

FRONTIER NEWS SUMMER 2006



FRONTIER

20 YEARS AFTER!

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. Make checks out to Jake Lamkins, FL NEWS.



TIMETABLE



This is the information we currently have. Coordinators of FL events, please let us know the details so we can post it. More info <http://FAL-1.tripod.com>

BILLINGS

Saturday, July 29, 2006, 2pm-10pm, Tryan's Lazy DF Guest Ranch, \$22 each. Contact *Dee Martenson, adsanta@bresnan.net* or *Bob Voight, voightr@aol.com*

COLORADO SPRINGS

Was Jan. 7, 2006, 7 pm at Deanna's house
Contact: *Deanna Hinkle, ddbiscuit@juno.com, 719-226-1932*

DALLAS-FT WORTH REUNION

Friday, October 28, 2006, 6 pm at Los Vaqueros Restaurant, 2629 North Main St., Ft. Worth, TX. Mexican Buffet \$12.50, includes tax, gratuity, coffee and tea. Contact: *Jim Ford, 817-268-3954, JEFord15@comcast.net*

DENVER GOLF TOURNAMENT

Held Thu-Fri, June 22-23, 2006 at 10am, Park Hill Golf Course, 4141 E. 35th Ave., Denver CO (just east of Colorado Blvd. on 35th ave.).
Contact: *Bob Reisig 303-920-2060, bobjoanne@bojos.net* for info

THE PARTY BEFORE THE DENVER PICNIC

Was Fri, June 23, 2006 at Diane Hall's Club House, 6pm. BYOB. In Denver at 10391 Little Turtle which is off E. Evans Ave. The party will go on as scheduled, in memory of Diane Hall. Contact is *Ace Avakian, AceAvak@aol.com*

DENVER REUNION PICNIC

Done on Sat., June 24, 2006, Aurora Reservoir on E. Quincy, 10:30am-5pm.
Contact: *Carolyn Boller, 303-364-3624, CKBoller@comcast.net*

GJT REUNION

Sat. August 19, 2006, BBQ at a cost of \$10. Contact: *Jim Wilds, 652 Comstock Drive, Fruita CO 81521, 970-858-7577, JimWilds@netzero.net*

KANSAS CITY FLIGHT CREWS REUNION-LAYOVER

Fri-Sun, October 6, 7 and 8, 2006 at the Kansas City Airport Marriott. Watch the website <http://www.KansasCityCrewBase.com> for details. Contact *Lisa Sachetta at lsachetta@yahoo.com* or *JoDelle Burwell at jodelleburwell@comcast.net* or *Phil Stallings at redrydertexas@sbcglobal.net*

FRONTIER AIRLINES RETIRED PILOTS

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

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

FAYETTEVILLE-FT.SMITH MEMORIAL PIGNIC

Saturday, August 19, 2006, 11am-5pm, Burford Pavillion near the FSM airport. Contacts: *Phil Green, 501-783-2981, SusiGreen0609@aol.com* or *Jake Lamkins, 501-839-8556, ExFAL@Yahoo.com*

FRONTIER BASH

Fri-Sat, September 15-16, 2006. The Bash is back. See ad on back page.
Contact: *Rusty Lambert, 6633 Ann Drive, Murchison, TX, 903-852-3970, RustyLGolf@cs.com*

KANSAS CITY REUNION

Saturday, September TBA, 2006 - 12 noon - 3pm at Barry Platte Park
No definite date this year yet. Contacts: *Rose Dragen, mdragen@juno.com 816/741-1995, Reva Burke, RevaBurke@aol.com*

PHOENIX REUNION

Sunday, November 5, 2006, 11:00 AM, Desert Breeze Park in Chandler.
Contacts: *Cyndy Camomile, 480-831-1660, cynhoff55@qwest.net* or *Ginger Treptow, 480-813-4595, peaches85233@qwest.net*

SALT LAKE CITY GET-TOGETHER

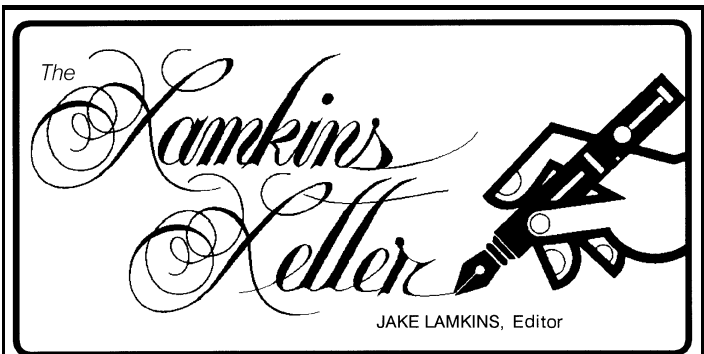
Held Saturday, June 17, 2006, 10am to 6pm, at Walden Park in Murray, UT. 1070 West 5450 South. Food will be provided (fried chicken and the fixin's). Everyone should bring their own drinks, small donation & your FL memorabilia
Contacts: *Don Anderton, 801-968-3225, DAnderton@qwest.net* or *Paul Farris, 479-770-6655, paulamos@yahoo.com*

