



THE 1966 FL/ALEA CONTRACT WAS SIGNED AUGUST 2ND. IT WAS A 45 MONTH AGREEMENT WHICH WAS NOT RENEWED UNTIL LATE 1970. SEATED, L TO R - MEDIATOR LUTHER WYATT; WILLIAM MITCHELL, VICE PRESIDENT - SALES AND SERVICE; MORT B. WIGDERSON, DIRECTOR-ALEA NEGOTIATING DEPARTMENT; AND JOHN P. SCOTT, MASTER CHAIRMAN. STANDING L TO R - GORDON LINKON, FAL DIRECTOR - INDUSTRIAL RELATIONS; HEAROLD ELMER, MEMBER NEGOTIATOR AND DON KOUGHN, MEMBER NEGOTIATOR.

MASTER CHAIRMAN JOHN SCOTT WHO SERVED THE FL/ALEA MEMBERS FOR MANY YEARS WAS MURDERED LAST YEAR. DETAILS OF THE TRAGEDY ONLY CAME TO LIGHT WHEN A FL EMPLOYEE'S SON BOUGHT SOME OF JOHN'S FL MEMORABILIA AT AN ANTIQUE SALE AND STARTED INVESTIGATING WHO JOHN SCOTT WAS. HE CONTACTED ME AND CAROLYN BOLLER INVESTIGATED THROUGH THE DEN DISTRICT ATTORNEY'S OFFICE. MORE INFO ON JOHN'S TRAGIC DEATH CAN BE FOUND ON PAGE 4.



TIMETABLE

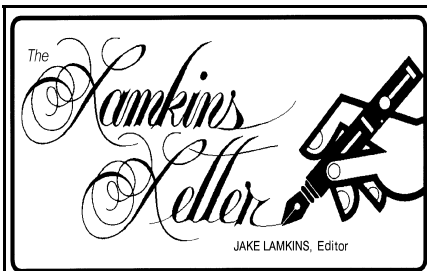


The FRONTIER NEWS is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter 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. First 14 issues on a CD \$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, FLan & DEN graphic artist.



The only unpleasant task in doing this newsletter is reporting the deaths in the FLfamily. It's especially sad when the death is so brutal and unnecessary as happened to John Scott. I was a friend and co-worker of John's for many years. His service to ALEA members was long and productive. He helped me enormously with ALEA matters during my 15 years as an officer. There isn't enough room in the newsletter to honor John adequately. See his and other FLolk's obituary pages at <http://FAL-1.tripod.com>

Reunion season is starting and it's time to think about visiting old FLfriends and co-workers. Try to go to one - you won't be sorry. It's rejuvenating to re-visit your younger years. Check the Timetable for details.

I had difficulty dating the cover photo. I thought it was 1970. Ken Schultz and Walt Hatfield both found the photo in the Jul/Aug 1966 issue of the FL NEWS. Thanks FLellows!

This issue will be printed rather than photocopied. I am hoping you will see an improvement. There may be a problem with photos. I have never been satisfied with the quality of the photos in the NEWS. But finances keep it a basic operation. The printer tells me photos will be improved if I can furnish a hard copy of a black and white photo. I was able to do that with the cover photo. Most photos come from computer images & email. At this point I'm hopeful but I won't see how well it turns out until after the printing. And with \$\$\$ being what they are, whatever comes out will get mailed to you. Here's hoping we're pleased with the results.

The issue after this one is our 5th anniversary edition. I want to do something special for it so start whetting your appetite. I have several ideas, but they all cost money. HA!

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

BILLINGS

Not scheduled for 2005 but plans have started for one in 2006. Details will be posted as soon as they are received.

COLORADO SPRINGS

Held Jan. 8, 2005 at 7 pm at Deanna's house

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

DALLAS-FT WORTH REUNION

Was Saturday, October 30, 2004, at 6:pm: Los Vaqueros Restaurant, 2629 North Main St., Ft. Worth, TX. Contacts: *Bill Blackmon, 817-788-1110, BBmon@juno.com or Jim Ford, 817-268-3954, JEFord15@comcast.net*

DENVER GOLF TOURNAMENT

Fri, June 24, 2005 at 10am, Mira Vista Golf Course, Aurora, CO.

Contact: *Bob Reisig 303-920-2060, bobjoanne@bojos.net for info*

THE PARTY BEFORE THE DENVER PICNIC

Fri, June 24, 2005 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 or constew1@msn.com for info.*

DENVER REUNION PICNIC

Sat., June 25, 2005, Longs Peak Pavilion at the Aurora Reservoir, 11:30am-4pm.

Contact: *Carolyn Boller, 1293 Revere St., Aurora, CO 80011, 303-364-3624, CKBoller@aol.com*

KANSAS CITY FLIGHT CREWS REUNION-LAYOVER

May 13-15, 2005. Theme will be "Viagra, Thunderstorms and Turbulence.....

What They Have In Common". Contacts:

JoDelle Burwell - 816/665-6023 or jodelleburwell@comcast.net,

Phil Stallings - 816/668-6294 or redrydertexas@sbcglobal.net,

Lisa Sachetta-Ison - 913/269-9750 or lissasachetta@yahoo.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-Euleess Road, North Richland Hills, TX

Contact: *Jim Ford, 817-268-3954, JEFord15@comcast.net*

DEN: Luncheon, every second Tuesday, 11:30am at Mr. Panda Chinese Restaurant (North Room), 2852 S. Havana, Aurora, CO

Contacts: *Ace Avakian 303-688-3852, AceAvak@aol.com or*

Jim Hanson 303 750 6478, tntmillword@aol.com

SLC: Luncheon, every third Thursday, 11:30am at Chuck Arama Buffet, 744 East 400 South, Salt Lake City, UT

Contact: *Jack Schade 801-277-5479, CaptainJack20@juno.com*

FRONTIER BASH

Took place Saturday & Sunday, September 18 & 19, 2004

No plans for future events due to declining attendance, per Rusty.

FAYETTEVILLE-FT.SMITH MEMORIAL PIGNIC

Saturday, August 20, 2005, 11am-5pm, Burford Pavillion near the 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

Was held Saturday, September 25th, 2004 - 12 noon - 3pm at Barry Platte Park

Contact: *Rose Dragen, preferably via e-mail: mdragen@juno.com or call 816/741-1995.*

PHOENIX REUNION

2004 TBA: The event needs a coordinator/volunteers to organize it.

SALT LAKE CITY GET-TOGETHER

Saturday, June 18, 2005, 10am to 6pm, at Walden Park in Murray, Ut. Address is 1070 West 5450 South. Food will be provided (fried chicken and the fixin's).

Everyone should bring their own drinks, small donation & your FL memorabilia.

Contacts are *Don Anderton, 801-968-3225, DAnderton@qwest.net and*

Paul Farris, 479-770-6655, paulamos@yahoo.com

ST. LOUIS

TBA: It was decided at the 2001 meeting to hold the event every 5 years.

TUCSON GOLF TOURNAMENT

Sat-Sun, Apr 30/May 1, 2005, Green Valley, AZ.

Contact: *Ron Butler @ 520-762-5084, RButler24@worldnet.net*

(If you know of a FL event that is not listed here, please let us know about it so it can be printed in the newsletter and posted on the internet at the FL website.)

REUNIONS

I talked to Darlene Speiler and Bob Voight and they'd like to shoot for 2006 to have another BIL reunion. I told them I'd help with getting the word out. You can put on the website that 2005 is out for BIL but we'll post a 2006 date as soon as we can come up with one. Thanks,

-Dee Martenson, adsanta@bresnan.net

The Second Annual Kansas City Flight Crew Reunion and Layover is starting to come together. Dates for this year are May 13, 14 and 15. If you don't want to miss out on information and details as they become available, be sure we have your current email address. If you know of those who don't have computers please pass the word to them. This year promises to be another "Return to FSM" rumble 3 days and 2 nights of fun, fellowship and stories (most of which will be lies, but they'll be fun to hear) ... let one of us on the committee know if you're coming we don't want to be a beer truck short when we order supplies ..

-JoDelle Davidson Burwell, jodelleburwell@comcast.net

(See the ad on page 19!)

10th Annual Denver Original Frontier Airlines Golf Tournament: Friday, June 24, 2005 -- At 10:00 A.M., Mira Vista Golf Course, 10110 E. 1st Ave., (southwest corner of 1st & Havana) Aurora, Colorado

-Bob Reisig, 303-920-2060, bobjoanne@bojos.net

LAST MINUTE GONE WESTS SANDY MURRAY CROWE

I got this from Peggy Opperud Sauer. Sandy Murray (I think that was her maiden name) Crowe passed away on March 6th.. she had cancer. She flew out of SLC for awhile & then to DEN for the rest of her flying days..as near as we can tell she was 61.

-Carol Stillman, WilloWestie@aol.com

Obituary: CROWE, SANDRA M. passed away March 16, 2005. Memorial service, Monday 2PM, at Olinger Chapel Hill Mortuary, 6601 S. Colorado Blvd, Littleton. She will be missed by all. In lieu of flowers the family suggests memorial donations.

-Denver Newspaper Agency

EARL FISCHER

Earl William Fischer, 88, of Aurora, CO died March 27, 2005. Born August 13, 1916, in Milford, NE, Earl was an inspector, and started to work for Monarch Air Lines, December 16, 1946. He was active in the Frontier Employees Club.

-Ken Schultz, Wheat Ridge CO

Earl William Fischer, 88, of Aurora; beloved husband of June, father of Larry (Charlotte), grandfather of Laura and Alison, great grandfather of Kyra and Megan, and brother of Wilma Lazier. Preceded in death by sons Darrel and Terry.

-Denver Newspaper Agency

PENSION INFORMATION

ALEA: Principal Insurance Company

Contact Vicki Prorock at 1-800-944-8631 x57274 or Prorock.Vicki@Principal.com

Several options - you can start collecting at age 55.

IAM: Travelers Life & Annuity

One Tower Square 7MS-C

Hartford, CT. 06183-6035

1-800-521-3099 fax 860-954-2472

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

MAGAZINE ARTICLE ABOUT FL

The April issue of AIRWAYS magazine has a great article in it by Mac af Uhr who was a FL pilot 1985-86. Thanks to Buddy Vickers for telling me about it. It's a nice blend of FL history and personal experience.

Mac emailed, "I went to work at CAL for 18 months after our shut-down but I could not stand it and have been flying for Alaska Airlines since 1989. There are several more FL articles coming, starting with when many of us went on to CAL which is due in the July magazine. Then there will be three more over 6 months about fun things that happened to me at FL."

(mac&paulaafuhr@attglobal.net)

Airways magazine's contacts is Airways International, Inc.

PO Box 1109, Sandpoint, ID 83864

1-800-440-5166 or <http://www.airwaysmag.com>

\$39.95 for one year (12 issues) You can subscribe online using a credit card. It seems high but you'll spend that much buying the 5 issues locally....if you can find them.

PERSONNEL RECORDS

There was an ex-Frontier employee who was asking what happened to all the Frontier personnel records. At one time they were all in the Frontier administration building in DEN at 6240 Smith Road (down the street from the hangar HQs).

An email to a CO contact got this response: "CAL has quite a few of the Frontier records in archives.

-Casey K. Schroeder, casey.schroeder@coair.com

Benefits Administrator, Continental Airlines.

(713) 324-5245 (713) 324-4980 facsimile

MCI? WHAT DUH?

(I spotted this item in an old issue of Airliners magazine. This mag did the FL story in 2002 and the CN article last January. Phone them at 1-800-875-6711 for subscription and back issue info.)

Since I live in Wichita, Kansas, I'm confused about the references I've seen in your Boeing 720 story (May/June 1999). and in the Convair 880/990 book about "Kansas City's Mid-Continent Airport." It is my understanding that the only Mid-Continent Airport is here in Wichita (ICT). The photo of a Saudia 720 parked on the ramp is at what I believe to be Kansas City Municipal (MKC). Was there a name change somewhere along the way?

The mag responded: The current Kansas City International Airport still retains its MCI code from the days when it was named Mid-Continent International. Originally opened in 1954 as an "overflow" facility for the city's downtown Municipal Airport (MKC), it became home to TWA's overhaul base in 1956. The Saudia 720B photo mentioned was indeed taken at MCI which was re-dedicated as Kansas City International (and they like to use the code KCI to further confuse the public.) on October 21, 1972 (but kept its MCI identifier). All scheduled airline operations were moved there from Municipal the following month.

