on the airplane. She was the first one I came in contact with and I asked her what was going on? She told me her name and explained that she was in FA training and this was her first training flight. I listened to her for a few moments and then went about doing my job. All the things she told me are not important. It was the way she told them that left such an impression on me. She had so much excitement, enthusiasm, joy and love for a company and the job she was starting. It was just radiating out from her. It changed my whole day for the better. And now after all these years I get a chance to say THANK YOU, TERRY for that day.

-Bob Sissons SSA DEN

Bob, unfortunately my dad was not a captain for FL so I'm assuming that I am not the Terry Armstrong you remember. (At the time, I think I was the only redhead that worked for the company, too) I'm surprised that there were two Terry Armstrongs working for FL? For what it's worth, just think that I am the same one and thank you for the gracious comment. I would like to think that I was that same person with the same excitement as I enjoyed every minute of working for FL. and being a flight attendant. Such great memories to remember and talk about for ever..

-Regards, Terry

Terry, I get a little confused some times remembering all the wonderful people we met at Frontier. You ARE that person I remember. The one whose Dad was a captain was Terry Anderson a DEN TCA. Your names are similar and my memory bank got a little mixed up.

-Bob

(This exchange was on the FL Club's internet message board. It well illustrates the ways the FLamily helped one another.)

Carl Willmann told me about your newsletter. I was with the "old Frontier" for 38 years as an avionics tech and simulator tech. Monarch hired me in 1948 to install and maintain "H" markers and ground radios. I went to PHX in 1950-53 to do the same work. I returned to DEN and worked in the radio shop and line service. In the late 1960s I transferred to the Flight Simulator Dept. We had a CV580 simulator and a B737 simulator. I was there until FL went down.

-Don Thoele, Denver CO

After August '86 I spent the entire fall travelling as I went to every Notre Dame football game. I realized this life void would occur again only at retirement and it was Lou Holtz's first year at the school. After the first of the year I received a call from

Truman Jeter about working for UAL. I had not planned on working for an airline again but after yet another call from Truman, I started in early Feb. of '87 and have been with United since. I met a lady who would become my wife, also a United employee, and it has been wonderful and fun since.

I am 53 now-- Frontier now seems like another lifetime. It is so odd seeing their planes again on another concourse.

-Bob Higley, Thornton CO

Some X-Frontier employees at American Airlines, (Tulsa) are Gerald Anderson-Eng Tech., Ken Bauer-Crew Chief, Keith Khuen-Crew Chief, Elza (Ray) Duckett (Ret), Marv Strain-Crew Chief, Bill Coats (Ret) and Ken Durst, Wide Body Mgr-757-A300.

-Ken Bauer, Tulsa OK

My name is John Wiley. I started in 1968 at FSM. I also worked in OKC, BOI, PDX, DFW and DEN. I am friends with Charlie Jones who also worked in FSM. He has told me about the picnic but so far I haven't been able to attend. I started in FSM when they started the 727's, right after the merger with Central. I later transferred to OKC, my home. Due to furloughs and other circumstances, I worked in DAL, DFW, BOI, PDX and DEN.

I read the obituaries and was saddened to read about some fellow agents I had known, like Wayne Holder, who I'm sure you knew. I worked with Wayne at DFW. A very nice guy. Any way, I now work for United in OKC, since 1988. Now I've gone two airline bankruptcies, but at least UA is still flying.

-John Wiley, OKC

Cheryl and I were visiting with Sandy Harvey along with Pete and Nancy Lynch yesterday. Sandy tells me she has been turned down by CO for passes even though she retired from FL after 18.5 years service as a Flight Attendant (I remember her when they were still Stewardess!). She has a FL Retired ID Card. Sandy asked me if I would check with any of you who may have some information as to how she can obtain passes from CO. If you do, please drop her a note.

-Billy & Cheryl Walker, PHX

I do not remember retiree employees of FAL getting passes on CO. I will check the Job Preservation Agreement to see if that was addressed. Active members except for IAM got an opportunity to 1) take CO passes until 2006; 2) take 1/2 passes and 1/2 money based on years of service or 3) take a job.

-Carolyn Boller, Aurora CO

Phone contact in HOU is CO Employee Information Services 713-324-5327 or email EIS@COAIR.com. I hope it helps.

-Frank Monheiser, HOU

My gosh, YOU DID IT. Here is a copy of the letter* sent back to me. I sent them my home address and will wait for the paperwork. You have no idea how many people tried to help me. My parents may be moving to ABQ, and what a relief, if I could fly and not drive there to see them!!! THANKS AGAIN, I am in a beautiful state of shock.

-Sandy Harvey, PHX

(*Sandra: We are showing you on the Frontier Retiree List. Yes you get passes. I need you to fill out a Retiree Travel Form and send it back to us so we can process it. If you have a fax number we can fax it to you or we can mail it. Please furnish the fax number or the mailing address so we can get the form to you.

Debra Fuller, Human Resources, CO Employee Info Services)

Jake, I sent Sandy the email and phone number.....it was sure

nice to see something good happen .

-Frank

(This exchange was also on the FL Club message Board. It illustrates the FLamily network STILL is functioning! Thanks, Frank!)

Since the demise of FL in '86, I have worked for EA, the new BN and Amoco Oil, retiring in '98. Since retiring, I worked part time for my stepdaughter's Thomas Kinkeade Gallery until it closed in June. My wife passed away in January this year, breast cancer. Since then, the grandkids and working in my yard have kept me busy.

-Gordon Smith, Broken Arrow OK

(Gordon was a station agent in FYV & TUL and station manager in MLC)

Hi, my name is James L. Edwards. I worked for the old FL from 1966 to 1986 as a mechanic in Denver. I am 62 years old and I am presently working for the new Frontier as a mechanic at DIA. I would love to hear from you. I attended the reunion at Cherry Creek park in June 2003. It was fun. I visited with a lot of people who were retired. My E mail is TuGrumpy@aol.com My phone # is 303-343-1981

Good luck to all who have the good fortune to be retired.