ST. LOUIS

Frontier Reunion, Saturday, August 26th, St. Ann Park-Pavilion # 1, 12:00pm-4:00pm, Meat/plates/silverware will be provided., Please bring a side dish and your beverage. Cost will be \$5.00 per person.
RSVP to: *Ceil Ponder, 4512 St Leo Lane, St. Ann MO 63074, 314-428-9759* or *Kathy Benoist, 12319 Courtyard Lake Drive, Sunset Hills MO 63127, 314-729-1810*

TUCSON GOLF TOURNAMENT

Was Sat-Sun, Apr 29-30, 2006, In Green Valley, AZ
Coordinator is *Ron Butler, 520-762-5084, RButler24@worldnet.att.net*



This is our most ambitious issue ever. It marks 20 years since Frontier's demise and 6 years since the idea of a FL newsletter started at the 2000 FYV-FSM Reunion. I hope you enjoy it. Please notice my new address and the phone number change. My address stays the same.

Many thanks to Sam Warinner, who sent a box of CN newsletters, to Herb Schmidt, who sent more FL newsletters and Ken Schultz who continues to be an invaluable source of FL history and personnel information. So many FLolks help with the newsletter, it's hard to keep up with them. Thanks to all who help out with material, advice, information and money.

There are so many FL reunions going on, the Timetable must be expanded and my Letter shortened. GJT is the latest addition and STL has announced their plans. If you have a FL gathering that's not mentioned, please let me know.

The FLfamily lost a longtime friend April 1 when Ric Burford died in FSM. Ric had sponsored the FYV FSM FL Reunion for 20 years by furnishing a pavillion and beer for the event. He was only 55. He always saw the humor in life and I suspect he would be amused by dying on April Fool's Day.

REUNION NEWS

HUGE SUCCESS AT DEN

Denver 20th Annual Picnic Reunion Great Success

Denver held its 20th annual reunion picnic June 24th at the Aurora Reservoir in the Longs Peak and Pikes Peak Pavilions. After all these years this group still looks forward to being together to renew or continue the friendships that have been shared among Frontier family members. Some fly in from all over the country to join the festivities.

According to reunion organizers, the picnic was a gigantic success with over 450 people in attendance enjoying a catered Bennett's BBQ, music provided by the El Jebel True Blue Orchestra conducted by Duke Ellington.

Midway through the festivities a short memorial service was held for all our friends that have flown west. Eric Mason and Bev Cummiskey hosted the remembrance and had a bag piper enter the Pavilions playing amazing grace and then 100 white balloons were released. There was not a dry eye in the place. Thanks Eric and Bev for making this happen.

A drawing was held with over 60 winners with the prizes ranging from passes on the New Frontier, two night stay at Silver Tree Hotel in Snowmass, overnight stay at Cornerstone B&B in Omaha, \$50 gift certificates from Home Depot-Linen & Things-Outback Steakhouse, back pack coolers, golf shirts, wine from Grand Junction and much more.

A huge surprise at the end of the drawing was the auction of two Frontier posters. One was supplied by Eric Mason which he had framed and then had everyone at the picnic sign their names, etc. around the outside edge. It sold for \$275. Marcela Frolov supplied a poster that was one of the prints created by R.C. Gorman and with the artist's signature on the back. This signed Gorman print auctioned for \$350. The successful bidder for both posters was Trish Hawk and the money was donated to the Denver picnic fund.

From all appearances and comments from those attending a good time was had by all. The reunion committee can't thank those enough that volunteered their time and efforts to make this happen. They also want to thank everyone for their continued support in keeping the spirit alive. Mark your calendars...June 23, 2007 will be the next picnic.

-Barb & Bill Monday, bandbmonday@comcast.net

The 20th Anniversary Reunion in Denver was held this past Friday and Saturday and what a HUGE success it was!! We had a great turnout at the golf tournament, lots of fun and lots of prizes were awarded. The FA/Pilot party was packed and we had a toast to those who have "Gone West". The picnic was just about overflowing with a band, lots of food, a big raffle for lots of goodies and there was a very touching memorial with a bagpiper and balloons released for all those who are no longer with us. There was also a party for the Ramp/Customer Service/Reservation folks but we don't have the information on that. Many people devoted many hours and worked very hard to make all of these events what they were and they all deserve a big vote



of thanks.