THE FLAMOUS FL COOKBOOK

It was put out in 1979 by the FL Pilots' Wives Club. It's 9 by 6.5 by 1.25 inches and chock full of recipes by FLolks. Skip Pennyweight recalls that it was a children's hospital charity project and his wife was involved. Last November a copy was bought at Ebay.com, the internet auction site, for \$66. That's no type - \$66. I'm pleased to report it was bought by a FLperson

Gone West

We salute these FLriends on their final voyage. They are not dead until we forget them. More info at <http://FAL-1.tripod.com>



JOHN SCOTT

I got this info from the person I bought the Frontier memorabilia from, so although it is second hand, I believe it to be accurate. From what I gather, John had a guy staying with him where he lived, who was helping him do some remodeling and housework he was doing. It sounds like John was trying to do the right thing, letting this guy stay in exchange for a little help. Apparently, what he didn't know was that this individual became violent when he drank, and came home one night after a few drinks and, as it was put to me, "beat poor John to death."

The following day he was supposed to meet a friend for lunch, didn't show, and his friend found him in his house. The police found the guy responsible and I guess he's set to stand trial here in the next few months. I asked the antique dealer if there was an obituary, but he didn't know. So I went to the library and looked, and found nothing.

Then later I found out John was single, never married, no children and no next of

kin. His

good friend

who found him was the executor of his estate, and the money collected from it was going to a few charities.

The antique dealer is a mover and helped in the process of the estate sale, where I suppose his furniture and such was sold. John had worked at Frontier and then a few travel agencies here in Denver for so long, that he had a lot of related memorabilia, and neither of these men really knew what to do with it. Finally when the estate had to close and they came down to crunch time, the dealer just put some of the stuff for sale at his antique mall, which is where I happened upon it. I helped him price a lot of it and told him what it was, and he was grateful for the help.

He had a nice photo of John standing with Al Feldman, and I told the dealer I would like to take it to the state historical society, and put it with a lot of the other photos that Ken Schultz donated. Again, I didn't know John but it sounded to me like he was a nice person who enjoyed his work, and was well liked by all who knew him.

-Greg Stearns, jetrio@pacifier.com

(The son of pilot Gus and FA Pam Stearns. Thanks for your help, Greg!)

After receiving your e-mail about the death of John Scott, I made some inquiries to the Denver District Attorney's office and have received the following information:

On 2/14/2004 the police and paramedics were called to the 1900 block of Downing regarding an injured man. They discovered an injured and bloody person. In checking the house, they found John on the bathroom floor with a major head trauma and a knife on the floor. John was pronounced dead at 3:45am by the paramedics at the house.

The person I spoke with at the DA's office

DEATHS REPORTED

OR UPDATED SINCE THE WINTER 2005 ISSUE

Nancy Tipton Clopton, GSW flight attendant, May 2000, age 53, aneurysm
 Shirley Cook, DEN pass bureau, 2002, need more info
 Dallas Copen, DEN Director-Schedules, 2/2/05, age 67
 Sandy Murray Crowe, flight attendant, 3/16/05, age 61, cancer
 Earl Fischer, DEN inspector, 3/27/05, age 88
 Tom Foster, dispatcher, 2/2/05, age 52, heart attack
 Toshie Fresquez, DEN pass bureau, Oct 87, need more info
 Marti Grass, DEN reservation agent, 6/27/84, age 41, brain tumor
 Warren Hill, BIL GTF DEN mechanic, 3/19/05, age 84, heart failure
 Bob Johnston, DEN pilot, 2/19/05, age 70
 Tom Lamb, DEN VP-Schedules, 2/15/05, age 76
 Rich Owens, STL DEN station agent, 2/16/05, age 55, heart attack
 Ed Pellerin, DEN lead mechanic, 8/26/78, age 67
 Rita Smith Perrin, CHA/FL stewardess, 2/25/05, age 76, cancer
 John Scott, DEN senior station agent, 2/14/04, age 66, murder
 Carol Wallace, DEN secretary, May 99, need more info
 Dick Withrow, CPR TUS LAW OKC station agent, 2/9/05, age 65, cancer

had only a summary file on this case so she was not sure what effect the knife may have had on this murder if any. She said that it appears the head trauma and the beating were the reasons for the death. William Clair, who was living in the house, originally told police his roommate (John) had just gone crazy and a fight resulted.

After Clair was taken to the hospital for wound treatment he was arrested and has been charged with the murder of John and is currently in jail. He has a motion hearing on March 22, 2005 and no trial date has been set.

-Carolyn Boller, Aurora CO, ckboller@comcast.net

I started working with John when the CN-FL merger took place and I was driving the "dingy bus" on the AM ramp shift in DEN. John was the co-ordinator in the old FAA tower that FL used to monitor the gates on A-Concourse. All the Senior agents, commissary van, maintenance, and the dingy bus had 2-way radios that were used to communicate with the tower re any loads, mech problems pertaining to flt ops.

John kept the operations of the day from being dull and was able to take a lot of stress out of the sometimes stressful day. During lulls in the schedule he sometimes passed along trivia and such that cheered up the team.

John was known and respected by all in DENOO for his duty to the job and his responsibilities that he took on as a member of ALEA. It's always sad to hear of an old FL friend "flying west" but so tragic to hear the reason he left.

-Jim Lane, jim-marylane@interplus.net
(John started with FL 2/21/59)



AL CIFERRI

Here is a photo of Al Ciferri that you may wish to use for an obit picture. It's the only one I have that can be scanned. He was my roommate for about two years. We worked together in the ABQ station for several years and was still there when I retired in 1985. I'm guessing the photo was taken about 1980 or so.

-Mac McElhaney, waymac@itlnet.net
(Al's obit was in the Spring 2003 FL NEWS.)

BOB JOHNSTON

With regret the Gone West of Capt. Robert W. Johnston 2/19/05. Memorial Service will be held on Thursday, February 24th at 2:30 PM located at Southeast Christian Church, 9650 Jordan Road, Parker, CO. Memorial donations may be made to; Porter Hospice, 333 W Hampden, Ste 620, Englewood Co 80110
Regretfully,

-Ace Avakian, aceavak@aol.com

Robert W. Johnston, 70, Castle Rock, retired pilot, passed away on February 19, 2005. He was retired from the US Navy and flew for Frontier and Continental Airlines.

A Memorial Service will be held on February 24, 2005 at 2 p.m. at Southeast Christian Church, 9650 Jordan Road, Parker. He is survived by his children, Steven and Jeff Johnston and Linda Roberts; also four grandchildren.

Memorial donations may be made to Porter Hospice, 333 W. Hampden, Ste. 620, Englewood, CO 80110.

-Denver Newspaper Agency

I had the privilege of flying a lot with Bob when he first came to work for Frontier. He was a pleasure to work with and a fine airman. My sincere and heartfelt condolences to his family.

-Billy Watkins, wbillibuoy@cs.com



MARTI GRASS

Marti died June 27th 1984 from a brain tumor. Marti was our union leader in reservations when we negotiated our contract in Sept 1970 and brought our salaries up to standard. Marti was 43 years old when she died. Her husbands name was Roger and her son was Randy.

Marti had quit Frontier in 1979 and had been with the company 12 years as I recall. Marti was quite the gal. I miss and think of her often. I always admired her, especially when she got ill as she was so brave and fought with so much courage.

I'm sure about the day and year she died as I had another friend who died the same day but different year. I hope this helps you. The last Frontier issue I got made me so sad as I read the deceased list. I knew so many of them and couldn't get over how many were so young. It has made me more aware of how precious life is and to try to live each day to the fullest.

Many of the FL employees are aiming for the 20 year reunion in the year 2006. We appreciate you doing the Frontier News and always look forward for the next issue.

-Marge DuBois,
jimmargedubois@bresnan.net

TOM LAMB

Thomas H. Lamb, a vice president of the original Frontier Airlines, is survived by his wife Florence; daughters, Susan Webb, Elizabeth Brown, Patricia(Philip)Stangby, Sarah Lamb; brother John; nephew Jon Thomas Lamb; three grandchildren, Thomas, Jesse, and Katherine. Mass 10:00 AM Saturday at St. Mary's Anglican Catholic Church. In lieu of flowers donations to: Animal Rescue and Adoption Society 2390 South Delaware, Denver 80223 or St. Mary's Anglican Catholic Church 2290 South Clayton, Denver 80210.

-Denver Newspaper Agency

Tom hired me at Central Airlines in 1967. He was admired and respected my many. My best to all his family, especially Patricia who married Phil Stangby whom I know from the industry.

-Darvin Holcomb,
darvinholcomb@yahoo.com

Deeply sorry to hear this news. He was a fine member of the highly successful Frontier team as well as a good friend. Regrets to his family.

-Dick Rohrmann,
dickrohrmann@hotmail.com

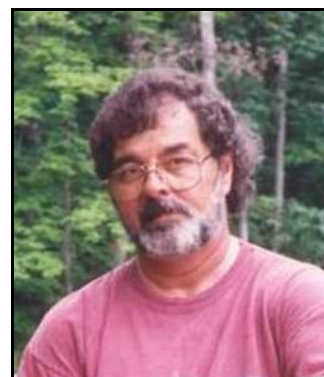
I was sad to hear of the passing of my long time friend, Tom Lamb.

-Hank Lund, MCHANKLUND@cs.com

So terribly sorry to hear of Tom Lamb's death. My sincere sympathy and prayers to his family.

I worked for a Frontier V P for many years and had many occasions to talk and get to know him. I admired him greatly. Our FL family was the greatest. I miss all my old friends so much.

-Margo Christensen Cook, rvingchris@aol.com



RICH OWENS

Richard E. Owens 1949 - 2005: Rich had a heart attack late Monday night, he died today about noon. He leaves his wife, Sue Owens and his daughter, Katie Owens (age 15) and many friends - his humor will be sorely missed.

Rich was born August 16, 1949 - passed February 16, 2005. Rich worked for FAL from 1969 thru to the end - STL mostly but he also worked DEN ramp for awhile.

-Wiley Allen, wileya@hotmail.com

Rich Owens. 1949-2005. Rich passed from this life on 16 February 2005, survived by his wife and soul mate Sue, his daughters Stacy, Rachel, Jackie and Katie, and sons David and Chuck.

Rich's motto was: "Life is not a journey to the grave with the intention of arriving safely in a pretty and well preserved body, but rather to skid in broadside, thoroughly used up, totally worn out, and loudly proclaiming.... Wow!! What a ride!!"

For all who knew him and want to join us in celebrating his life, he will have a party on 26 February at the VFW Post 5517, from 5:00pm till we can't laugh and drink no more. He does not want a traditional wake and funeral - he wants a party. Do not bring tears... bring laughter and good memories, and share them!

-Sue Owens, susie77@nothnbut.net

More Gone West

We salute these FLriends on their final voyage. They are not dead until we forget them. More info at <http://FAL-1.tripod.com>

ED PELLERIN

I worked with Ed Pellerin for years at ABQ. He transferred to DEN sometime later and is now deceased. Ed was very well known among the early FAL pilots.

His son, Phil, was also a FAL mechanic and was stationed in ABQ for several years before the company pulled all maintenance personnel out.

Something that you may not know is that Ed Pellerin got his very first aircraft mechanic's license from the Wright Brothers' company. Remember them? They're just the guys who started all this aviation craze.

-Mac McElhaney, waymac@itlnet.net

Ed P. Pellerin, Born Oct. 20, 1910

Died Aug. 26, 1978 at Aurora CO

Age 67, Lead Mechanic

Started with Monarch Oct.14, 1946.

-Ken Schultz Database



TOM FOSTER

Thomas H. Foster 1952-2005

The Foster family is heartbroken to announce the death of Tom Foster. Tom died of a heart attack at home in Chicago, Ill. on February 2, 2005. He was born April 11, 1952 in Ogden, Utah to Elizabeth Brown Foster and Harry Nicholas Foster; the youngest of four children. He was preceded in death by his parents, and some very special uncles, aunts and cousins.

Tom is survived by and will be greatly missed by his two sons, James and Zachery Foster of Salt Lake; his wife, Colleen Rosvall Foster of Chicago; her children, Jason and Traci Rosvall and step-grandchildren, Jacob and Olivia Rosvall.