-Jim Edwards, 14766 E. 12th Av Aurora, Co. 80011

Thought perhaps our Frontier friends would like to know that Larry Middleton, SSA in DEN and BOI retired from United Airlines on June 30. He, and wife Lola, are planning a lot of travel in their retirement years and will continue residing in the Thornton, CO area. Notes of congratulations will reach him at larrylolamae3@juno.com Best of everything to Larry and all of my Frontier friends.

-Barbara Prokop Turner - TCA: DEN, LNK, JAC

Congrat's on your retirement Larry! Hope you have a good one and enjoy the Golden Years. Diane and I retired and moved to Lake Havasu City, Az eff Mar 01 this yr. We are enjoying it real well. Just got back from trip to DEN for the Frontier reunion party, and then up to Montana and back thru Reno to LHC. Had a good time and enjoyed seeing a bunch of OLD FL employees in Denver.

-Vince Davis, Lake Havasu City AZ,

I worked in the stores and maintenance department from 1965 til 1986. I thoroughly enjoy reading the newsletter.

-Al Duffy, Aurora CO

My name is Bill Newnum and I was hired 7/1/64 by CN in OKC. When it became FL I transferred to PHX. I worked in PHX twice, OKC twice, SAN one summer after being cut out of PHX, COS and ended up as manager in BOI when we shut down. That was, and still is, the saddest day of my life.

FL was the "BEST" and we had the best employees. I'm glad I have been able to keep in touch with several. It saddens me to read about friends in OKC PHX and BOI that I have worked with (and also pilots, FAs, mechanics, corporate and other departments) that have Gone West. I have so many Great memories of FL that it would take many pages to write about.

I had wonderful friends, very happy times, a few sad times, and some rough times which included my summer of '85 in SAN. The station was great but I was cut out of PHX, away from my family, living in my camper in the employee parking lot next to the AA gates with APUs & engines running all night. The nearest restroom was in the terminal and my morning shower was down at a private marina at 4a.m. I

wasn't a member or invited guest but got in with a key provided by my friend Loren Holmgren.

All in all it was a great ride and I'm sad the industry doesn't come close to being the same now. I was hired by CO and sent to MFR as the manager there. Due to the state of CO for the next 8 or 9 years and station closures, we had to move several times. I have held manager's jobs in MFR, SFO, GJT, GSO, SDF and am now winding down my career as Manager in LFT.

It has been tough at CO but my feelings are that the FL employees that CO brought on board played a major role in making CO one of the best in the industry.

Sorry to hear about the ALEA - it was a union that wasn't big business but was for the employees. *(See Fall 2002 issue)*

Next July 1st will be my 40th year anniversary in this industry and I still enjoy being around airplanes. One of my sons has his commercial pilot's license from Embry Riddle but decided he didn't want to fly for the airlines the way it is now days. I'm looking forward to getting back in touch with old friends and hearing what is going on with them.

-Bill Newnum, Lafayette LA

Mary Leedy was a stewardess 1958-61 based in Denver. She flew until we married in 1961. She flew mostly DC3s, but a few Convair 340 trips.

Steve Horton started as a Station Agent in Prescott in 1958, moved to DEN to become a Crew Scheduler in 1959 and eventually became an Assistant Dispatcher. Steve left Frontier in 1964 and he and Mary went to Fairbanks, Alaska where Steve became a Dispatcher for Wien Alaska Airlines. After two years, they moved back to the "mainland" where Steve went to work for Delta Air Lines. He retired from Delta as a Dispatcher in 1995. Mary and Steve have two children and live in the Atlanta area.

-Mary & Steve Horton, Atlanta GA

My name is Mike Breen. I started with FL in DRO in 1967 and worked summers through 1970. I spent the next year in GUC and ended up in DEN Provisioning until the end. My home email is jjpoe@earthlink.net

I can't believe how much I miss FL. The last 17 years have gone by so fast, it seems just like yesterday I was sitting on the ramp watching the sun set over the old hangers.

I've been with Sprint Long Distance since about 6 weeks after the close. I've been a customer service supervisor and now I'm in collections working with large business customers. It's been fun and telecommunications is similar in some ways to the airline industry in the 60's and 70's, but I'm afraid that I can never have that family feeling again.

-Mike Breen, Centennial CO

I enjoy receiving my "Frontier News" each issue even though sadly so many more FL family friends have "Gone West". Your efforts to keep this FL chain of news binds us closer. No one can ever rob us of those special people we worked with all those years.

-Nellie Schneider, Thornton CO

I talked to Vickie Marks Lutz yesterday. She is teaching now, and she says that she has grandchildren of "old" Frontier folks in her classes!

-Leslieann Gallagher, DEN

(Vickie was a DEN TCA now living in Broomfield, CO and Leslieann is the FL ESOP coordinator at Wells Fargo.)



MORE LETTERS

How the heck are you - I need to talk to some of the DEN ramp rats and I figure you will know where they all are. Email hankster3@cox.net. I just got hooked up so if you can't reach me there try hankschultz@hotmail.com. Say hi to everyone. Talk to you later

-Hank Schultz, Lakeside CA

I worked for Frontier Airlines for 18 years. Starting in Kansas City then several months in Joplin, Mo. Then on to Denver for the remaining 5 years. I was a lead of the aircraft appearance dept. at the time of bankruptcy.