-Bob "Spider" Reisig DEN Pilot '66-'86, Joanne "Jo" (Wemlinger) Griffin DEN FA '66-'86, jobob@bojos.net

Just came from the DEN res/ticket counter party! Heard about your website, would love to be included. I worked DEN res 1978-80, then the ticket counter from 80-86. My wife was in res at the same time, then transferred to DEN station in a clerical position, then to inflight service. The party was great, lots of good memories. Many thanks!

-Doug & Deb Berkey, Debndoug58@aol.com

TUS TERRIFIC TIME

We had a great time, the weather was perfect. We had 60 golfers but only about 14 were FAL folks.

We had Eddie Bryant, Gary Mackie, Rusty Lambert, Austin Henry, Roger Gunderson, Bob Bailey, Dave Ross, Dan Price, Don Hockenbury, Bev (Weed) Bedsaul, Rod Slack, Tom Willey. We are going to have it same time next year Apr 28 and 29, 2007.

-Ron Butler, rbutler24@worldnet.att.net

ANOTHER WIN FOR SLC

We had a great reunion, had 76 signed in, probably 30 or more of those signed in also had their spouses with them and we also had some guests that did not sign in. So I would estimate about 110 total. Next year is scheduled for June 16th. We sold tee shirts and mugs and I have a mug for you. We do need another banner for the fence beside the entrance to the park. Had an agent from Florida and one from Maine. Both won door prizes for coming the farthest. Jack Shade won door prize for being the oldest attending (86) and Dwayne Phelps for the most years with FL (36).

-Paul Farris, paulamos43@yahoo.com

The reunion was fantastic again. I am just in the process of updating the SLC list. When I get it done I will send you the list of both this year's attendees and the whole address list of all SLC employees. It may be a couple of weeks because I am putting it into a new program which is easier to send.

Hope you are enjoying your new digs.

-Marlene Jensen Francis, MARSJF@aol.com

STL REUNION RETURNS

Frontier Reunion, Saturday, August 26th

St. Ann Park-Pavilion # 1, 12:00pm-4:00pm, Meat/plates/silverware will be provided. Please bring a side dish and your beverage. Cost will be \$5.00 per person.

RSVP to:

Ceil Ponder	Kathy Benoist
4512 St. Leo Lane	12319 Courtyard Lake Drive
St. Ann, MO 63074	Sunset Hills, MO 63127
314-428-9759	314-729-1810

-Chuck Tisckos, ctisckos@hotmail.com & Dewayne Faulkner, tbhsrah@yahoo.com

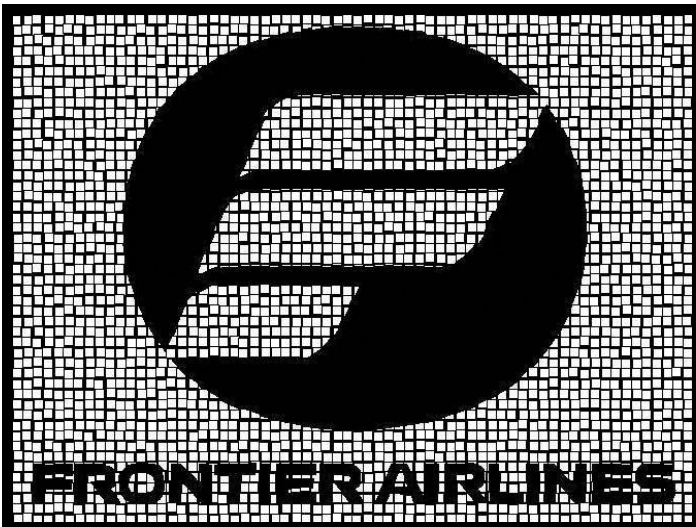
GJT STARTS A REUNION

AUGUST 19, 2006

We are having a GJTFL reunion in Grand Junction, CO. on August 19th. There are still about 15 former FLfriends in the GJT area, including station personnel, flight attendants, and pilots. We have also been in contact with FLfriends in Arizona, California, Texas, DEN and Utah.

It will be a BBQ at a cost of \$10 each.