He is also survived by his brothers, Lynn

(Jane) of Houston, TX; Jerry (Brigitte) of Salt Lake City; his sister, Betty Foster of Salt Lake. He will also be missed by a host of cousins, nephews

and a niece who shared his Scottish heritage which he was so proud; and his first wife and the mother of his children, Carolyn (Kevin) of Salt Lake City.

Tom's accomplishments in life were many including obtaining his pilot's license, 30 years of experience in the airline industry starting as an Air Ambulance co-pilot, surveillance of power lines from the air for UPL; a dispatcher for Frontier Airlines in Denver, Colorado and currently was a dispatcher for United Airlines in Chicago, Ill.

Tom was an accomplished fly fisherman and these career and recreational accomplishments gained Tom great respect from Airline Management as well as expert Fishing Guides from Utah to New Zealand.

He enjoyed so many things in his life; most of all spending time with his sons, James and Zach. He was so proud of them, always concerned about them and loved them dearly. A celebration of Tom's life will take place at a later date.

-Salt Lake Tribune

I was shocked to read about the passing of Tom Foster. I worked with Tom in Dispatch at FL. He was a true gentlemen and someone I always respected.

-Kevin Porreco, kaporreco@hotmail.com

TOSHIE FRESQUEZ CAROL WALLACE SHIRLEY COOK

Remember me? I worked for Art Davis and retired in 1985. Moved to the Northwest in 1998.

Did you know that Toshie Fresquez (Pass Bureau) passed away Oct. 1987 due to heart attack? Also Carol Wallace (secretary in security office) died May '99 and Shirley Cook (Pass Bureau) of ALS in 2002.

-Ann Mercer

(Does anyone have more info these deaths? I also had a report that Danny Johnson had died but have been unable to find any details. Any additional info appreciated.)

DICK WITHROW

Richard Leroy Withrow, age 65, died Wednesday, February 9, 2005 at an Oklahoma City hospital after a short illness.

He was born August 2, 1939 in King-



fisher, OK to Jesse R. and Bonnie L. (Linton) Withrow and grew up there.

After graduation from Kingfisher High School Richard started a career in the airline industry. He worked many years for Frontier Airlines, living in Casper, WY, Tuscon, AZ, Lawton, OK and had lived in Mustang the past 32 years. He had been with Southwest Airlines the last 10 years.

He was a Baptist and a member of the International Association of Machinist & Aerospace Workers Union where he was serving as vice president of Local # 2909. Survivors include his wife of 34 years, Rita of the home, two sons Mark and wife Carla of Mustang, Kevin and wife Jenny of Little Rock, AR, one daughter Dawn Spitler and husband Tim of Mustang and five grandchildren.

Services will be held at 2pm on Saturday, February 12, 2005 in the Chapel of The Good Shepherd at McNeil's Mustang Funeral Service, with interment following in Mustang Cemetery, Mustang, OK.

Memorial contributions may be made to the American Cancer Society in care of McNeil's Mustang Funeral Service.

(Dick was diagnosed with lung cancer in late September '04 and passed away less than 5 months later. The obit has one error in the number of years he and Rita were married. It should say 45 years. He will be greatly missed.)

-Jim Hildebrand, OKC



NANCY TIPTON CLOPTON

Nancy, I am sorry to say, passed away from an aneurysm while playing golf a few years ago. We were in the July 1965 stewardess training class at Central Airlines and remained the very best of friends. She was born in Jan 1947 died May of



2000. Nancy was based out of MKC for the first few months. I think Nancy flew for almost five years.

Central also sent her to Las Vegas to the Airline Stewardess Beauty Contest (or what ever it was called).

Nancy was a wonderful person, she had a glow similar to Doris Day...I miss her so much!

She was married to David Clopton and they lived in Garland, Texas. Nancy and Dave raised two daughters Terri and Kim. They were all

avid golfers.

Nancy died on the first green of the Garland Country club of an aneurysm while playing the game she loved.

-Janey Bailey Swanson, janeswan5810@sbcglobal.net

I am totally blown away. James just came to get me to show me Janey's post about Nancy. I was in the last Central class, graduating in July of 1967.

Janey and I were roommates for a while in Irving and then Nancy, Janey and I moved to Dallas and roomed together until Janey got married. Then Nancy and I roomed together until Nancy and David got married. I was in Nancy's wedding and Nancy was my matron of honor in our wedding and was seven months pregnant at the time.

We lost track of each other through the years, mostly my fault for not keeping in touch. I have some pictures of Nancy that I will look for and post. She was a terrific person and a great roommate. I wasn't a golfer myself, but I used to go to the golf course with her on our days off and I'd walk around with her.

What synchronicity that she died doing the sport she loved.

-Carolyn Fritz Massengale, clickfx@stx.rr.com

DALLAS COPEN

The obituary for Dallas M. Copen, age 67, was in the Denver Post, Feb 4 / 5/ 2005. He died Feb 2, 2005. He started for Frontier December 15, 1977 as Director, Schedule Planning, and continued in the Schedules Department until 1983 where he was Director of Current Schedules.

-Ken Schultz

COPEN, DALLAS M. 67, of Littleton, CO and Mountain View, MO passed away on February 2, after a long illness. Survived by his beloved children, Debbie Decker, Mark, Scott, Dan, Dave, and Katy; sisters Lynette Willoughby and Carolee

Stout; brothers Ken and Evan; mother Cleo Copen; and the grandchildren he loved so much.

He graduated from East High School and attended the University of Denver before a long career with United and Frontier Airlines. He will be missed by all who knew him. Arrangements at Yarber Funeral Home in Mountain View, MO.

-Denver Newspaper Agency

RITA SMITH PERRIN

I found this item in the newspaper about Rita Perrin. She was one of the first stewardesses with Challenger and Frontier back in the 1940s. There may be those who are interested.

-Richard Paul

Rita M. Perrin, 76, of Sun Lakes, Arizona, passed away on Friday, February 25, 2005, after a long battle with cancer. She born on 16, 1928 in Cedar Falls, Iowa, the daughter of Katherine "Kitty" Hogan Smith and Harry Smith of Cedar Falls. She was preceded in death by her beloved husband of 52 years, Dana Richard Perrin, who passed away suddenly in 1999.



She is survived by her three children, Dana Edward (Laura) Perrin, Julie (Scott) Olsen and Jan (Bill) Leary. She is also survived by her four grandchildren: Scott Perrin, Andy Perrin, Will Leary and Dana Marie Leary; and her four sisters, Marguerite DeHuff, Harriett Plicht, Dorothy Kamper and Kathryn Betts.

Rita was one of this country's first stewardesses, flying for Challenger Airlines and Frontier Airlines in the 1940's. She was a Sun Lakes resident for the past 18 years and an excellent player of golf, tennis, bridge and mah-jongg. In 1993, she was President of Palo Verde Ladies Golf Association.

Rita had a very close circle of friends from her neighborhood with whom she shared many happy times. She was a devoted wife and mother and will be dearly missed by all of her many friends and family.

Donations in her honor may be made to Hospice of the Valley, 1510 East Flower St, Phoenix, AZ 85014-5656. A 9:00 a.m. Visitation will be held at St. Steven's Catholic Church, 24827 S. Dobson Road, Sun Lakes, on Thursday, March 3, followed by a Funeral Mass at 10:00 a.m. A luncheon will follow.

NEED MORE INFO

I have reports of the deaths of these station personnel but need more information such as obits, dates of deaths, cause, anything to confirm their passing . Send anything that might help.

PETE TREMONT

CHUCK EASON

PAUL LAWSON

JOE MCCALED

WARREN HILL

Warren E. Hill, 84, passed away peacefully on Saturday, March 19, 2005. He died surrounded by his three children, Warren A, Sharon Pielat and David. Warren was born on December 8, 1920 in Vale, OR to Eileen McBrady Hill and G. Earl Hill.

He grew up and was schooled in the Bozeman area. He married Irene Durand in Cheyenne, WY on March 20, 1943. Irene and Warren lived in Billings from 1947 to 1965 and in Arvada, CO from 1966 until they returned to Billings in May of 1998.

Warren was involved in athletics and enjoyed "tinkering" with cars as a young man. After graduation from high school, he graduated from Curtiss Wright Tech School in Glendale, CA as an aircraft and engine mechanic. He served in the Pacific as an Army Air Corp crew chief and line chief.

After discharge he worked for United Air Lines in Cheyenne, WY. With a "promise and a hand shake" he moved his family and joined Challenger Airlines in Billings in April 1947. He worked for Challenger until March 1948 when Monarch Airlines took over maintenance in Billings. He worked for Monarch until 1950 when the organization became Frontier Airlines. Warren retired from Frontier Airlines in Denver, CO in 1984.

He is preceded in death by his wife Irene. He is survived his sisters Hazelle Mowrey of Seattle, WA, Jean Guthrie (Rex) of Boulder, CO and Betty Jenkins of Olympia, WA, son Warren (Anne) of Billings, daughter Sharon (Rick) Pielat of Bozeman, son David (Debbie) of Thornton, CO.

A memorial service will be held in Billings on Tuesday, March 22, 2005, 11:00 am at St Pius X, 717 18th Street West, Billings, MT 59102. In lieu of flowers, the family requests memorials in Warren's name to the St Vincent Healthcare, 1233 N 30th, Billings, MT 59101; or the charity of one's choice.

-Warren A. Hill, his son, wahill@bresnan.net

How I came to be employed at Frontier: There was an inaugural flight for Challenger Airlines from SLC to DEN and it (DC3) had an engine failure in CYS. I was working for United Air at the time. Challenger asked United to change the engine. It was my day off and United's superintendent of maintenance called to see if I could change the engine.

When I finished changing the engine, Floyd Ririe, Challenger Chief Pilot, told me I could come to work for Challenger. I said I would if I could move to BIL. I told the Challenger Station Agent in CYS that I wanted to go to work for Challenger in BIL. I gave my 10 day notice at United and left for Billings to go to work.

I don't recall ever Filling out a job application for Challenger but began working for them in April of 1947 at the age of 26. I worked for Challenger until March 1948 when Monarch took over maintenance in BIL. (I had to fill out an application for employment this time) I worked for Monarch until 1950 when it became Frontier.

I started as Lead Mechanic in BIL where I worked through 1965 when the maintenance base was transferred to GTF. I worked there until 1966, when I was offered a position as



General Foreman, Line Maintenance in DEN. After a short stint in management, I chose to go back on the line as a Lead Mechanic in 1968 and remained in that position until I retired in 1984, as People Express was buying Frontier out.

After my retirement, we remained in DEN, where Irene and I enjoyed golf, travel, gardening, and particularly getting together on a regular basis with a group of other FAL employees we called the "Birthday Bunch".

We gathered on each other's birthdays for years. The "Bunch" included: John Brenner, Larry Larsen, Bob Miesenbach Bob Houston, Harold Wagner & Fred Gulliksen. I played golf on a regular basis with Harry Russell, Don Wardman and Bill Howard until we moved back to BIL in 1998 for Irene's health. Irene passed away

on September 11, 2002 and I remain in our home.

I still enjoy reminiscing about FAL and the many great people who made the company.

-Warren Hill, BIL 2003 Reunion Booklet

FRONTIER AIRLINES WE REMEMBER

Names added to the WE REMEMBER list in 2004.