-Brian Gibson

Nick Martinez, emp No. 12343. I worked in GJT Jan 02 1971-Apr 1971. Worked in MTJ Apr thru Aug 1971 Worked in CYS Sep 1971 Thru Sep 1972 Worked in MTJ Sep 1972 thru Aug 1981 Worked in ELP Aug 1981 thru July 1982 Worked in DEN July 1982 thru Aug 26, 1986. I have been working for American Airlines since July 1987 in DEN.

-Nick Martinez, Aurora CO

I started in '55 at SDY then SLC, GEG, BOI & Ft. Collins. After "retirement" in '86 I worked for the Forest Service in the Grand Canyon then the State of Colorado at Steamboat Springs. I still do a lot of traveling but I haven't been on a plane since we said goodbye in '86.

-Merle Beeler, Johnstown CO

I'm Bill Rutherford, old Frontier Employee from March 1969 to the close. I worked as a station agent in CYS, LAS and DEN.

-Bill Rutherford, Aurora CO

It's hard to believe that we are at the 17th anniversary of the closing of our great little airline. Time waits for no one.

When FL filed bankruptcy, I had no idea where to turn, If you will recall, there was a glut of airline personnel out of work due to the infamous Airline Deregulation Act. I did attempt to seek employment with other carriers, but the story was the same. "Don't call us, we'll call you." Good old CO did say that they would take a close look at my application, but they did not have any openings at SMF. They said that there would probably be openings in CLE, ORD or some other city in which I had no interest. I was purchasing my home at the time and my wife at the time was gainfully employed at a local firm in SMF, so moving to another city was not an option.

When I received the letter from CO with their offer of passes, cash or combination, I was so upset that I took the pittance offering and ran. I still don't regret my decision.

I will be retiring from California State Service in 11 months. That is if California doesn't file bankruptcy in 11 months and we can sift through the recall ballot. Could this be dejavu?? At any rate, I'm going to retire. I'm tired of give-backs for incompetent politicians and managers.

-Charlie Clark, Rancho Cordova CA

I am Dewey Penley, station agent with Monarch and Frontier Airlines from Jan.10, 1949 to Jan. 30, 1985. I was #3 on the seniority list when I retired. I started in FMN then MTJ and DFW. After I retired from FL, I worked for Aspen for just a short time, then worked for 8 years with a funeral home. Then I moved over to DEN and did some Motorcycle escort work for

funerals and such. I worked for Pinkerton security at the Tech Center about a year and a half - then moved to Green Valley and did care giving work .. then had to move back to MTJ. I haven't done anything back here. Email is dpenley7@hotmail.com

I do miss FAL and the family of FL

-Dewey Penley, Montrose CO

By the way on the fifth page of this last letter (Summer 2003) is a photo taken Feb. 1967 taken in Japan of 7 FL employees, most of them pilots, and you have one of them incorrectly identified. The first one in the back row on the left facing the reader is NOT Bill O'Meara. This is Bill Hays. Bill O'Meara was in my class going through 727 school. When he finished and got his rating on the airplane he walked into the Chief Pilot's office and quit his job. He left and to the best of my knowledge no one has heard from him since. Can't for the life of me understand why he would go to all of the work required to pass that school and then quit his job but that he did. He surely did upset the company. They spent a lot of money on his training and then he didn't fly one trip in the 727.

I have been retired for 23 years now in the DFW. I was sad to hear about Mary Warhover. She flew on my crew a lot. She was a great lady.

By the way, my wife was a FL stewardess in PHX. We married in 1955 and she had to quit - no marriage and not past 32 years old then. They all had to be mighty attractive also. Her maiden name was Shirlee Hailstone.

-EP Lietz, Southlake TX

(EP started as a pilot with Challenger Airlines. I asked him if he recalled Ed Baker whose article appears elsewhere. "I don't remember him but then I am 83 years old and have been retired from FL for 23 years. It has been a very long time since I have been in PHX and I am afraid I have forgotten a lot of things. I do remember some of the guys and one of them is on the pilots e-mail list but I am having a senior moment right now and can't think of his name. I was based in PHX from 1950 to about 1969. The company was getting ready to shut the base down and I bid DEN. I will ask my wife and see if she remembers him. We were married for about nine months before the company found out about it and then she got fired. I will NEVER forget that day. The Chief Stew called her on the phone one day and told her she wanted her to come to the airport for a talk. Shirlee thought for sure it was because her hair had grown longer than allowed. So she wanted me to cut it. I am the WORLD'S worst barber and when I got through it wasn't too good looking. She went out there and got fired for being married. I told her she should have told the chief she was just living with me but she owned up to it and that was the end of her FL career. It took awhile for that mess to grow out. :-)" Later, I asked him about the three letter airport code for Kemmerer, WY. EP replied, "Boy I do remember Kemmerer, WY but I will be darned if I can remember the airport code. I started with Challenger in November 1947 and Kemmerer was our first stop on the way to either Denver or Billings. We then went to RKS and if going to BIL our next stop was RIW. I was a copilot all of the time I flew in there. It was a pretty basic airport. If I remember correctly it had a dirt runway that was pretty short. Two years after I was hired Monarch and Challenger merged to become FL. I went to PHX as a Captain and stayed there for a long time. FL dropped Kemmerer not too long after that. I am not sure when that happened but traffic did not support going in there.)

I started in FMN in Jan., 1961. I also worked in PHX DFW and LAS. I worked for the school district here in LAS after the FL shutdown. I just retired on July 7th. We are selling our house and moving 60 miles away to Pahrump, NV. We will build a new home there and get away from all the traffic & pollution here in LAS.

-Buddy Gray, Las Vegas NV

It was great to see and read about the old Frontier Airlines....I would like to get in touch with other ex-flight attendants who may want to correspond....the dates I flew were in the early 60's...then I went over to Western Airlines for the next 11 years....but being a Denverite, I have always loved Frontier. What a great airline and what wonderful jokes we all played on each other back then.