-Jim Wilds, 652 Comstock Drive, Fruita CO 81521, 970-858-7577, JimWilds@netzero.net



GONE WEST

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

DEATHS REPORTED OR UPDATED SINCE THE SPRING 2006 ISSUE

Jim Ashley, LNK senior station agent, 6/6/05, age 65, heart failure
 Marlen Agena, LNK station agent, 5/25/06, age 67
 Norm Blum, SLC ticket counter agent, 5/18/06, age 82
 Harvie Chaddock, MCI DEN pilot, 5/7/06, age 77
 Danny Daniel, DEN SSA & TCA, 1994? Need info
 Sue Elder, DEN accounting clerk, 5/23/06, age 80
 Paul Hult, TUS station manager, 10/23/93, age 71
 John Leavitt, DEN security investigator, 5/31/06, age 88
 Verna Beattie McGoey, flight attendant, 8/11/00, age 58, cancer
 Bill Medcalf, ACF DAL DEN pilot, 4/18/06, age 74
 Barbara Petty, flight attendant, Mar74, age 31, heart failure
 Ted Van Steenburgh, DEN flight training, 4/21/06, age 79
 Logan Wilmoth, TBN STL station agent, 6/6/06, age 69, cancer
 Carol Ann Wolfe, DEN FA & Clerical, 4/26/06, age 60, cancer

DANNY DANIEL

I noticed DG Daniel on the ESOP "lost list". I think that's Dan (Danny) Daniel. Dan died unexpectedly several years ago, just before his 40th birthday. I think it was 1994. Dan started in FOE and moved to DEN as a SSA. At the time of FL's demise, he was a TCA. Joining UA in 1987 as a CSR, he was working for them in DEN at the time of his death. As I recall, he was found at his apartment by UA friends after he failed to report for work. He was buried in MCI where his mother lived.

-Bill McKinley, airbill@mindspring.com

(DAN G DANIEL, FT TCA EMP # 13062, Per DEN Roster dated 8/9/86. D G DANIEL, Seniority date of 12/18/76 as station agent, Per 1/1/86 FL/ALEA seniority list. Does anyone have more info on Danny. There are too many similar names in the SSDI to pin down his date of death.)

BILL MEDCALF

Bill Medcalf died yesterday, April 18, 2006. Memorial services will be held in Colleyville, TX Tuesday, April 25, 2006. Bill Medcalf's funeral services will be held next Tuesday the 25th at 10:00 am (change) at Bluebonnet Funeral Home in Colleyville. It will be in the Sunday Star Telegram. From Bill's daughter it will be at 10:00 am at Bluebonnet Funeral Home

-Johnie Tyler, jtlamar@bellsouth.net and Weldon Finney, weldonfinney@sbcglobal.net



OBITUARY

William "Bill" Griffith Medcalf, 1932-2006

William "Bill" Medcalf, 74, of Hot Springs Village, Arkansas died April 18, 2006. He was born in Caruthersville, Mo., to R.H. and Hattie Medcalf on March 4, 1932.

When he was a young boy, his family moved to Hot Springs where his father was a jeweler and mother a school teacher. Two brothers and a son preceded him in death. After high school, he joined the Navy serving five years in the submarine service during the Korean War. While in the Navy, he learned to fly during his time off-duty.

After leaving the Navy, he went to the University of Missouri in St. Louis where he got all his needed credentials for flying. He then went to work for Central Airlines in Fort Worth, which later became Continental Airlines. It was while he was working there that he met his wife, Nan. They lived in Fort Worth for the next 41 years, where they raised three children: Monica Snow of Haslet, Texas, Gruff Medcalf of Hot Springs and Michael Medcalf (deceased); Six grandchildren: Melinda McCloud (Texas), Paige Roberts (Texas), Brooke Collins (Texas), Kendal Snow (Texas), Ryan Medcalf (Texas), and Travis Medcalf (Hot Springs, Ark.); and also three great-grandchildren: Madeline McCloud; Cole and Corby Roberts.

Other than family and flying, his other interests were the great outdoors, hunting, fishing, music and journalism. He played the guitar, banjo, bass and the harmonica. He was also the author of five books.

After retiring from the airlines in 1982, he went back to school and received his Bachelor's degree in journalism and a Master's in Aviation Science and Technology.

He and his wife Nan have lived in Hot Springs Village since 2000 where they are members of Christ of the Hills United Methodist Church.

Memorial Service will be at 10 a.m. Saturday at Christ of the Hills United Methodist Church in Hot Springs Village. Interment will be 10 a.m. Tuesday at Bluebonnet Hifis Memorial Park in Colleyville, Texas. Local arrangements are by Caruth Village Funeral Home. Guests may register at <http://www.caruth-hale.com>.

In lieu of flowers, memorials may be made to Hospice Home Care, 1335 Airport Road Suite H, Hot Springs, AR 71913. HOT SPRINGS SENTINEL-RECORD on 4/20/06

-Sent by Bill Sanders, Sandersk01@aol.com

(An obvious error in the obit is that Bill went to CO after CN rather than FL He retired from FL in 1982. Bill's CN/FL pilot seniority date was 2/27/56)

SUE ELDER

OBITUARY

Bennie Sue Elder

GENTRY -- Bennie Sue Elder, 80, of Gentry died May 23, 2006, at McKenna Hospital in New Braunfels, Texas. She was born March 28, 1926, in Gentry to Benjamin Franklin and Ruby Lu Bright Wilson. She worked in the accounting department of Frontier Airlines in Colorado. She was preceded in death by her husband, Bernard Arnold Elder, in 2003.