	Date of death
Carter, Roger	Dec 30, 2004
Dahl, Wally	November 24, 2004
Drinkard, Jack	January 28, 2000
Elliott, R. "Bob"	March 25, 2004
Glover, Paul	September 19, 2004
Goodwin, Larry	June 28, 1992
Keene, Earl	January 22, 2004
Lintz, Ed	January 2, 2004
Lowe, R. "Dick"	July 1, 2004
Lubben, Chet	June 17, 2004
McMahon, Richard	August 7, 2004
Miller, Paul	May 21, 2003
Morris, Tom	January 14, 2004
Prior, Norm	August 17, 1988
Scott, Walt	February, 11, 2004
Shaffer, John	July 27, 2004
Theobald, Gary	February 18, 2004
Van Weerd, Fred	Oct 8, 1972
Wagoneck, Russ	May 6, 1985
Williams, Harry	March 1, 2003
Yanulavich, Ann	Dec 19, 2004
Zweck, J. "Jack"	Dec 16, 2004

-Ken Schultz, December 31, 2004

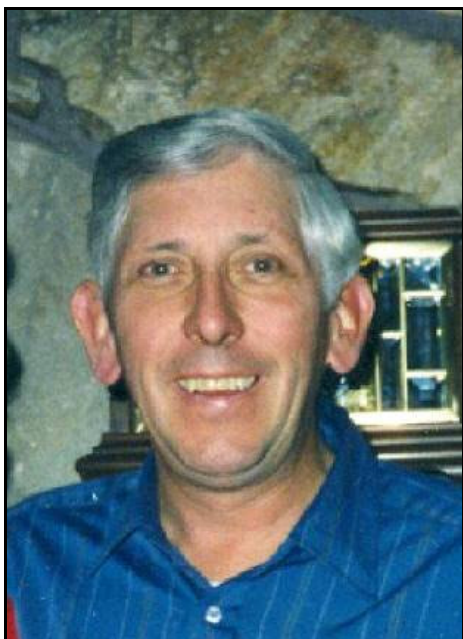
KEN WELLS

I want to advise you and your many readers of the death of my husband, Ken Wells, on 10/9/04. He was a pilot with Frontier from March of 1959 until its demise in Aug. of '86. Ken was 76 years old and had fought a courageous battle with cancer for 8 1/2 years.

Was surprised to see Jack Mericle obit right above Ken's. He was our neighbor for years when we lived in Aurora.

I'm sending the obit on Joan Campbell because her date of death was shown as 6/6/02 in the Winter 2005 issue. It should be 6/8. Joan was a dear friend and during her last 1 1/2 years, she and Ken fought their cancer battles together. She was here almost daily until her final hospitalization. Ken got to visit her on her last day of life. I was forbidden entrance because I had a cold but they had a chance to hug and say goodbye.

-Mary Ann (Marty) Wells, Brighton, CO
(Ken's obituary was in the Winter 2005 issue.)



TOM HARDING

I have begun going through Tom's FL things and have found a bunch of old inhouse correspondence from management to employees relating to events prior to the 1986 closure of FL. I imagine every employee received these memos and documents. Tom saved all this stuff as well as newspaper clippings about Frontier, People's Express and the United business.

-Yvonne Harding, yvtom@msn.com
(Tom's obituary was in the Summer, 2004 issue)

DECEASED LIST FOR FAs & MANAGEMENT

(Anyone with more info, please let me know)

FLIGHT ATTENDANTS

Ruth Agnew McDonough, SLC, 7/11/04, age 67, cancer
Ellie Bastar, 8/30/86, hit & run accident
Ginney Booth, 2/19/02, age 69
Melanie Boyd, 8/8/95, age 37
Juanita S. Campbell, 7/14/02, age 77
Nancy Tipton Clopton, GSW, May 2000, age 53, aneurysm
Jody Colquitt/Lohse Binkley, 5/29/99, age 65
Janet Crumpler, need more info
Janet Cupps, 5/7/90, age 51
Pat Fackenthall Forehand, 5/12/00, age 61
Thomas Hampton, 11/6/90, age 36
Susan Hanson, need more info
Rebecca Herbert, 2/5/02, age 55
Dana Hoch, 8/23/97, age 45
John Kelly, 11/9/04, age 54, heart attack
Carol Johnson, Jan71, age 23
Elaine Langloss, need more info
Anne Prentiss "Prensy" Marshall, 7/12/04, age 57
Rosalind Mathews, 11/16/98, need more info
Deanna McKenna, 10/12/93, age 46
Diane McLaughlin, 8/2/85, age 34, DFWDL crash
Helen Coons Miller, 7/28/96, age 62, cancer
John Montgomery, 1992, need more info
Rita Smith Perrin, CHA/FL stewardess, 2/25/05, age 76, cancer
LaVonne "Petey" Peterson, 5/17/95, need info
Scott Ponton, 3/22/94, age 42
Mary Warhover Pover, Sep75, age 52
Dorothy Ruth Reif, 3/12/64, age 22, DC-3 crash at MLS
Joyce Darby Schmid, 10/11/03, age 64
Gene Schroeder, 1/15/91, Age 39
Lee Smart, 12/16/89, age 45
Julie Lemer Smith, 10/30/03, age 45, cancer
Samantha Ewing Taulli, 4/26/04, age 58
Lyman Thomas, MON steward & BFFFL station manager, 2/4/03, age 76
Jeannie Mahaffey Whitlock, auto accident, need info

MANAGEMENT & OTHERS

Wally Adams, Nov83, age 54
Virgil Alvey, 3/10/97, age 77
Robert Baker, need more info
Bill Bates, 5/16/00, age 71
Ray Beall, Mar86, age 65
Orvin Black, need info
Doug Black, May81, age 71
Clay Blaylock, 3/14/99, age 70
Fred Bonfils, 3/21/58, age 62
Don Brooks, 10/12/02, age 71
Johnny Bulla, AZ Airways founder, 12/7/03, age 89
Jack Burnell, director of maintenance, 8/22/92, age 89
Dave Burr, 4/9/97, age 68
Sam Cales, PHX manager, 6/20/02, age 67
Vern Carlson, May76, age 53
Ralph Cole, 7/20/78, age 62
Mike Conner, 2/29/00, age 63
Dallas Copen, DEN Director-Schedules, 2/2/05, age 67
Dick Cummins, Station Manager, 5/14/93, age 59
Frank Davidson, fuel & communications manager, 5/29/03, age 86
Hal S. Darr, President, 6/21/55, age 61
Christine M. Denning, 12/13/79, age 32
Ernie DeSoto, Manager - System Communications,

7/12/90, age 68
Bob Dirksen, STL Asst Manager, 11/8/87, age 52
Donald A. Duff, Vice president, Dec52
Ed Dunaway, Vice President, 12/8/99, age 62
Judith Bunn Eagle, 9/20/03, 63, need info
Fred E. Elliott, DEN Director-Maintenance, 8/2/94, age 81
Liz Enright, DEN purchasing agent, 5/31/03, age 72
Al Feldman, 8/9/81, age 53
Gene Finkelstein, 5/12/83, need more info
Ed Gerhardt, 3/7/98, age 81
Paul Glover, DEN Director-Quality Control, 9/19/04, age 81
Dan Goodyear, Sales Manager, 5/27/03, age 63
Billy Hatfield, 7/25/00, age 68
Don Hatfield, 1/15/96, age 62
Bill Heath, 9/24/81, age 55
Charles Hirsig, 1/15/45, age 34
Sylvia Hurt, need more info
Buck Jennings, CN, need more info
Doyle Johnson, 12/20/96, age 61
Duane Johnson, training supervisor, 5/10/99, age 61
Paul Jones, 4/26/97, age 72
Keith Kahle, 7/4/97, age 87
Tom Lamb, DEN VP-Schedules, 2/15/05, age 76
Buz Larkin, 7/15/93, age 60
John Love, 1/21/02, age 85
Chet Lubben, Manager of Sales, 6/17/04, 96
Bud Maytag, owner/president 1959-62, 9/90, age 64
Kathleen McCormick, need more info
James McEldowney, 2/26/99, age 84
Bill McKenney, DENRK, 6/25/02, age 77
Glendora Miller, need more info
Nancy Hedrick Mitchell, 8/22/00, age 53
John Morgan, reservations supervisor, 7/17/03, need info
Jim Moore, station manager, 6/15/99, age 66
Donna Myers, executive secretary, 1/23/01, age 85
Mac Myhre, president, 12/23/82, age 71
Bill Nail, 1956?, need info
Bud Naylor, 5/26/97, age 76
Rocky Nelson, 3/6/51, age 46
Pappy O'Drain, 12/4/95, age 72
Joe O'Gorman, 8/10/02, age 59, heart attack
Murray Parker, 11/21/80, age 57
Bob Pier, 5/14/95, age 69
Eleanor Randall, 11/7/02, age 82
Floyd Rollins, 9/15/89, age 53
Bill Schlotthauer, maintenance foreman, 10/5/02, age 64
Alan Schlosser, 2/21/99, age 82
Jim Shores, 7/6/84, age 60
Rudy Skeen, training supervisor, 4/30/01, age 68
George A. Smith, 11/20/96, age 83
Elton Snoko, DEN Supt of Stations, 1/15/73, age 51
George Snyder, 5/11/83, age 65
Mattie Stibrich, need more info
George Swonger, 11/7/76, age 60
Sid Tolbert, 12/5/72, age 37
Stan Trudeau, 10/29/74, age 37
Ray Wilson, 5/11/79, age 78
Betty Worl, 2/10/77, age 54
Elmajene Yantorno, Manager - Passenger Revenue, Jan85, age 55
Ann Yanulavich, DEN Manager - Consumer Affairs, 12/19/04, age 65



FRONTIER AIRLINES

Notes From FLolks

Letters, emails, cards & phone calls may be edited and paraphrased for space and clarity.

I can tell you a story from JLN. A Psgr was banging on the counter saying my bag is still on that airplane..so good old Ed Ciskowski who had already been told that is all the JLN stuff we could find would not take anyone's word for it & decided to take matters in his own hand. While Otis Lytle was putting up the stairs on the 737 to ICT Ed goes out and climbs into the cargo bin to see for himself.

Otis proceeds to plug in the head set and crank up the first engine. The capt says HEY Otis we have a cargo door light. With engine running, Otis un plugs, goes back & shuts the cargo door - and the rest is history. On the way out to takeoff the flight attendant called the Capt..saying there is a big thumping sound back here. (It seems like ol Ed was banging on the cargo ceiling but no one would help) The pilot says the tires were hot when we landed and it was quite cold in JLN and the tires had a flat spot on them by now and they were thumping on the ground. So off to ICT it was. Arrival in ICT they open the cargo bin only to find dear ol ED..all tied up in the Cargo net and holding on for dear life...In the mean time the passenger was really upset at the JLN TC because no one was helping him and his bag was still missing..and we could not find ED who was supposed to come right back and help him.

**-Jerry Pickering,
JLPick@Columbus-KS.com**

JLN was a happening station. Once, on a flight from FYV to JLN & feeling mischievous, I crawled thru the little door in the back of the 580 into pit 1. When Jerry opened the door to pit 1, I jumped out at him with a mighty roar. If only I had had a camera!

Then there was the dog FYV had for JLN but the cage wouldn't fit thru the 580 cargo door. Station agents were paid to handle any situation, right!? So two of us quickly got the dog out of the cage and while one held the dog the other agent took the cage apart enough to put it in the cargo pit and put it together again. Finally, put the dog in the cage and kicked the flight out on time. All this took place on top of the high-lift truck.

Within an hour JLN is on the hotline asking how we ever got that dog on the plane. The JLN agent said there was no

way we could get it off so we let it go on the MKC. We told JLN we used "ramp vase-line" and we never heard from MKC about the dog.

-Jake Lamkins, ExFAL@yahoo.com

Back in 1964 Continental Airlines was Frontier's next door neighbor in the old ABQ terminal and we shared the ramp space. One afternoon a CAL flight arrived from Houston with a very special pedigreed cat to be transferred to a later CAL flight to Denver for an important cat show. The flight to DEN would not arrive for another couple of hours, so the ramp crew took the kennel inside the operations office to keep the kitty out of the cold weather. Since the animal was so beautiful and so docile, they decided to let it out of the kennel for a few minutes even though it was strictly against the rules. The idea was to put the cat back in the kennel before the connecting flight arrived.

Well, everything was going just fine and the agents (all of whom I knew well) enjoyed petting the kitty, but neglected to lock the operations door from the inside. Sure enough, as an agent came through the back door, the cat dashed outside and disappeared in the direction of the city dump some distance away. CAL had no union at that time so the agents involved felt their termination would be certain. They were a sick bunch of guys, but fortunately, they had an unusually sharp supervisor who told them not to worry. He had a plan.

They went around to the back of the Fred Harvey Restaurant where all the scraps were dumped into a bunch of open garbage cans. They eased up to them, and just as the Supervisor suspected, there was an old tabby cat having a meal in one of them. He popped the lid on the can with the cat inside then they very, very carefully placed the kennel in position, opened the lid a tiny bit and the old cat came tearing out of the can and right into the kennel. He quickly closed the kennel door and secured it just as the connecting flight arrived. The kennel was put on the flight to DEN as though nothing had happened.