Does anyone remember the "prop wash" joke? The pilots pulled that one on me and I was supposed to 'wash' the props when we got into GJT. They notified the agents all along the route who were in on it...and they gave me a 'jump suit' in one station, (to wear to wash the props off when we got into GJT) a bottle of coke (with soapy water in it) labeled "prop wash" in another station...on and on.....I was new, never had flown much before, etc.....my father was at the station and saved me by laughing so hard he almost burst.....he had driven to GJT on a business trip and was waiting there to take me to lunch...saved by the Dad! I would have done it too, they even had a ladder ready for me to use.....ah, the old days!! Anyway, I really enjoyed the time travel experience of your pages.....thank you!

I got the old airline itch again and applied for some CSA jobs with the new Frontier.....miss the ol' jet fuel smells, the airplane smells, even the galley food smells.....ah, once the airplane bug bites, it never lets go! I have never been truly happy since I quit flying.....don't regret it tho as I got to stay home and raise my kids for quite a few happy years.....but I always wanted both worlds. They are my favorite.....children /grandchildren and airlines...oh and pets too.

-Sally McIntyre, Evergreen CO, sallymc@viawest.net

Thanks for all the stories from our FL brothers and sisters over the years. Just great reading. I was thinking about how I could best put the unheard of (in the world we live in today) respect, devotion and love we had for the FL nameplate. The best I could come up with was, it was like our "first love" --- never to be forgotten. I doubt this feeling will ever be matched again, anywhere! When all was said and done, it was a great ride with a great group of folks.

-Bill Thiets, Tulsa OK

I joined FL in DEN in 78 as a station agent, worked as a senior agent for several years and had become a ticket agent not too long before the end came in 86.

Since 1987, I've worked for United. First in DEN customer service, then to Dulles ramp service and eventually load planning and ops during the last 15 years. Keep up the good work with the web site. FL was a great place to work, something United has only occasionally been for me.

-Bill McKinley, airbill@mindpsring.com

My name is Jim Wyche, and was with FL from Feb 1961 to Aug 1985. Came to FL in the merger with Central in 1967.

-Jim Wyche, Granbury TX

Just a quick note to let you know we have moved into our new home in Cedaredge, CO. Let me change that -- we are moving

into our new home. Is moving ever done? Just want you all to know how to reach us if you are ever in Western Colorado. Our home is on the Deer Creek Golf Course and is 15 miles from the lakes on Grand Mesa. We would love to see you any time you might be in this area. Cedaredge is 55 miles from GJT -- just so you can have a reference point.

-Bob Wear, Cedaredge CO

(Bob Ware got married recently to a schoolmate from the GJT area)



FLolks want Hank Lund to write his story!

Numerous notes and emails encouraging Hank to write up what happened during FL's last few years have been received. Here are a few. See page 18 of the last issue.

I started May 22, 1967 in the general office in DEN. It was called Employment Department in those days. I transferred to PHX station and spent many years there - totalling 20 years for our company. I read the article from Hank Lund. I think all of us would give anything to know the truth behind our demise. It wouldn't change anything but we deserve to know. How can we encourage him to share all? I would like answers.

-Cyndy Camomile, Chandler AZ

I would definitely like to know Hank Lund's version of what happened at Frontier. I don't remember anyone ever feeling that he was negatively involved. He appeared to be the one person who cared about the employees.

-Mary Harter, Omaha NE

(Mary was H. Lee Davis' secretary many years and worked in OMA & DEN)

To the best of your knowledge, will we hear more from Hank Lund on his report and when we may know about what really happened to our Company from his perspective?

I hope it won't be too long!

-Jon Sluder, Carrollton TX

I wish that Hank Lund would really "open up" and let it all hang out about what happened from '83 to '86. Maybe someone needs to visit him and transcribe his statements so we'll all know the real truth. He's the only one that I'd believe. We started going down in '82 when the "misguided midjet", Ryland, took over. It never should have happened this way though.

-Clyde Hart, Los Alamitos CA

Get that story out of Lund if you can.

-A. George Smith, Sheridan WY

Email to Hank 8/19/03

Hello Hank, Since the last issue of the FL NEWS I have received numerous notes from the FLfamily asking you to write up your version of FL's last days. I sincerely urge you to do it. A great many people of Frontier would greatly appreciate it. We all want to see the record set straight. I hope all's well with you.

-Jake Lamkins

(To date there has been no response. Hank is a subscriber to this newsletter. If you read this, Hank, we really want you to record what happened from your viewpoint.)

MORE LETTERS

My name is Jeff Hix and I would like to know if I could get my father in your internet club? His name is Jerry E Hix and he worked 22 years with old Frontier. I now work for the new Frontier and have been with them for 5 years now and work with many of the old Frontier employees: Lee Pirkl, Tom Keller, Bill Gregory, Randy Kloltz, Darren Dunnie and Bob Conly, just to mention a few of them. I remember spending a lot of time out at the hangers here in Denver.

-Jeff Hix, Denver CO

I am a former Frontier Flight Attendant who enjoyed the skies for 7 years and would love to hear from/about some of my 'ol comrades. My wife Lorri Chavez is also a former Frontier Flight Attendant!!!!

I started with Frontier in 09/79 and stayed till the ship sank - Lorri started in 1985 and went to United when Frontier folded - she is on voluntary furlough from United since 9/11 and plans to add another 4 years to stay home with our rambunctious 3 year old boy(Daniel)!!!

I was in school when Frontier closed their doors and was lucky enough to get a job with Sprint when I graduated in 1987 - I have been working with Sprint ever since as a Systems Engineer. I lived in Albuquerque, NM for 10 years and have been in Phoenix for 5 and loving every minute. Lorri and I dating back in 1986 and went our separate ways in 1988 when she transferred to NJ with United. Then in 1999, she was on a lay-over in Phoenix and called - we went out to dinner and sparks flew once again and the rest is history as the saying goes!!! We got married shortly thereafter and a year later Daniel was born - needless to say, I have been busy with playing the husband and father roles and having a blast!!!