Survivors include two sons, Joe Elder and wife Jackie of Commerce, Texas, and Dale Elder and wife Margaret of Las Vegas; one daughter, Joan Schneider and husband J.R. of Schertz, Texas; eight grandchildren; eight great-grandchildren; one sister, Kathy Foll of Avon, Fla.

A graveside service will be held at 3:30 p.m. today at Gentry Cemetery with Ray House officiating. Visitation will be from 12:30 to 2:30 p.m. at Wasson Funeral Home in Siloam Springs, online at www.wassonfuneralhome.com.

-MORNING NEWS, April 2

She never went by Bennie but was called Sue and retired about 1985.

-Sandy Bambei Schara, ScharaRopers2@aol.com

Sue was a great lady. You just couldn't help but like her.

-Ed Huss, EdHuss1@aol.com

(Sue had an accounting group seniority date of 3/18/63 and was #3 in her group on the 7/1/84 FL/ALEA seniority list.)

TED VAN STEENBURGH

The following Gone West were omitted from the last newsletter. One who has touched the lives of many of our flight crews from the Training Center.

Ted Van Steenburgh 4-21-06

-Ace Avakian, aceavak@comcast.net

OBITUARY

Theodore "Ted" Van Steenburgh of Aurora. Husband of Marie; father of Laurie A. of Georgia, Theodore E., Peter A., both of Aurora, and Tracy (Brad) Bierling of Denver; grandfather of Ryan and Jacqueline Fiegl and Mason Bierling, all of Denver. He is preceded in death by his daughter Gretchen Ann. Memorial Mass Monday, 10:00am at St. Therese Catholic Church, 1243 Kingston St.

In lieu of flowers contributions may be made to Hospice of Metro Denver. Expressions of sympathy may be made at www.newcomerfamily.com.

- Denver Newspaper Agency on 4/23/2006.

(Ted was 79 and was manager-ground training for many years.)

MARLEN AGENA

Here is the obituary on Marlen Agena, longtime station agent for FAL here at LNK. Lila, his wife, was also an agent for FAL. A year or so after they married, she went into real estate.

OBITUARY

Marten Agena, 67, Lincoln. died Thursday (5/25/06). Born (3/30/1939) in Greenwood to Herman and Lucille (Masur) Agena. U.S. Navy veteran. Graduate of Lincoln High School. Retired station agent Frontier Airlines. Post-retirement: Lincoln Auto Auction. Also worked at Continental Airlines and Novartis Consumer Health. Member of Christ Lutheran Church.

Family members include: wife, Lila L.; daughters, sons-in-law, Pam and Gary Honnens, Lincoln, Julie and Greg Raymond,

Leawood, Kan., Angela and Randy Berkebile. Lincoln; grandchildren, spouses. David and Erin Honnens, Lincoln, Mike and Jenny Honnens, Lincoln, Alex Raymond and Nick Raymond, Leawood, Kan., Abbey, Gabe and Ethan Berkebile, Lincoln; great-granddaughter, Elly Honnens, Lincoln; brother, sister-in-law, Norm and Shelley, Lincoln; sister-in-law, Marilvn Agena, Lincoln; niece, nephews, Andy, Julie and Michael Agena.

Memorials: the church or the American Cancer Society, 5733 S. 34th, Suite 500, Lincoln, 68516. Condolences or personal reflections may be left at www.roperandsons.com. Lincoln Journal Star, Saturday, May 27 2006

-Sent by Ken Houchens, Lincoln NE

We were so sorry to hear about Marlen's illness and subsequent passing away. We have lots of good memories of him from Frontier Airlines. We hope that your memories bring you comfort. Our thoughts and prayers are with all of his family and friends.

-Gene & Mary Kay Hoskovec

I was so sorry to hear about Marlen. I remember him well when we worked together in LNK for Frontier Airlines. I had transferred to OKC before Frontier went under and did not know where everyone went. He will be missed. Condolences to his family and especially Lila.

-Oliver D. Hobbs (OLIE)

VERNA BEATTIE MCGOEY

Verna Pauline Beattie McGoey, 58, died Aug. 11, 2000, at her home after a long illness with cancer. She was born in Houlton, a daughter of Lawrence B. and Cecilia Gagnon Beattie, and attended elementary school in Patten. In 1955, she moved to Portland, where she graduated from Saint Dominic's Grammar School and, in 1960, Cathedral High School. She moved to Minneapolis and graduated from McConnell Airline School.