Nothing was ever heard about the incident, but I've often wondered what happened when the owner picked up the cat for the show.

**-Mac McElhaney ABQ '58 - '85,
waymac@itlnet.net**

I read the Central Airlines (*Airliners magazine Jan/Feb 2005*) story twice so far. When Central was flying through Pueblo I got some good pictures of your DC-3s. I

have them in storage but after I get a new studio built this spring will be able to get them out and plan to publish some on our website too.

Right now I am trying to figure out how I can get a retired Boeing 727 fuselage and nose section and incorporate it in the new studio design. My hero Bill Duff is going to help put the deal together. He has been one of my best friends since I was fifteen years old. I worked for him as a teenager.

-Rick Broome, RickBroome@aol.com

One night in Billings, a gentleman who had arrived on one of our flights approached the counter and asked the agent if "he would call him a cab". Without missing a beat, the agent said "OK, you're a cab"! The guy was so startled that all he could do was stand there with his mouth open. (The agent did call a cab for him after the laughter subsided).

Another time, we delivered the baggage to the claim area and among the bags was an overnite case that had very obviously been run over by the tug and most likely several carts. It was about 3 inches high, instead of the normal 10-12.

Carol Carillo was working the counter that night. The guy who owned the bag placed it on top of the counter, and Carol automatically asked if "she could help him". Immediately thereafter, she broke out in a hysterical laugh, as it was very obvious that he did, indeed, need some help. That kind of broke the ice with the customer, as it was pretty funny. She assured the guy that we would replace it and get a new bag for him.

(We all know how counter agents handled the, "Do you know who I am?" passengers, don't we. HA!)

**-Darrell Robson,
drobson_98@yahoo.com**

Thanks for the front page picture of "The end of SN61442". You provide outstanding coverage on lots of topics, and really keep us up to date on all of our group that has passed on.

I usually pick up new contacts from each issue, this time Bob Hooper in Cody, Wyoming. He was stranded in SEA on the close down date, so I got him other airline passes to get back home. Really shocked to hear about Ann Yanulavich. I will also have to send a note to Bonnie Bias. Thanks for the coverage on the MLS pictures.

**-Red Barringer,
redbarringer@hotmail.com**

I was Denver Ramp Agent from 78 until the end. In '87 I went to work for Rocky Mountain Airways (Continental Express) as a gate agent in Denver. In '89 they merged us all into Continental at Stapleton. In '94 I moved over to Continental Reservations when they cut out Denver as a Hub. Moved to Tampa in 2002 after Continental closed the Denver Res Center.

-Jeff Hofer, jhofer@tampabay.rr.com

I was a Station Agent in SGF, LEX, ABQ, and TUL, and a Ramp Rat in DEN...Hired on 4-29-79 and went down with the ship while working the SGF Counter.

My mailing address is 5311 S Parkhill Ave, Springfield MO 65810. I look forward to catching up with everyone!!!

-Laurie Robbins,

laurie@danielparmelelaw.com

My name is Alan Landreth, I was with Frontier from 4-79 thru 8-83, as an A/C Mechanic. I worked in DEN, CDR, and was one of the original mechs that opened GRI and LEX.

-Alan Landreth, land@alltel.net

My name is Don Cecil, I started with CENTRAL as a A/C mechanic about the time they started service into FYV. I was at Ft. Worth, Greater Southwest and was at Love Field when the merger with FAL took place.

I was transferred to DEN in 69' and was a General Foreman in line maintenance at the time of the shutdown. Worked for the bankruptcy Judge and went to CAL with the Airplanes, and retired from there in Sept. of 95'.

-Don Cecil, dhmececil@aol.com

I saw an article in the Winter 2005 issue, page 3, on a CV580 puddlejumper flight with 13 stops from BIL to LIT by Darrell Robson of BIL.

Well, I can top that with 20 DC-3 stops. Flight 8 PHX-DEN leaving PHX at 8:00am and a short layover in DEN and then on to BIL arriving at near midnight. I believe this was on flight 24 with Bob Banta as Captain: PHX PRC FLG INW GUP FMN DRO MVS ALS PUB DEN CYS LAR RWL RKS RIW WRL GBL COD POY BIL.

Saw lots of scenery.

-John Koehler, Station agent, PHX

Hi, My name now is Cheryl Andree. I worked for FAL from 1973 until 1986. I am interested in seeing what has happened to some of the old timers, and also checking on the retirement. I was Cheryl

Dawson while with FAL.

-Cheryl Dawson Andree, dandree@cox.net

I enjoyed flying with Leonard Pratt from my first year with Central Airlines in 1964 until his retirement a few short years after the FAL merger. He was an outstanding pilot, with an outstanding intellect. Many considered Leonard as somewhat of a maverick, but I believe that's because they didn't take the time to try to understand him.

His mind was always active and challenging some already accepted practices. I remember one time after a DC-3 check ride with Del Booth and the FAA inspector, Wayne Butters, that Leonard got so incensed at the FAA that he ran upstairs in the Central hangar and asked Owen Cook if he could whip Butters. Owen remarked that it was OK as long as he didn't hurt the aircraft. Delbert told me that he came down the hangar stairs with fire in his eyes as Butters disappeared around the corner into the parking lot.

A little short in stature, he made up for it with his superior flying ability, determination and intelligence. I will always remember and miss Leonard Pratt..... one of my aviation heroes.

-Clyde Hart, captnc@frontiernet.net

I started to fly for Central in May 1962 and hung in there until they died in 1986. Then, I started training with United in Oct. 1986, commuted to Newark for six years before I got back to Denver. Retired June of 2003.

I identify most with my early years of flying. I was only 20, first time away from home etc. Our class at CN, in May of 1962, was the largest they ever had -13. Of whom 5 of us decided to room together in a two bedroom apartment. Even after the merger, since they kept the DAL base open, most of the CN people still flew together.

I was based in Dallas until FL centralized in Denver. I tried to commute. It was hell so I moved to Denver in 1981.

Started training classes with United in Oct. 1986, and went on the line in Dec. 1986 in Newark. Rented a room in Cranford, NJ, but kept my home in DEN. I never anticipated to be there for 6 yrs.

Finally, got back to DEN in 1992. Didn't want to face any more airline turmoil and retired in June 2003. Have been busy and happy ever since.

-Stephanie 'Stevie Giesler' Knowles ualfa99@yahoo.com

KEN BAUER, EMP. #0830 from Feb,

1968 to Aug 1986. I worked in maint. was a lead on the line in Den. 1985 & 1986. I'm currently employed at American Airlines as a crew chief in maint. working B757s - been here 19 years.

I will be retiring next year. I still enjoy visiting many friends from the old Frontier, who still work for different airlines, all around the USA.

-Ken Bauer, kdbauer@cox.net

In 1978 or 79, I was working the PM shift in HSI when I received a call from DENDD re a field NOTAM we were carrying re migratory waterfowl flying at pattern alt. Since it was near the end of the migratory season, they wanted to know if they could cancel it. I told them not to since I had seen some that morning.

That very evening FL 554 called in range at approx 9:30 PM. A few minutes later, they called in and said they had hit something, that the cockpit had jumped about 5 feet and that they were going to circle for a while to determine what if any damage had been done.

They also requested the crash trucks. This was HSI. The only crash truck was mounted on a small frame and I had to call the fire dept down town to come out to man it.

The flight landed with no problems and when they taxied in under the lights, there was an 18 inch hole in the radome and a wide streak of blood down the right to the wing. MCIMM was called to come and fix the problem.

There was no plane available to carry a radome so the mechanics had to drive from MCI to HSI - they arrived around 3:00 AM.

I took several pictures of the damage and sent them to MCIMM to put in the A/C records. Did any one see them or get copies of them. If so, I would like to get some copies. The only thing that was found besides feathers in the right side pitot tube was a webbed foot stuck in the glide slope antenna fastened to the bulkhead. A game warden thought it was from a sand hill crane

-Don Porter, donnmarilyn@uswest.net

Everytime I receive the NEWS it makes my 23 years with the airline come back like it was yesterday. Never had more fun at anything than we all did at FL. Only job I hated taking a day off because you might miss something. Wishing the best to all the people I worked with at MHK GEG JLN ABI DEN MAF

Jack Dailey, Manhattan, KS

More Notes From FLolks

Letters, emails, cards & phone calls may be edited and paraphrased for space and clarity.

It seems like just yesterday Frontier was here and then gone.

Those days are cherished forever. All the jobs I ever had were measured with Frontier - seems the memories never cease.

We moved to Arkansas after visiting my sister and brother-in-law in Hatfield! Kay and I moved from Maryland outside of Annapolis. I worked for Aeronautical Radio Inc. (ARINC) for 13 years and retired in April of 2001. We decided to sell our home in Maryland and move south to Arkansas. We now live in the Ouachita Mountains in Mena, Ark.

Before Frontier went out of business I assumed the FL ALEA job from Sandi Bambi.

I ended up in Chicago after joining ARINC working in the operations center and becoming one of the techs for the network. But like all things, things change. ARINC busted the union and I ended moving to Annapolis, Maryland and was with ARINC til retirement.

After Frontier and before ARINC, I was unemployed for 9 months and finally landed a job at 1/2 the pay or less with American Water works and was there for about 2 years before taking a job with Vendor Services of America as a computer operator. That basically was my life after Frontier.

At Frontier I worked in the Network Operations Center and the computer room right down the hall from the Pres office.

Lynette Busch worked for awhile in the acft cleaning crew and eventually in the res office with Lyle Anderson and crew. She eventually moved to United when Frontier closed and then to the United office in Chicago and then to ARINC, where she currently is employed. Its great to know there is still a FL family.

-Ben Pacheco, bfpach@hotmail.com

I worked for Frontier from 1968-1986 as a PBX operator & later as a res agent. It was quite an era and I still miss it.

-Mary Lou Fillmore, Westminster, CO

I was given your name and email be Bob Hooper. I worked with THE Frontier from 1964-1986.

I worked in Sales most of the time with positions also in operations and res. I was in SLC when we closed down as Regional Sales Manager.

-Jim Judd, jim_frontier@yahoo.com

I started in Salt Lake City in 1977 and worked with Paul Farris. My nickname was Peanut, he will know who I am. I was a ticket agent just like him, pulled a little phone duty, didn't like it, went back as station agent in Minneapolis from 1984-86, opened and than closed that station. Decided to come back to Salt Lake. The rest is history. It will be fun to meet past friends and reunite and catch up. The tough part is getting older and more plump, like a plum instead of a peanut.

-Karen (Suazo) Greenwood,

kgreenwood@morrismurdock.com

I flew for Central Airlines from July of 1965 to Sept of 1968 based at GSW. I married in 1969 and moved all over the country and to the Netherlands with my husband who worked in an oil related industry.

My background with Central lead to me become a Travel Agent which I enjoyed doing for eleven years. Our two daughters are grown and my husband and I have retired and live Houston, Texas and Lake City, Colorado.

Back in about 1968 (I think), I was on DC3. We lost an

engine on takeoff out of FYV. My crew tried to get the towers attention but because Arkansas was playing Texas that day there were a lot of small airplanes calling the tower. I ran to the cockpit and as I opened the door the captain was yelling "May Day May Day!!!"

That got their attention! We did not have enough power to make it back around so we did a 180....one wing, I swear, was hitting limbs of trees. That was the only time I ever stayed overnight in FYV. I was not too keen on getting back on the plane they sent us the next morning!

-Janey Bailey Swanson, janeswan5810@sbcglobal.net

Re the highest elevation airport on FAL's system as mentioned in the last Frontier News...the highest elevation airport was Monte Vista (MVS) elevation 7710 feet above sea level.

-Ace Avakian, AceAvak@aol.com

I'm Gary Johnson. I worked in reservations in both Kansas City and Denver. I worked for FL from 1979 to 1981. Even though I was only with FL for 3 years, it was my dream job... unfortunately, it got cut short by deregulation and the first of many staff reductions. After Frontier I moved from Denver to Dallas, and became the Reservations Manager for Muse Air. (another deregulation success and failure story) Eventually, I left the travel industry after about 13 years, but it still holds a special place in my heart and so do the employees of the 1st Frontier.