I was completely shocked when I saw that Donna Garland had passed away - she was one of my instructors during FA training - she will definitely be missed!!!!

-Daniel Enriquez, Phoenix AZ, lddenriquez@cox.net

I just talked to a friend who is a former employee of the old Frontier Airlines. My dad was a part of the old Frontier from ramp agent to Vice President of Operations. His name is Ray Seybold. I am interested in subscribing to the newsletter for him and also getting a few back issues as a surprise to him. Can you tell me the cost or if you have a website or how your information is displayed?

-Thelma Mueller (Ray worked at FL 1956-72 and has subscribed to the NEWS and got all the back issues)

I am interested in getting added to the ExFal members list. Please note the following: Brady O. White, EX CN/FL, Maint., FTW, DAL, D/FW, FSM, TUS, MCI, Retired in 1985.

-Brady White, Ft. Worth TX, ontopavia@aol.com

(Brady attended the FYV-FSM Reunion and brought some great photos of a CN DC-3 that ran off the taxiway at FTW in 1967. They are posted on the internet.)

Looking for ex rampie buddies - Tom Sittler was like a bro to me, (hey, weren't we all?) as was Zobens, Nick the Greek, Yellowhair, Crowbar, J. Divilbiss, Wally, PatTurner, (gone west-sad, one of the best friends I ever had!). Sorry, I can't remember last names, for the fact that I am so old, I suffer from 'CRS', ie, 'Can't Remember Sh*t'--burnt out what brain cells I

have left from working in the tower, LOL! Jim Lane, I remember you-you used to sweat like a pig in the pits! LOL! Do any of you remember our partys in Lakewood? Give me a holler (oh, God, Holler? Jeez, I've lived in the Ozarks too long!)

-Bill Fleming, Fordland MO, aspenlad@yahoo.com

I have lost lots of old friends.. I worked in DRO and knew Walt Rea and Dick Hills very well . I cant believe Walt is gone. And I'll will try and find Dick Hill's addy. I used to take care of their horses when they were away.. I also worked in Vegas before spending the rest of my life with FL in DEN.. Wow!.. we are getting OLD.

-Eric Mason, Parker CO

Thanks for the FRONTIER NEWS. It makes for a nice trip down memory lane.

-Scott Keller, Lakeside MT

My name is David J. Morris FL emp number 5832 station agent at Rapid City, Cody, Jackson, Riverton, Denver and Los Angeles. I am currently living in Millet, Canada and have been working for the U S INS. I have tried a couple of times to get into the internet FL Club and finally got the message to go thru on the web site. I am still alive and kickin in Canada at the present time but may be back in the U S this winter. I was really interested to hear about the ESOP money. For those of us who retired when Peoples bought the show, did that affect our ESOP?? I notice that I am on the "lost list" so I guess I have a share coming??

I got the spring issue of the Frontier News from John Conner, Continental pilot who was flying thru Edmonton Int'l where I work. I am a U S Immigration Inspector. (Or used to be) That is a long story. I am glad to see so many people still tied together on the net.

I have been fighting prostate cancer for two years and hopefully I have it beat for awhile, but you never know. I have the worst type of them all and it really goes fast when it decides to flare up. Anyway, I enjoy each day as it comes and hope that I have a few more years. I look forward to seeing some of you in person again, maybe this winter when it gets too cold up here to do much. Take care and keep your wings level.

-Dave Morris, Millet, Alberta, Canada

I started with FL 3/28/59 and very much enjoyed the FLamily experience. I worked in AIA and RAP. After FL I had stints working for CO, UA. CO Express and GP Express (downhill from FL). I worked at a home center for five years and retired at age 62. I am content working with my arabian horses.

-Virgil Richards, Piedmont SD



FYV ramp in 1967 just before FL took over.

I'm in Houston working at Southwest. I changed from the ticket counter to reservations as my feet were starting to hurt and now I can sit on my fat a-- all day long. It's not as exciting as the airport but I think I have had enough of the airport excitement to last me. My wife, Anne and I celebrated (is that what it is???) our 20th wedding anniversary this past June.

-Preston Harland, Friendswood TX

My name is Karen Ward Berry, employee from 12/76-8/86 as a flight attendant in MCI & DFW. After FL, I stayed at home with 2 kids and went to school until 92 when I started working for UPS. I try to attend the Fort Worth get togethers in Oct. and have a good time. I occasionally run across Ex FL people when I am delivering and we love to talk about it.

I ran into Molly Coyle in her business and Nina Angelo in the mall. I used to see Maize Graham when she worked in the mall but I think she has retired. I used to see Johnny Tyler when he worked for UPS too.

I didn't know Bill Blackmon had gotten married, as we live in same town. I called to congratulate him & told him I wouldn't make it for the DFW reunion as my son is graduating from Army Infantry training in Ft. Benning, GA that day. I am usually one of the few ex-fas to go. I sure wish others would join and come as it's a lot of fun.

-Karen Ward Berry, Colleyville TX

I went to work for Frontier as a Flight Attendant in 1978 and was based in DFW. I had been a hairdresser in Fort Worth before and Erma Spell was one of my customers. She suggested that I should become an FA for FL and said that she could get me on. Sure enough, next thing I knew I was on an airplane with Erma and a couple of young friends of hers. We flew to DEN and had an interview, with Erma sitting in. We were hired on the spot. I was 38 at the time and thought that I was much too old. Danny Carpenter was one of the two friends that were hired. The other person didn't take the job.