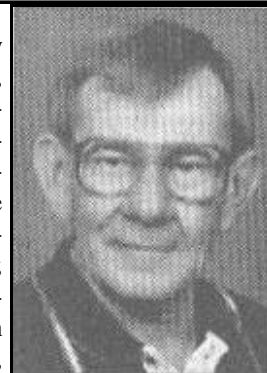
In 1961 she was hired by Central Airlines in Fort Worth, Texas, as an airline stewardess. She worked for Central Airlines for three years and met her husband, Henry G. McGoey, a pilot. They were married Oct. 12, 1963.

After resigning from Central Airlines, she graduated from Central Missouri State University in Warrensburg, Mo., with a bachelor's degree in elementary education. She taught second and third grade at Howard Wilson Elementary School in Leavenworth, Kansas, from 1971 to 1974. She returned to Dallas with her husband in 1976 and in 1979, she and her husband retired and settled in Rockport, Texas. In 1994, she was diagnosed with cancer and returned to Portland and was treated at Mercy Hospital. She lived in Buxton for three years.

Surviving are her husband of Buxton; three brothers and three sisters. A memorial service will be announced at a later date.

-Cumberland County, Maine Obituaries website

(Verna married CN/FL pilot Henry McGoey in 1963. He left FL in the late 70s. Anyone with more info about them and/or remembrances, let me know.)



JOHN LEAVITT

The Obituary for John Leavitt is in the Denver Post, Monday, June 12, 2006. John started to work for Frontier in June, 1971, as a Security Investigator. The Frontier News, June/July 1976 lists J.C. Leavitt, Security Investigator, receiving the 5 year Service Award. The June, 1981 Frontier News, lists J.C. Leavitt, Security Investigator, receiving the 10 year Service Award. John is also listed in all the Company Telephone Directories thru January, 1983, as Security Investigator.

-Ken Schultz, Wheat Ridge CO

OBITUARY

John C. Leavitt, 88, passed away May 31 of natural causes at his home. He was born Nov. 24, 1917 in Denver to John E. and Mattie Simms Leavitt and had two younger brothers, Paul and David. He grew up in the Archer Park neighborhood and graduated from West High School in 1936. He married his high school sweetheart, Dawn Hinkle and was the proud father of three children, Diane Eileen, Bonnie Carol Lochner, and John Bradley. He was grandfather to seven grandchildren.



He served honorably in the United States Navy in Japan during WWII and served for 27 years as a Denver policeman, rising to the rank of sergeant. Later in life he worked as a security investigator for, and later retired from, Frontier Airlines. He loved music and played in dance bands nearly all his life. All who knew him loved him and he will be greatly missed. Special thanks to Leigh Bird for her loving care and the staff of Evercare Hospice. Services will be held on Tuesday, June 6, 2006, promptly at 12 p.m. at Fort Logan National Cemetery, Staging Area B, 4400 W. Kenyon Avenue, Denver, CO 80236. He was preceded in death by his wife, daughter Diane, granddaughter Crystal, and brother David. He is survived by daughter Bonnie Lochner and her husband Jim; son John and his wife Susan.

-Denver Newspaper Agency on 6/4/2006.

LOGAN WILMOTH

I have sad news. Logan Wilmoth passed away June 6th. His funeral will be at the United Methodist Church in Newton, WV Saturday, June 10th at 1:00 pm. Visitation will be Friday evening 6 - 8 pm at John Taylor Funeral Home in Spencer, WV.

OBITUARY

Logan "Tootie" Wilmoth, 69, of Newton, died Tuesday, June 6, 2006, in the Hubbard Hospice House, Charleston. He was born April 27, 1937, at Newton, a son of the late Albert Harold and Katherine Lewis Stone Wilmoth.

Logan was a former employee of Frontier Airlines, Denver, CO, with 26 years of service. He was a retired employee of Aluminum Metal Works, South Charleston. He was a member of the Newton United Methodist Church, where he had held several church offices. Also, he was a 1956 graduate of Gauley Bridge High School and an Army veteran.

Survivors include his wife, Sharon K. Lacy Wilmoth of Newton; daughters and sons-in-law, Cynthia A. and Larry Bell of Parker, CO, Kathy Jo Wilmoth of Amma and Terri L. and Brian

MORE GONE WEST

Roomes of Highland Heights, KY; son, Christopher Logan Wilmoth of Highland Heights, KY; brothers and sisters-in-law, James Noel and Helga Wilmoth of Auburn, AL and Paul Lewis and Betty Wilmoth of Gallipolis, OH; grandchildren, Amanda and Bridget Linger, Issak Wilmoth, Jacob Bell and Colin Roomes.