-Gary Johnson, codyindfw@yahoo.com

I started with Frontier November 7, 1960 in Cheyenne Wyo as a Station Agent, in 1964 I transferred to Denver as a Payload Controller and later was made Assistant Reservation Manager. I was promoted to Manager of Reservation in Phoenix and opened a new CRO there March 1st of 1968. Late in 1968 Bill Monday the Director of Reservation sent me to Dallas as Manager and at that time the Reservation Office was in the hanger building at GSW. The best I remember for a short time some of the Flight Crews were checking in there and shuttling to Love Field in a Van, also Ken Gann had a Sales office there for a short time until they moved to the New City Ticket Office in downtown Dallas.

Most of the building including the hanger was occupied by a company from Japan called Qualitron, (may not be correct spelling) they were doing electronic work on aircraft. We had contracted a lease for office space to move the Reservation Office to the Sanford Building located near downtown Dallas. We move the summer of 1969 to the new location. We were the last Frontier occupant to be in the hanger at GSW. The office in the Sanford building was closed late 1971 and consolidated into the St Louis CR0. Some of the Reservation Agents transferred to St Louis. This may help answer some of the questions about GSW.

I will write a letter about the reservation systems that we used from the old teletype to the computer age.

-John Stewart, jjstew@socket.net

I am a former Frontier flight attendant from the 1978-1985 time frame..moved to Seattle after FAL. Raised 2 great little boys now in college..one graduating May 2005. I had been working on my pilot license when a FAL FA. Got all those, worked as a flight instructor, air taxi, regional pilot then corporate captain. Worked for Honeywell/Allied Signal in Air Safety Technology, now a technical director of marketing (air safety technology)for the Boeing Company.

-Amy Evett Johnson, abjcom@verizon.net

A PRETTY GOOD PILOT

(The following feature by nationally syndicated columnist Jtm Bishop is reprinted here for those of you who may have missed it in your newspapers. Ed.)

One of the cheerful sides of flying is to listen to the captain address the passengers on the intercommunication system. Some are good talkers. Others are terse. A few do not speak at all.

Keith Heaton, one of the best motion picture cameramen in the business, was aboard a Convair on Central Airlines when he noticed that the captain was a comedian. This, of course, is rare. The plane was flying to Dallas, and Heaton noted the name of the captain—Emmett Spinks—and noticed that the amusing jokes relaxed the passengers, and made them laugh.

“Good morning, ladies and gentlemen,” he said. “This is your captain speaking. We would like to extend a most cordial welcome to each of you aboard Central Airlines Flight 141. As you know from reading the newspapers, the emphasis in the airline industry is now on entertaining the passengers.

“SOME OF THE larger airlines feature movies while one airline has individual television for each passenger. We don’t have very much money but we do have a little program planned for you this morning. In the old days, crews were required to report before a flight to review their emergency procedures, and study the weather.

“It isn’t like that anymore. When we report to the airport, a dance instructor teaches us a soft shoe routine. Then a voice coach teaches us a couple of tunes. Then the company gag writer hands us a sheet with funny stories.

“Central Airlines doesn’t have any movies, but I can show you a couple snapshots of my kids eating peanut butter sandwiches. Later, the stewardess will sing two choruses of ‘Bill Bailey.’ Then I will read a woman’s advice column to you. For a grand finale we will make both engines backfire while the entire crew sings ‘Dixie.’

“FOR THOSE WHO DO NOT care for community singing, we have arranged special entertainment. Every so often, Central runs what we call our Mystery Flight. The fun of this is that we do not tell the passengers where we are going until after we reach cruising altitude. For example, you have tickets for Dallas, but this Mystery Flight is headed for Las Vegas.”

“We will arrive there in three hours. Before landing, the stewardess will pass out money for the slot machines. We want you to enjoy yourself . . .”

Keith Heaton was still copying the captain’s words when he cut in again. “Thanksgiving is over,” he said, “and Christmas will soon be here. My wife ate so much turkey that they have her on the critical list at Slenderella. Some of you husbands are worrying about what to get your wives for Christmas.”

“Last Christmas, I bought my wife one of those fancy ballpoint pens. You know, the kind that writes on butter. All year she has been writing nasty notes on my toast. This year, I’m going to buy her a fur piece. Like a Davy Crockett hat.”

A few minutes later: “Kidding aside, folks, we are at our cruising altitude of 7,500 feet and making a ground speed of 240 miles per hour. The weather ahead is good and we will be in Dallas on schedule.”

SOME OF THE passengers seemed saddened by Captain Spinks’ lapse into the dreary truth. In an hour, the skyscrapers of Dallas could be seen dead ahead in a haze of chocolate-

covered ranches and spidery oil wells.

“Ladies and gentlemen,” the captain said, “there is a large city ahead. We aren’t sure whether it is New Orleans or Dallas. The best thing is to drop in and ask somebody. If it turns out to be Dallas, we would like to repeat our earlier statement: It has been a pleasure to have you aboard.”

“We sincerely appreciate your business. Remember, the ticket you buy keeps my children in peanut butter. Permit me to leave you with a bit of homely philosophy which may stand you in good stead in the future. When things look really black, send them to the laundry.”

Who called that comedian a pilot?

The last time Captain Emmett Spinks was in New York City, he almost starved to death. He had joined a band that had been booked into the Brooklyn Roseland Ballroom. However, the ballroom burned down the night before they were to open. The manager didn’t even tell them it was going to burn.

Spinks moved into a flea trap hotel on 49th street and was living on thirty cents a day. He would eat a candy bar and drink lots of water for breakfast. At night, he would hit a spaghetti parlor on Broadway that served all you could eat for a quarter. In between, he would stay in bed and conserve his strength.

The only jobs the band could get were weekends at the Log Cabin in Armonk, the Raymore Playmore Ballroom in Boston and one record date. Spinks would take his trunk down to the desk, they would let him have his horn, he would play the job, give the horn back and get his clothes back. This went on for about six weeks.

Spinks hit the road with a band as soon as he finished high school, and traveled with bands until the war. He then enlisted in the Air Force and became a fighter pilot. After the war, he attended Texas Christian University for three years and majored in psychology.

He then went to work for Central Airlines as a stewardess. (The airline was just starting and used pursers instead of girls.) He took this as a temporary job until the music racket got better. Six months later, Spinks became a co-pilot and three years later, a captain. During this period, he was flying jet fighters with the Air National Guard, and was jobbing locally on the side.

He later got into the night club business and has just opened his sixth club. He has drilled three oil wells (all dry) and also dabbled in the record business. He sold one master to a sly New York outfit, and got out of the business ahead of the game.

Captain Spinks is married, broke, has three children and is a real easy going guy. His favorite topics for humor on the airplane are wives, kids and peanut butter. He says: “Everyone can identify with these, especially the peanut butter. Anyone that can’t identify with peanut butter just can’t be one of the good guys.”

-Reprinted from the Feb 1965 CN Skywriter

EMMETT STORIES

The first time I saw Emmett Spinks was in MKC standing by the airstair door while passengers were boarding, all bent over with one arm hidden under his coat, saying you all go on up and your capt will follow you.

-Brady White, Ontopavia@aol.com

(Cont'd next page)

I arrived one cold morning in old MKC and went to Breakfast with my leader, Spinks. As we left the cockpit on the DC-3 he

asked for the gust lock: a piece of 1/2 in. bungee cord with a big steel claw on each end that we hooked over each yoke. He stuffed it all up his left uniform coat sleeve but he left about 4 inches and the claw hanging out. We went right through the terminal to Joe Gilberts cafe. It was all I could do to keep from roaring with laughter with all the stares we got. I flew a lot with Emmett and it was never dull.

-Rusty Lambert, RustyLGolf@cs.com

In January 1965, Wayne Brickey and myself were working flight line in FSM, when The flight from DAL landed and was parked at gate 1. I think it was flight 142 with stops at FSM, FYV, JLN and MKC.

As we went under the aircraft we noticed much hydraulic fluid pouring our onto the ramp. After we worked the cargo we both told Capt. Spinks about the leak, Emmett said "it's not that bad, were going schedule." We dispatched the flight and just a few minutes after take off Emmett called in saying he had an emergency and was returning to FSM.

We notified dispatch and watched for him to land. He landed from the East on 7/25 and when he touched down, a smoke cloud went about 100 feet into the air as all four mains exploded. We found out later that when you blow the gear down, it also locks the mains.

Wayne and I were the first ones to the aircraft. We opened the air-stair door to deplane the psgrs onto the runway. What happened next is forever burned into my memory. The first person down the stairs was a young girl, who was a student at University of Ark, She was really giggling and asked if we had another airplane to take her to FYV.

I have often wondered what Emmett told the passengers on the intercom. Here was an airliner that just had an emergency landing, blowing out all of it's tires, and the psgrs thought it was funny.

You know Emmett always called himself "the friendly Egyptian".

-Tony Worden, tjworden@ipa.net

Did I miss something in ground school?

-Milt Altmark, miltshirl@comcast.net

I don't think we were sleeping that day but maybe Emmett and Wilbanks were! But then, good old Tony Worden never went to CV ground school either.

The problem was that Spinks didn't break the safety wire on the emergency air brake control knob before he wanted to apply the brakes - like Bill Huffman told us in school. The air brake control was very sensitive and a little air went a long ways, as Emmett found out when the thin safety wire snapped and he over-applied the binders. It wasn't a good design but it was hardly ever used either.

-H. A. "Frosty" Frost, frosty@usmo.com

NOSTALGIA DAYS

Some current and retired Boeing employees had an opportunity to fly back to their past March 23 aboard a 53-year-old airplane. The Boeing employees are all veterans of Frontier Airlines - not the current version, but a version that flew from Denver all around the Rocky Mountain and Great Plains states until it declared bankruptcy in 1986.

The airplane was a Convair 580 built in 1952 that saw 14 years' service with Frontier in the late 1960s and 1970s. It was the second of its type ever built, and is the oldest of its type still in existence. The airplane is now owned by avionics maker

Honeywell, which uses it for a flying test bed.

Recently, Dave Carbaugh, Boeing Commercial Airplanes' chief pilot for Flight Safety, was having dinner with Honeywell's flight test chief, Markus Johnson, when discussion turned to the airplane, and the fact that several of the pilots that work or have worked with Carbaugh were Frontier veterans.

"So we came up with the idea to have a nostalgia day for the old Frontiers people to see the airplane, tell stories and fly it again," Carbaugh said. Among the veteran Frontier pilots in attendance were Jay Abbott, currently a flight operations technical pilot for the 787; Gus Stearns, now a Flight Safety pilot in Carbaugh's group; and David Hyde, a retired Boeing technical pilot.

Both Stearns' wife, Pam, and Hyde's wife, Sally, also were in attendance, as both served as Frontier's flight attendants. Another former Frontier flight attendant, Amy Johnson, now a product marketer for Boeing Commercial Aviation Services, also came to the event, and even broke out her old uniform. "I'm a vision in polyester," she said. (Also present was FL FA Bambi Coons, still flying, now with Alaska, her 11th airline!)

The Convair was more than just a workspace for her - it also was the first aircraft Johnson ever flew. "I was 24 years old, and we were on a ferry flight, when one of the pilots said, 'Why don't you take a seat here in the cockpit.' I did and I thought, this is cool!" That ride in the pilot seat ultimately led to Johnson getting her own pilot's license and a career as a pilot for Horizon Air and in business aviation, as well as a flight instructor and safety consultant. On Wednesday, the Frontier veterans and some friends and family took the old airplane out for an hour-long ride from Honeywell's hangar at Paine Field in Everett out to Port Angeles on the Pacific Ocean.

Each former Convair pilot who still had his ticket had a chance to fly the old bird again. After taking the helm of the airplane for the first time since May 7, 1979, Dave Hyde said it felt "exactly as I remembered it!"

(Thanks to Amy Evett Johnson for this article.)

TELETYPE TALES

(If you were working when FL used teletype machines, you probably recall the pix that showed up occasionally made of Xs, slashes, dots, etc. Some were very elaborate and took up several feet of teletype paper. Operations would tape up the pix for all to see. There were a lot around the Holidays.

Go to <http://wps.com/archives/ITA/Bob-Roehrig> to see an amazing collection of these pix. Very nostalgic!)