We were based in DFW until they closed the base and we transferred to DEN. I was there until Frontier went down. I remember that time as the greatest work experience of my life. I was hired by UAL shortly afterward. I was very pleased to have a job in the airlines but never felt the joy and pride that I had at Frontier! There were other former fas from Frontier that were hired at the same time as I was. In fact my whole training class at UAL were former Frontier Fa's.

I married a UAL pilot in 1990. He retired in 1996 and I retired on August 31, 2001. WHAT TIMING!!! I would love to communicate with some of the people that I knew back in those wonderful days.

-Edna Thompson-Horne (Edna McAdams back then) Santa Rosa Beach FL



Here is a shot of Captain David Hyde (Boeing Test Pilot) trying to teach Dave Kaplan and Billy Walker how to fly an Airbus A-320 from Toulouse, France to NYC. L to R Billy, David, Dave. All began their careers with FL. Kaplan and Hyde were long time Check Airmen with good ol' FL. - **Billy Walker, PHX**

My name is Steve Burger, FL #13080, seniority date 1/20/77. Stationed in RKS, JLN, FSD until the bankruptcy. I met you when I was in JLN I think, 1978-1981, and then I was the local ALEA rep in FSD, 1981-86.

I went back to school, got my bachelor's degree, and I am now the new media director for the NBC affiliate in Evansville, Indiana.

-Steve Burger, Evansville IN

After Frontier, Austin Henry, Terry Vess and myself went into business with a handy man service. We closed it after about 10 years and I went into full time sports officiating. For years I did football (now retired) - still do volleyball and baseball/softball. I now run an officiating service called "North East Officials Assoc." I have about 75 guys/gals doing sports. I stopped doing basketball about a year ago so I could have both knee's replaced.

While still with FL I married a flight attendant named Kitty Wright. We've been married for too long - about 35 years now. Good to hear from some of the old guys.

-Bill Kirkley, Euless TX

Re Page 5 of the last issue - The "first man is unknown" in the picture is Virgil Schuster - believe he was in Denver sales at the time.

-Ann Yanulavich

My name is Gary James and I worked for Central in Manhattan, Kansas from 8/63 to 8/65. Do you happen to remember a Dennis Doeden - he worked in HRO? I met Dennis after leaving CN.

-Gary James, Lincoln NE

THE TAILSPIN OF FRONTIER

by Scott E. Dial

THE STAPLETON INNERLINE, 8/29/86

Under a management team initially headed by A. L. Feldman and later by Glen Ryland, Frontier had been an industry leader in profitability for 10 years until 1982, when arch-rival United launched a major campaign to dominate the Denver hub — including a one-third increase in flight operations and a massive invasion of Frontier's top markets. The following year, after Continental's bankruptcy and return to service as a low-cost airline, Frontier found itself "caught in an accordion-like squeeze" between the ongoing growth of United and Continental's new-found ability to operate profitably at lower price levels. To stay competitive, Frontier had to match Continental's prices, but without Continental's cost advantage. Frontier's financial decline began in late 1982 when the airline suffered its first quarterly loss since 1972, resulting from its competitive problems at Denver coupled with the negative impact of industry-wide fare wars.

The following is a chronology of key events — pieced together by Stapleton InnerLine from company documents, union records and published reports — that occurred over the past 3 & 3/4 years as Frontier struggled to fight its way out of the "accordion-like squeeze" and to regain its profitability.

1983

Jan. 6: In conjunction with "extraordinary and aggressive marketing measures" in progress, then-president Ryland directs management to take "additional dramatic action on the cost side" and announces a plan to seek union contract concessions.

Aug. 9: Frontier Horizon is created as a non-union sister carrier (within Frontier Holdings) to Frontier Airlines, to specialize in "quality, cost-effective service in high-density air corridors to be added to the Denver hub." Unions raise strong opposition, fearing that Frontier Horizon will be a "stalking horse" that threatens the future of Frontier Airlines unions.

Sept. 24-27: Continental files for protection under bankruptcy laws, abrogates its labor contracts and returns to service as a low-cost carrier offering cut-rate fares.

Dec. 9: Akron (Ohio)-based GenCorp, Frontier's majority shareholder (through its RKO subsidiary) since 1964, says a buyer may be sought for its interest in Frontier.

Note: At year-end 1983, Frontier posted a net loss of \$13.8 million, its first annual loss since 1971.

1984

Jan. 9: Frontier Horizon begins operations, but with a "cap" on the size of its fleet and limits on future route growth in return for contract concessions granted to Frontier Airlines (by the Air Line Pilots Association). Cost concessions are subsequently granted by the Association of Flight Attendants and the Air Line Employees Association.

Oct. 1: Frontier terminates service to 20 "unprofitable or marginal" cities.

Oct. 11: Ryland reports that Frontier's board of directors rejected an offer from Los Angeles investor Travis Reed to buy the company, but he says further cost reductions must be achieved by Frontier. "Failing that," Ryland tells employees, "the company will be liquidated."

Nov. 5: M.C. "Hank" Lund replaces Ryland.

Dec. 18: Frontier's board approves sale of Frontier Horizon to Skybus Inc.

Dec. 21: Frontier and a coalition of its unions announce agreement on guidelines for an Employee Stock Ownership Plan (ESOP) in which employees will grant major cost concessions in return for an option to buy all outstanding shares of the company through outside financing.

Note: At year-end 1984, Frontier posted a net loss of \$31.1 million, its worst performance ever.

1985

Jan. 29: Frontier sells its five MD-80 jets to United for \$96 million, then leases the aircraft back.

Mar. 2: Union coalition teams up with an investment group headed

by Tulsa-based Frates Enterprises to propose a joint buyout of Frontier.

Apr. 4-25: Union/Frates financing efforts are unsuccessful.

—Frontier's board rejects a proposal from Texas Air Corp. to acquire the company.

—Frontier reports \$14.2 million loss for the first quarter of 1985.