A funeral service will be conducted Saturday, June 10 at 1:00 p.m. in the Newton United Methodist Church, with the Rev. Ralph Keener officiating. Burial, with military graveside rites, will be in the Laurel Point Cemetery, Newton. Friends may call at the funeral home from 6-8 p.m. Friday and at the church one hour before the funeral. Memorial contributions may be made to the Hubbard Hospice House, 1001 Kennawa Drive, Charleston, WV 25311.

-Ben Duggan, dug03@jobe.net

(I worked with Logan in STL 1968-70 and never heard him called "Tootie". It must be a family nickname. He worked TBN and STL and was one of the nicest guys to work with - quiet, courteous and a very good operations agent. He started with CN as a passenger service agent on 3/06/61.)

BARBARA PETTY

I thought of a F/A that there is no info on at the obit website. She was Barbara Petty, a VERY pretty redhead that flew out of DFW or MCI. She died in Mexico and I never heard of what causes. I do remember that she invited me to go with her on that trip but I couldn't get off work. I was working in FSM at the time, so that would have been '72 or '73.

-Paul Farris, paulamos43@yahoo.com

I believe it was determined that Barbara died of a congenital heart defect. She died rather suddenly while horseback riding I believe in Acapulco. I'm sure she was not based in MCI as I was working there in the commissary at the time and I used to see her quite often when I would service the planes.

-Richard Vlach, RVlach2000@yahoo.com

(Does anyone have more info on Barbara and when she died?)

PAUL HULT

Thank you for the opportunity to provide you with some info on another dear departed friend of FL, Paul D. Hult. He was born Mar 1922 and died Oct 1993. Paul joined FL on 8/24/51 as a DENOO station agent. He & his wife Ann and 3 children became good family friends, both in DEN & TUS.

Paul became a DENOO senior station agent and then was awarded TUS station manager in the late 50's until late 1963. Paul then left FL, returning to his (prior to FL) school teaching profession at a new location in Kearney AZ

Many of you that worked with Paul will remember him as a hard working, dedicated gentleman. The Hult children are undoubtedly grand parents by now, with some probably living in the TUS area.

-Cal Reese, Sun City AZ

PAUL D HULT, born 12 Mar 1922, died 23 Oct 1993, age 71 at 85706 (Tucson, Pima, AZ). SSN issued in Missouri.

-SSDI

MORE ON DEN REUNIONS

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-Bill Monday, 9800 E. Walsh Pl., Denver CO 80247 or email bandbmonday@comcast.net or call 303-344-8745

BLAINE LILES

I want to comment about one person listed in “We Remember” listing and make some clarifications and to share a little “behind the scenes” history. I make reference to page 19 of the Winter 2006 issue and E. Blaine Liles. His job title is shown incorrectly. Blaine was not “Stores Inventory Manager” but was the “Manager of Inventory Control”.

The “Stores” were maintained by union personnel and I have forgotten their reporting channels although I think they may have reported up to the Vice President of Maintenance. The Inventory Control Department was part of the Purchasing Department and we were nonunion management personnel. Mr. Jeuel Schmidtke was the Director of Purchasing and he ultimately reported to William Goody (I think this is the correct name) who was a Executive Vice President/Treasurer of FAL back in 1967.

I was hired as an “Order Analyst” in the Inventory Control Department in 1967, ultimately reporting to Blaine Liles, at the mighty salary of \$425 a month. Not much for a family man with 2 kids, one needing costly medical care shortly after birth, when I was still in a probation period and thus had no medical insurance. I indirectly reported to Blaine.

Two years later I replaced Blaine as Manager of Inventory Control. I took some “heat” as the person who replaced him. Blaine had been moved “upstairs” (in the new Denver facility) to be a special projects person reporting to Jim Arpey who was then the Executive Vice President of Maintenance. Jim had come in from TWA in 1969 (guesstimate), along with some other TWA executives. I cannot remember if this was when TWA disappeared but I remember the influx of TWA personnel so they must have been available..

Blaine was an unusual and somewhat unpopular manager and many FAL people either disliked him or feared him. He was very intense and not a patient or flexible individual. But, he was uncompromisingly committed and dedicated to FAL and particularly to the inventory process. FAL was pretty much his whole life as best I could tell. He was a single, middle aged man and he often worked late into the night trying to improve the computer formulas and make things work better and then show up the next day to start it all over again.

Inventory management was tricky as it tied up millions of the company’s dollars and there was always pressure not to over-invest in parts and spares as money always seemed to be in short supply and was needed elsewhere. Inventory value was reported as a cash account on the financial statements and thus there was often an evil eye watching any growth in inventories.

In the perfect world, Maintenance Departments would like to have several of everything on hand, so as never to have a “NIS” (not in stock) condition. Finance Departments, however, would want to minimize the unnecessary tying up of company dollars. The mission of the Inventory Control was to balance the needs of the Maintenance Department against the mandate of the Finance Department and to maintain a high service level at all times. As I recall, our monthly service level was pretty high by industry standards.