I remember those days working as a TTS operator for The Associated Press. That teleprinter art was incredible and all the work of sitting there and punching the tape, at the AP we punched blind. You didn't get to see your finished product until it went out on the wire. So we would set up dummy circuits to proof the art and make corrections. Those were the days before computers and everything was on paper tape. The days of real hanging chad. BTW the web site is incredulous.

-Roger Wallace, ramp 79-86 DEN, rwallace@ap.org

(FYV agent Ken Stewart would type out about 6 inches of tape and start it running then he could type fast enough to keep up with the machine. Ken could also "read" the punches in the tape to check for errors, etc. I think the teletypes were gone by 1970 weren't they?)

Somewhere around mid 70's I think I was in Great Falls during that time and we were still doing reservations on 3 X

5 Cards, doing pre-ticketing the nite before for the morning rush. There was a guy from ABQ (later OKC) who could do that as well ...I'm sure there were many more ... Jim H .. (CRS) ... the first time I remember seeing it also Gordy Hunt in GTF.

-Hal Fahrenbruch, hal.fahrenbruch@mesa-air.com

Ron Wagner when he was an agent in CYS, could feed the tape and type. That was something to see. What really got me was one day when I was watching him typing at lightening speed he started talking at the same time. Lot of respect for those that could type that fast and read those tapes. Last I talked to him he was SSM in LAR, whatever happened to him?

Remember all those wonderful SDRs we had to type? I am sure that information was valuable to someone. Always wondered if the department getting that SDR info had to type them and then have some walk in and tear the tape with their feet. How long they would have continued to do them... If my memory is still working seems those had to perfect with no errors in them.

-Roger Greenlee, WYRealEstate1@AOL.com

Sounds like it's identical to the TTY paper tape we used in high school to store our programs. It's called 7-bit ASCII encoding, there were seven holes possible across the tape, with tinier holes between the 3rd and 4th columns, for proper feeding into the reader. We used to create fonts and wrote programs to output strings of text into long banners by controlling which holes were punched. Very long banners, but only 1" high! lol..

-Gary Wingert" wingo@well.com

I recall we had a flight that orig LIT thru HOT and then into FYV. Leaving here it went something like MKO TUL BVO SWO WDG OKC GUY LBL BGR PVW AMA PUB COS DEN. The Load Reports and SDRs were really long - the flight was frequently on the ground MKO before the load got out of FYV (partly because we had not recieved the loads preceding ours). At least we had everybody's fone number and could call them or they us for the load.

Those TT machines were really something. The Telco guys were on call practically non-stop at times with the old TTs. Remember the space charts, etc which were kept at central res.

-Ken Stewart, arkstewart@prodigy.net

MORE ON THE AMAZING 1957 PHX DC-3 CRASH

A lot has been said about Frontier's "Suicidal DC-3" N-65276. Now, there's even more to say. Like Paul Harvey says: "And now for The Rest-Of-The-Story!"

Some time ago, Ron Rosenhan and I were visiting with our mutual friend, Larry Perkins. Larry, a retired America West captain, reports to Ron at the FAA in Scottsdale, AZ. Larry and I used to fly Puff The Magic Dragon (DC-3C / AC-47 Gunship) together out of Falcon Field, Mesa, AZ (FFZ).

I had told Larry about the story of the ill fated Frontier DC-3 (N-65276), and when, in 1957, Dale Welling flew this aircraft into a stuffed cloud north of Phoenix leaving 12' of wing and aileron on the mountain side before landing, with no injuries, at PHX Sky Harbor. The original aileron itself is 26 feet long which explains Welling's ability to control the airplane with only 14' of aileron left after hitting the 5000' mountain.

Earlier, Boyd Stevens and I had talked of trying to locate the site. George Graham and I actually flew over some potential locations. Later, Ron and I discussed our mutual desire of one

day finding the wing/aileron ruminants and presenting it to the Museum of the Rockies for their Frontier Airlines exhibit. We had many discussions with some of the fellows who were PHX based DC-3 pilots then. Ace, EP, Brad and others were aware of the approximate location. Some even remembered seeing the wreckage on the side of the mountain slope.

Many years ago Ron Rosenhahn was flying the same route with Jed Mackenroth in a DC-3. Jed pointed out the site which Ron remembers seeing the wing piece still there.

So, we had hopes it might still be there nearly 50 years later. Larry Perkins is a premier pilot of all types including helicopters. In his pristine C-172 tail-dragger, Larry and his aviatrix wife, Peggy, made several search flights as well as flying the helicopter with Ron around suspected sites. All on board were eye searching for this very remote and difficult to see site.

Ace and EP gave some hints as to some possible coordinates to focus on. It is in very rough terrain and nearly inaccessible from the ground.

Yesterday, I was informed by Ron that the aileron was in his office and soon the rest of the wing portion would be as well. A sincere "Thank You" is due to Ron and his FAA team of Larry Perkins along with others from the SDL FISDO for this erst-while effort.

Ron is a retired Frontier captain and was our Director of Training prior to our demise. He now is a supervisor for the FAA FISDO in SDL.

Spotting the wing, Larry had to do some fancy flying to nudge a skid along side the wreckage so that one of his FAA colleagues could step out on the skid to retrieve the remaining aileron portion. They were unable to acquire the remaining portion on that try. Soon, another attempt to recover the remaining will be made.

KUDOS to Ron, Larry and their team. This acquisition will make for a most interesting conversation piece to add to the legendary history of our late great airline. We hope to present this to the museum one of these days and will make sure you all are aware of when. The newly discovered wing portion is all that remains from the "Suicidal DC-3."

-Billy Walker, BillyWalker@cox.net

On April 21, 1957 at 1321 hours a lone DC-3 operating as Frontier Airlines flight seven departed Prescott, Arizona under visual flight rules enroute to Phoenix, Arizona. On board the flight were twenty-one passengers and a crew of three. As the flight proceeded southbound toward Phoenix the weather deteriorated to a point where the flight could no longer maintain visual flight rules and remain clear of clouds. The captain of the flight requested and received an instrument flight rules clearance to proceed to Phoenix via Knob intersection to the Phoenix omni range to maintain 7000 feet. The crew never acknowledged receiving the clearance.

Frontier Airlines flight seven struck the west ridge of a mountain at the 4500' level and sheared off twelve feet of the left wing and aileron. After declaring an emergency, flight seven landed at the Phoenix Sky Harbor airport without further incident.

This incident went into the history books testifying to the strength and durability of the DC-3 aircraft as perhaps the greatest passenger airliner ever built. Over the years artist's conceptions of the collision with the mountain appeared on the cover of famous magazines of the time and most all historical books written on the history of the DC-3 contain the story of

“Welling’s Wing”.

The broken off portion of the wing remained on the mountain in a very remote area undisturbed for nearly forty-seven years untouched.

In June of 2004 former Frontier Airlines Captain’s Billy Walker and Ron Rosenhahn (now an aviation safety inspector supervisor with the Federal Aviation Administration), were having a discussion with former America West Captain Larry Perkins (now an aviation safety inspector also with the FAA). The discussion centered on Welling’s Wing and the “Museum of the Rockies” which has an exhibit in honor of the old Frontier Airlines. It was discussed if it was feasible to relocate the resting place of the old wing section, recover it and donate it to the museum in honor of the pilots who flew for the old Frontier Airlines.

It all started with Rosenhahn And Perkins studying old charts and descriptions of where the location of the wing was according to the recollection of former Frontier pilots who were based at the Phoenix domicile at the time of the incident. Coordinates were developed from these descriptions and entered into GPS. The search dragged on, days into weeks; weeks into months but the location of the wing eluded us. It was like trying to find a needle in a haystack.

First it was Larry Perkins and his wife Peggy, an aviatrix in her own right searching in their personal aircraft. As they made several hundred turns around the mountain looking for the wing it seemed impossible. Then it was Perkins and Rosenhahn, still no wing. Other FAA inspectors joined in the search, still nothing. Then a break came. FAA inspector Mike Halloran who had decided to search the area on foot with his binoculars saw a glint of what he thought was the sun shining on metal high up on the mountain. FAA inspector Dave Baron joined the search helping with mapping, chart plotting and GPS programming. Dave also volunteered with the recovery efforts if the wing was ever found. And then another clue showed up. In a description of the location sent in from former Frontier Senior Captain E. P. Lietz, he mentioned that the wing bounced over the top of the mountain and down the other side. Could it be we were looking on the right mountain but the wrong side?

Everything seemed to be lining up into one possible location, Mike Halloran’s visual sighting of a glint of metal. Former Senior Captain Ace Avikan’s description of a southeasterly heading from over the ghost town of Bumble Bee, and finally E. P. Lietz’s description of the wing bouncing over the top of the mountain and down the other side.

Larry Perkins together with FAA inspector Will Willbanks, a former DEA pilot turned FAA inspector, (Will had now joined the search) and FAA inspector Gary Martin proceeded to the search area with Larry doing the flying and Will and Gary looking for the wing. On the second turn around the GPS position Will Willbanks saw something near some bushes.

As Larry turned the aircraft around the lost wing appeared at twelve O’clock. Welling’s Wing had been found at last.

Since locating the position of the sheared off wing, a six foot section of the left aileron has been recovered by inspector Gary Martin and presented to Ron Rosenhahn

Realizing the historical significance of this piece of aviation history several FAA inspectors from the SDL FSDO joined the search donating their time and resources to help locate the wing, and they found it. The wing will be preserved for all time in the

Museum of the Rockies located in Denver, Colorado. The historical significance of this find represents a part of aviation history in an era that has long gone by. For those of us who flew the DC-3 for the old Frontier Airlines it represents much more. It represents an era of flight that we lived.

Plans are being made to recover the rest of the wing at a future date.

-Ron Rosenhahn, rosenhahn@msn.com

(Everybody involved in this incredible recovery is to be congratulated. What a great piece of FL history to get into a museum.)

PILOT'S REPORT ON THE 1957 PHX CRASH

FRONTIER AIRLINES, INC.

STAPLETON AIRFIELD

DENVER 7, COLORADO

DATE April 26, 1957 NO: 57-6

FLIGHT INFORMATION LETTER

To: All Pilots

Subject: Quick Decision

Report of Flight Irregularity - Captain Dale R. Welling - Flight 8, 4-21-57

On April 21, 1957, trip 8 and 7 departed Phoenix. I was in command of the Phoenix, Arizona-Farmington, New Mexico—Phoenix segments. This is our Denver trip, however, the crews connect at Farmington and return to their respective origins. The trip was planned as VFR to Farmington and back to Winslow, then IFR to Phoenix. We were anticipating a frontal passage by late morning or early afternoon. The trip was flown as planned in every respect to connection point (FMN) and back to Winslow, Arizona. At that point it was evident that the frontal area had not approached as rapidly as expected and I elected to continue VFR through Flagstaff and Prescott, Arizona. Upon arriving at Prescott, I could see down the valley enroute to Phoenix. I requested deletion of Prescott refuel from Denver Control and would proceed VFR.

The trip departed Prescott at 1321 hours - eleven minutes behind schedule. We were grossed out at 24,368 lbs. and had 22 revenue and 1 non-revenue passengers on board. The flight continued in mild turbulence, similar to what we had been experiencing all day. At approximately 1335 about 45 miles south of Prescott, I requested and received latest Phoenix weather via VHF as I could see build-up and converging layers ahead. I was told latest weather available was 3 thousand broken, 10 thousand overcast. Changing frequency to 118.1 to request approach control clearance, and being unable I returned to Company frequency and requested and received clearance from El Paso ATC. This clearance in part "cleared from Knob intersection to Phoenix Omni, maintain 7 thousand". Being at 65 hundred at the time, I started to climb to assigned altitude before contacting cloud bank ahead. The time now is about 1340. As climbing power was applied, still in VFR conditions, the airplane seemed to settle slightly. No particular notice was taken of this - it had been happening all day in light turbulence. Settling continued so 25 hundred RPM and 35 inches was applied. Aircraft still settled down.