Apr. 25: Joseph R. O'Gorman Jr. replaces Lund.

May 13: Frontier's board approves a plan to finance the ESOP through the sale of company assets, including 25 of its 48 Boeing 737's. Under a

new ESOP proposal, Frontier's employees will gain ownership of the company without third-party financing, in return for union contract concessions to make the airline cost-competitive.

May 17: Twenty-five Boeing 737's are sold to United Airlines for \$265 million, then leased back to Frontier.

Jul. 16: Terms of the new ESOP are firmed up in an agreement with four of Frontier's five unions. Pending ratification of cost-reduction contracts by the union memberships, all current stockholders will be bought out at \$17 a share, and employees will be given ownership of the company.

Aug. 23: Members of the four unions participating in the ESOP ratify the new contracts. The stage is now set, pending shareholder approval, for the 3,500 union members to receive 80 percent of Frontier's stock and some 500 non-contract employees to get 10 percent in return for actions by the five groups to reduce company costs by more than \$32 million a year. Management gets the right to acquire the remaining 10 percent through stock options for key personnel.

Sept. 12: Frontier's board sets Oct. 30 for a special shareholders meeting to finalize the ESOP.

Sept. 19: Texas Air Corp. announces plans to buy control of Frontier at \$20 a share.

Sept. 25: Union coalition says it will vigorously oppose the TAC takeover and subsequently prompts a buyout by PEOPLEExpress.

Oct. 8: Frontier's board approves purchase of the airline by PEOPLEExpress at \$24 a share.

Nov. 21: Shareholders approve the PEOPLEExpress buyout.

Note: *Glowingly highlighted in the annual reports of GenCorp/RKO during the 70's and early 80's was Frontier's net earnings of \$163 million for that period; in GenCorp's 1985 report, Frontier received scant mention other than its sale and a note that "Frontier had been a drain on (GenCorp's) earnings in recent years."*

1986

Jan. 30: PEOPLEExpress executive Larry Martin replaces O'Gorman and subsequently begins a changeover to PEOPLEExpress' management style and "corporate culture." New marketing programs include deep fare cuts and introduction of "no frills" service.

—Travel agents begin "selling away" from Frontier.

—Frontier's losses escalate to a reported \$10 million a month.

Jun. 23: PEOPLEExpress, itself experiencing heavy losses, announces it is "considering the sale" of all or part of the company.

Jun. 24: United says it is "interested in buying Frontier."

Jul. 8: TAC bids \$235.8 million to buy all of PEOPLEExpress, including Frontier.

Jul. 10: PEOPLEExpress rejects TAC's offer and announces sale of Frontier to United for \$146 million; sale is contingent upon the successful outcome of contract negotiations to be held by United with Frontier's unions and the United Airlines unit of ALPA.

Aug. 2: Negotiations with ALPA are unsuccessful. Snag is centered mainly over the issue of a future date at which salaries of Frontier's pilots reach parity with United's pilots. United announces, "...unless dramatic changes occur, the merger is off."

Aug. 24: Frontier terminates operations. All realistic deals for purchase seem to vanish.



New SDY (Sidney MT) terminal in 1954.

FIVE YEARS WITH FRONTIER

by Ed Baker

I worked as a station agent, relief agent, station manager and relief manager in Colorado, Utah, Arizona, New Mexico and Texas during my nearly 5 years with FL from 1951 to mid-1955. My name is Ed Baker, age 78 and still working full time, presently with Universal Weather & Aviation in Houston, TX. I worked with FL in DEN, PUB, ALS, MVS, DRO, FMN, GUP, SLC, GJT, CEZ, INW, PRC, PHX, NOG, SVC and ELP for varied lengths of time from a couple of days to a couple of months as I was needed.

I started my airline career with PA in SF0 on March 1, 1948. - just a month after the death of Orville Wright. I worked as a stock clerk in the city ticket office on Union Square. Six months later I was promoted to Passenger Reservations Control, also in downtown SF0. I was in charge of passenger loads on all flights from SF0 to Australia and New Zealand.

One dull Sunday, a reservation agent made up a list of "Fractured French" definitions. Like an idiot, I told him about the teletype addresses for all the machines in the company, which had been given to me by a Telco employee. The agent sent his fractured French list out to the entire company - including the president of FAA! The two of us were called on the carpet and summarily discharged. This was in May 1959. My former boss, having some consideration for me, directed me to WA, across the street from our office.

The WA people apparently liked my "spunk" (or stupidity?) and hired me on the spot to work a straight midnight shift (alone in an empty skyscraper) in their reservations office. My asthmatic condition began to get the better of me, so in order to get away from the moist coastal climate I bid for and was transferred to GTF where I witnessed my first snow. I arrived in October and spent 6 months working as a Station Agent in sub-zero temperatures until I was able to secure a transfer to DEN.

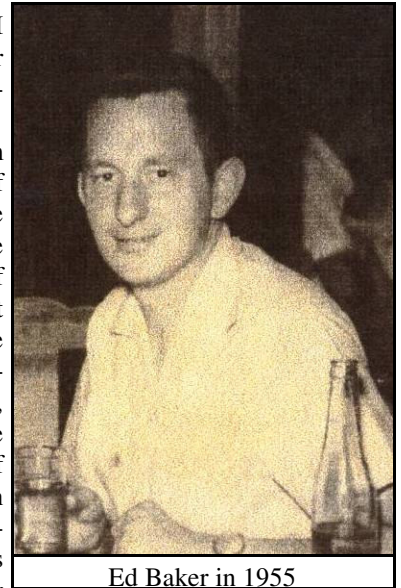
I worked as a Station Agent for WA in DEN for about a year and a half, until we had a mechanic's strike in October and all employees were furloughed. I walked across the Stapleton Terminal lobby to the FL counter and asked for a "temporary" job until such time as I would be recalled to WA. I liked FL so much I never went back to WA..

FL hired me and shipped me to FMN, where they were in the process of setting up and operating a four-way connection twice a day with DC-3's from DEN, SLC, PHX and ABQ. We had a group of about eight or ten agents, all working split shifts. We were all expected to obtain our weather observer licenses, which we did in about 3 months after memorizing the "Circular-N" weather observer training manual. We also did cargo handling, ticket counter work, weight and balance computation, VHF radio operation (there was no control tower) and refueling of the aircraft. After a few months there was a vacancy for a Station Relief Agent and I was successful bidder.

I traveled from DEN and SLC to ABQ and GUP and all stations in between, filling in vacation relief. In November 1952 I was successful bidder for the position of Station Manager in NOG (Nogales, AZ) on the Mexican border. I worked in NOG for six months until the end of April 1953 when the company closed the station (along with several others) due to lack of revenue and to realign the route structure. Since I had been

Station Manager at NOG, I was now Relief Manager for the Arizona-New Mexico-Colorado stations.

When I was flitting from place to place as relief agent, I once took a ride from FMN to PHX in the cockpit jump seat (one of many) with pilot Bert "Pappy" Clark and F/0 Dale Welling of mountain clipping fame. In those days, New Mexico had a "Blue Law" prohibiting sales of alcohol on Sundays. We in FMN would therefore sometimes arrange with the guys in DRO or INW (Winslow



Ed Baker in 1955

AZ) to pick up a case of beer and ship it to us via COMAT so we could have a weekend celebration along with everyone else.

We might list the COMAT item on the weight and balance manifest as "Siwash" (a term I had picked up during my previous employment with Western Airlines), meaning "don't ask". Dale noticed this item on the form and asked me about it. When I explained it to him, he burst out laughing, and from then on, the nickname he gave me (which he always called me after that) was "Si. (pronounced like sigh). (A sigh of relief, maybe?)

Some early city designators to indicate you are an old-timer could be: DMN, LRU, NOG and DUG - (Deming and Las Cruces, NM and Nogales and Douglas, AZ.). These places were shut down in early 1953.

I was RMAAA (Rocky Mountain Airline Agents Assn) representative. That was a "company-union" (unaffiliated with AFL/CIO Teamsters or the ALPA or any outside group. It got started along about 4-29-53, according to my record of our first "big" pay increase. I got elected to the position of Chairman on 3-2-54 and served until March 1956 when I changed positions to Denver Load Control. It was started (if I remember correctly) by the agents in PHX, and then spread throughout FL until the company accepted it as the group speaking for the agents collectively. After a few months, or maybe a year, (since I was a relief agent traveling around from station to station,) the membership asked me to run for chairman, which I did and was elected in (I believe) 1955. Jerry McGrath, agent in FMN and then Sr. Agent in ALS was secretary/treasurer. I don't know what happened to the organization after I transferred into DEN Load Control and then resigned from the company.

I worked relief manager until April 1956. I had gotten married in December of 1955 and my new spouse didn't care for my gypsy style of life. I was successful bidder on an opening in Denver Payload Control. I worked about 4 months in payload control in DEN HDQ under Bill Monday. He was somewhat of a hard taskmaster and it got pretty rough. Also, my wife Mary wanted to meet my family out in California so I resigned from FL after 4 years, 11 months and 2 days and moved to CA.

Thus ended my almost-five-year connection with FL. (Ed has shared copies of seniority lists, a timetable, personnel lists, etc. Copies are available as a FL Report on the back page titled FL 1955. Thanks, Ed, for sharing info on the "old days".)

FRONTIER NEWS



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

JAKE LAMKINS, Editor-Publisher
365 Wallin Mountain Road
West Fork, Arkansas 72774
E-Mail: ExFAL@Yahoo.com
Website: <http://FAL-1.tripod.com>

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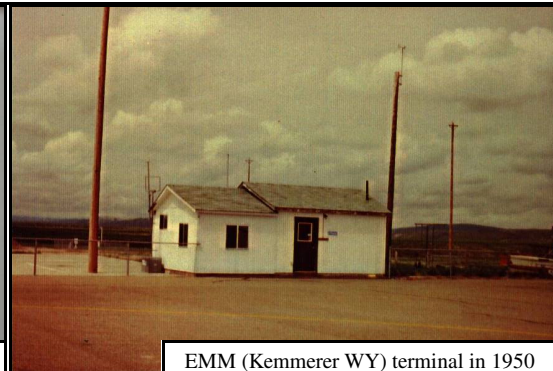
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FA Anne Stevels shows off the FL FA uniform in 1968.



FL matches



EMM (Kemmerer WY) terminal in 1950

FRONTIER REPORTS

- Challenger Airlines Employees Directory, 7/15/48, 25p, \$4
 - Challenger Airlines Prospectus, 9/3/47, 37p, \$6
 - Challenger Airlines Prospectus, 8/4/48, 40p, \$6
 - Challenger Airlines Stockholders Report, 9/30/49, 8p, \$2
 - DC-3 A/C Roster (inc. predecessors) & Check List, 10p, \$2
 - DEN Accident (12/21/67) Report & news clippings, 11 p, \$2
 - FL 1955 Timetable/Srty-Personnel Lists, 42p, \$6
 - FL-CO Job Preservation & Litigation packet, 10/2/86, 66 p, \$8
 - FL History, 4 articles +, 33p, \$5
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 - Ken Schultz' Obituary List (Rev.1/1/03), 9p, \$2
 - MLS Accident (3/12/64) Report & news clippings, 26p, \$4
 - PHX Accident (4/21/57) Report & news clippings, 25p, \$4
- (Costs are to cover postage & copying. Excess will go to the newsletter.)*