Maximum emergency power applied at 41-42 inches and 2700 RPM. Aircraft still settled. Aircraft speed at this time was 90 knots indicated. We settled into a light snow squall below. It was light, fine, dry, snow restricting visibility. The mountain peak below was hazily visible through storm. Prior to this, it crossed

my mind to make 180° out, but hesitated to lose the lift I had because of low airspeed and sluggishness of control. Aircraft still settled uncontrollably, contacting west slope of mountain peak on my left wing. Measurements showed that 12 feet of wing was sheared on this contact, as no pieces were blown off later. The aircraft skipped and tumbled on its left side. Slightly decreased right engine power and full right rudder was immediately applied. Plane staggered and slowly returned to level flight. Left aileron (the piece that was still with me) was frozen and immobile. Right aileron later disclosed as having 7 degrees up-travel and restricted to 2 degrees down travel. Air speed at this time started to increase and nose was lifted and maximum power continued.

At 1345 I declared emergency conditions through Company then contacted Phoenix tower for emergency information, clear weather area, etc. I was on solid instruments by now, but able to climb gradually under full power. Aircraft returned to assigned altitude at 7 thousand where power was reduced as best trim and controllability speed was found to be 130 knots. Vibration and trembling encountered above 130 knots, sluggishness or wallowing below 130 knots. Flight was continued to Phoenix. Enroute emergency measures were taken for arrival at field. Approach was made at 130 knots as reduced speed felt inadvisable. Copilot and myself discussed briefly as to whether a chance should be taken on lowering gear or 'belly' it in. We elected to try a fast landing with gear down at last moment. We were over the fence at 125 to 130 knots. Touchdown after power reduction at estimated 115 to 120 knots. The plane was taxied to the loading ramp and shut down.

Copy of Frontier's Statement sent to Civil Aeronautics Board

Frontier Airlines, Flight 7, encountered a sustained down draft 7.½ miles ESE of Rock Springs, Arizona and made contact with a peak in the New River Mountains at approximately 34° 00 '00" Lat.; 112° 01' 30" Long., with full available power on both engines. The impact severed 12' of the left wing tip and aileron from the aircraft.

PRC forecast for that period was ceiling 3000 broken, wind SSE 18 with showers. vicinity by 1200M 1500 scattered, ceiling 2500 overcast with light rain showers.

PHX forecast for that period was 8000 scattered, ceiling 10000 overcast, occasionally 8000 broken with light rain showers by 1300M ceiling 8000 broken light rain showers and possible light thunderstorms.

ABQ issued a flash advisory at 0555M advising of a cold front in the western portion of Northwestern Arizona moving eastward at 15 knots. Front accompanied by ceiling 1500 to 2500 overcast with light rain showers. Locally severe turbulence in front and strong down drafts lee slopes of mountains and ridges Northern Arizona.

A study of the sequence weather reveals that the front passed Phoenix at approximately 1030M with weather better at 1130M than forecast. Testimony of the Captain revealed weather conditions better than forecast prior to the accident. Neither the turbulence nor weather encountered at that time would be cause for alarm. He requested instrument clearance in the vicinity of Rock Springs because the Phoenix 1330M weather was reported as estimated 3000 broken, 10000 overcast with a very light rain shower. This could be analyzed as a local rain shower not associated with the front itself.

Considering the facts stated above the crew anticipated a

routine flight to Phoenix. The action taken by the crew at the time of the accident was all that could be done considering the low airspeed given in testimony by the crew. The action by the crew after the accident was commendable and the contributing factor which eliminated the possibility of fatality.

Flexible Procedures

We should be grateful that there were no fatalities. Give the Crew a pat on the back for a job well done. C.A.B. by telephone agrees with my report of investigation. There is no pilot error involved in this accident.

E. L. Aden

Director of Flight Operations and Chief Pilot

(*Ken Schultz, our intrepid FL historian, sent this report.*)

EMPLOYEES GATHER FOR EMOTIONAL FAREWELL

by Scott E. Dial

(*From the August 26, 1986 DEN STAPLETON INNERLINE*)

Emotions ran high at the Interline Club Party last week. It was dominated by Frontier employees, all of whom were wondering about the future of their airline as well as their jobs. Emotions ran from happy and joking to saddened bewilderment.

"It's the biggest Interline Party I can remember, and there has never been one that has such a special feeling about it. Maybe the feeling among members tonight is so special because of the way we all feel about what's happening to Frontier," said a flight attendant from Continental Airlines.

"Of course we're competitors for business purposes but if you work for an airline and see another airline die, like Frontier, or Pioneer..." her voice trailed off. "Well, when you see any carrier die, even one you fight with over market shares, you feel like you've lost something out of your life too. Our airline shut-down, then took off again. And there's not a single person in this room who doesn't want to see Frontier have a miracle of that kind."

The flight attendant, who requested her name not be published, had just put into words what everyone who attended the Interline Party, August 25 at Tequila Willies felt. There was an exceptionally large number of Frontier personnel at the party, many of them wearing their company wings.

Most of them had just come from a rally at Stapleton where Rep. Tim Wirth, and Captain Billy Walker, Frontier's ALPA representative, had addressed a large crowd after returning from talks with United Airlines in Chicago. More than 2,000 Frontier employees jammed their way into the area around Gate 8 of Concourse D to hear the duo's evaluation of their meeting with UAL executives.

Not all the news was good, however, according to Wirth there were still "slim" hopes that United would buy Frontier. (As of Thursday, S.I.'s presstime, any hope of a deal with United has vanished.) That hint of hope lifted the spirits of most of the employees who attended the rally. They in turn brought that flickering dream of a Frontier rebirth or purchase with them to what may be the last Interline Party for some of them. There they shared the news with fellow employees who had not attended the runway rally.

"I've never seen such compassionate hugs than tonight, at all the other Interline Parties I've ever attended" noted one Frontier flight attendant. "We really do think of ourselves as family, and we'll do all we can to keep that feeling alive."

There is no doubt about the unity of Frontier employees. Probably no other group of employees in any industry, have done so much, made so many concessions, and demonstrated as much loyalty as the people of Frontier.

There is, however, an apparently wide difference of opinions among them as to what brought Frontier to its knees and what they expect of the future. And on that Monday night they stood in small groups and discussed their different views with candid comradery.

"I really feel left out. There was never anything I could do and no one asked my opinion." said a ticket agent. "I worked on a committee for employees awareness when O'Gorman was president. We really thought things were on the upswing then. But then the roof fell in and we didn't. have the same enthusiasm after that."

"I feel some of the unions took too rigid a stance on pay scales. And I felt if we'd just accepted United's offer and joined United we'd have eventually got everything we wanted. Now it doesn't look like the airline will survive. But I'm optimistic about the future. I've already had two calls from United and I'll probably go to work with them before the week is over if things don't work out for Frontier.

"I'm still unhappy about the way some of the unions handled the negotiations. Some of the union people who did the most to work out plans for an ESOP and help persuade union members to accept pay cuts and concessions were sort of pushed aside in the negotiations with United in the late stages," concluded our nameless agent.

Another flight attendant held a much different view of the union roles in the United negotiations. We (flight attendants) felt that if the pilots attained parity, we and the other unions could expect the same treatment," she explained. "So in that way I felt the pilots should have negotiated directly with the United people."

"If the buyout doesn't go through, I'll see about hiring on with United. But it would be nice to be able to bring my seniority along," she said.

When we asked her if she would consider going to work for Continental, her rather curt reply was, "I'm a union person, and I'd rather wash-out toilets than work for anyone who tries to bust unions."

One Frontier pilot proffered a different angle on why United ALPA pilots took such a hard stand on the parity issue. (United management offered Frontier pilots the same pay as they were receiving with Frontier and would reach parity with United pilots in five years. United pilots who fought against the two tier pay scale during their strike and negotiations last year wanted parity by April 1988.) "The pilots felt that United would use the difference in wage scales as a bargaining tool with negotiations for the new contracts coming up in 1988," he insisted.

United spokesman, Joe Hopkins denied any such intention in United's demand for a gradual increase in the pay scale of Frontier pilots rather than achieving instant parity. "Our decision to buy Frontier was based on the pay scale that existed at Frontier at the time we made the offer and our offer to buy the airline was based on that pay structure."

"We want to grow and we can grow faster with the trained Frontier personnel," he added. "And our offer is still on the table."

United's plans to grow may already include trained Frontier personnel. United has set up a recruiting office just for Frontier employees. Inside the office sits a battery of 10 telephones and according to one of the workers manning them, "They never stop ringing. We take names and fill out applications on the phone or send our applications," she said.

One Frontier reservationist was hired during his phone conversation with a United personnel rep. "They told me to come in the next day at three p.m. to begin three days of training," he said. He added that he would be given a nonbinding two week contract with United.

According to Hopkins, United will hire 255 employees including reservationists, sales personnel, ticket counter agents, and customer service representatives. "We are going to hire these people to help us over the crunch of increased traffic for the next few weeks. Then we'll reevaluate the program," he said. Hopkins added that United might add more Frontier personnel including workers in other areas.

Continental is also in the market for Frontier employees. An interview room has been set up in the conference room of the Continental Airlines city manager's office on the mezzanine floor of Stapleton. There is also a bank of phones in another room to handle queries about employment from Frontier employees.

According to Jim Collins, a Continental spokesman, "The plan to open the office and help Frontier employees find work was conceived by our Continental Employee Action Group. This is a group of employees who do a lot of community service work," Collins continued. "They felt like they'd like to help the Frontier employees at a time when they really need it,"

"...when you see any carrier die, even one you fight with over market shares, you feel like you've lost something out of your life too, and you want to help," was the way the flight attendant explained it at Tequila Willies and the way all the airline industry feels.

IDLE THOUGHTS

I had amnesia once -- or twice.

All I ask is a chance to prove that money can't make me happy.

What is a "free" gift? Aren't all gifts free?

They told me I was gullible ... and I believed them.

Teach a child to be polite and courteous in the home and, when he grows up, he'll never be able to merge his car onto a freeway.

Two can live as cheaply as one, for half as long.

Experience is what you have left when everything else is gone.

What if there were no hypothetical questions?

A nice thing about egotists - they don't talk about other people.

When the only tool you own is a hammer, every problem begins to look like a nail.

A flashlight is a case for holding dead batteries.

I used to be indecisive. Now I'm not sure.

The cost of living hasn't affected its popularity.

How can there be self-help "groups"?

Is it my imagination, or do buffalo wings taste like chicken?

If swimming is so good for your figure, how do you explain whales?

Where do forest rangers go to "get away from it all"?

Is there another word for synonym?

2ND ANNUAL MCI FLIGHT CREW REUNION & LAYOVER May 13 – 15, 2005

If you ever worked for FAL, you're invited!!!

Location:

Westin Crown Center
Kansas City, MO

Rooms: \$119 per night

We're encouraging ALL to layover Friday night, if not the entire weekend!

Find a crewmember or friend to split the cost, if you wish.

Reunion: \$40 per person

Covers Friday evening hors' d'oeuvres (Cash bar)

Saturday Lunch during "Liquor Kit Inventory" in The Crew Room

OPEN BAR --> Saturday – to – Sunday in The Crew Room

Friday, P.M.

Reunion

Location: Westin Lobby Atrium "Pit"

Time: 1800 hours until we call for spare parts...

Note: 2004 Reunion lasted until Saturday A.M., 0400 hours,
and resulted in numerous, human mechanicals.

Saturday A.M.

Hangover Therapy

Bloody Marys and Breakfast at The Brassiere located off the Crown Ctr. Lobby

Saturday P.M.

Liquor Kit Inventory

Location: The Crew Room

Time: 1300 hours until inventory is complete...

OPEN BAR - Lunch will be served during LKI.

We'll break for dinner in the nearby Freight District @ 1800 hours.

Following dinner, Liquor Kit Inventory will resume in The Crew Room.

Note: 2004 Inventory lasted until Sunday A.M., 0500 hours.

We're still looking for the paperwork,

although the crewmembers in possession of the paperwork

were last seen and heard singing "goodnight songs" on the 14th Floor @ 0400 hours.

Sunday A. M.

Layover and Hangovers End

Room Reservations must be made no later than Apr. 22, 2005.

Contact Westin Crown Center Reservations at 1-888-627-8538.

Request Booking Code: "Return To Ft. Smith"

72-hr. cancellation notice required.

Reunion RSVP by Apr. 25:

F/A JoDelle Burwell: (H) 816/373-5647 (C) 816/665-6023 email: jodelleburwell@comcast.net

Capt. Phil Stallings: (H) 816/436-1846 (C) 816/668-6294 email: redrydertexas@sbcglobal.net

FRONTIER NEWS

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

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