The FAL computers back then were of the vintage IBM 1400 series and were virtually obsolete. Reservations ran on a newer IBM 360 series. These are all gigantic, big box dinosaurs as compared to today’s computer technology as this was still about 15 years before the invention of the earliest PC. The 1400 series

ran on IBM computer punch cards. The system generated “order cards” for inventory items and spit them out on a daily basis, after overnight updating runs detailing what had been issued by Stores the previous day and thus triggering “order points”. The formulas in the computer system had been written with so many flaws & bugs that my job as Order Analyst was to review each and every card, make corrections, revise quantities and create “buy quantity” recommendations for the Purchasing Department.

The Stores inventory consisted of some 39,000 line items of many dollar ranges. It was a multi-million dollar inventory. Over the course of time we supported the DC3s; CV580s; CV Darts; B727-100s; B727-200s; and eventually the B737s and Twin Otters. There are probably some aircraft that I am missing. In addition to aircraft & ground equipment parts, all office supplies, ticket stocks, baggage claim checks, commissary items like napkins, salt & peppers, FAL toothpicks and everything else under the sun was in inventory. One has to remember that this was all before “Outsourcing” and before the “Just-in-Time” computerized inventory systems that work so well today in many industries.

We had so many non-aircraft inventory items that we were once granted an audience by Lew Dymond so that we could get some upper management direction towards reduction of line items. We took a sample of every “900-category” item and laid it out for display and discussion. I always remember the ten-zillion double-ended FAL toothpicks that had been ordered by the Director of Food Services.

When we started up the Boeing fleets, we followed Boeing’s “provisioning guidelines” and bought thousands of Boeing-recommended spares parts - spending millions to do so. As time went on, many of these parts went unused and as Manager of Inventory, I conceived of a “deprovisioning” program and arranged to return some \$3-million in parts to Boeing...to reduce our staggering debt with them for all kinds of purchases including aircraft. That was a challenge with old computer technology but I was proud to pull it off.

I left FAL late in 1969 and never knew what happened to Blaine Liles after that. I think he hoped to move upwards in management but that probably did not happen. He was bright and driven but he would probably not have fit in very well. I learned a lot from Blaine and had been one of the very few people who put up with the stresses of working for him.

-Darren Weeks, DBWEEKSFLA@aol.com

Darren Weeks is correct that Blaine Liles was Manager of Inventory Control. I have contacted several ex Fal employees that knew and or worked with Blaine, who also verify that he was Mgr. of Inventory Control. A 1969 Company Phone Directory lists Blaine as Manager of Inventory Control. A July 1970 Company Phone Directory lists Blaine as Director, Budget & Cost Analysis, under Vice President of Operational Services, James Arpey.

I contacted the FL Treasurer at that time, Bill Groody, who recalls working with Blaine as Director of Budget & Cost Analysis. Bill recalls that Blaine left and went to work for the State of Colorado, probably in late 1970.

-Ken Schultz, Wheat Ridge CO

(Blaine started with FL 1/24/62. His date of death is Mar 11, 1996, at age 65. Darren's article gives information about one of the areas of the company that we rarely hear about.)



L-R: Kay Foster, Al Feldman, Sandy Crowe, Ruth Hinkley, Bobbie Lenahan & Hank Lund. Sandy is being awarded Stewardess of the Month for December 1971. Photo taken early 1972 & sent by Bonnie Dahl 4/24/06. Sandy died 3/16/05, aged 61, of cancer. Al Feldman passed away Aug 9, 1981 in Los Angeles at age 53.

HARVIE CHADDOCK

With deep regret I forward to you at Marie Chaddock's request the sad news that Capt. Harvie Chaddock passed this morning, 7 May 2006. He apparently had felt bad for about a week and had seen his cardiologist on Friday. He felt good Saturday evening and went to bed. Marie was unable to wake him Sunday morning and called EMS who transferred him to North Kansas City Hospital where they tried for over an hour to revive him.

Visitation will be Tuesday May 9 from 6 pm to 8 pm at: Mount Moriah Terrace Park Cemetery & Funeral Home, 801 Northeast 108th Street, Kansas City, MO 64155 Funeral to be Wednesday at 1:00 PM at the same location.

-Ron Gallop

(Forwarded by Phil Stallings, redryder-texas@sbcglobal.net)

OBITUARY

Harvie Chaddock of Gladstone, MO. passed away on May 7, 2006. A beloved husband, father and friend who had a huge heart to everyone he came in contact with. He will be missed by his family and many friends and business associates.

Harvie was born on March 24, 1929 in Grapevine, TX to Susan and Harvie Chaddock. He married Marie McCombs on January 27, 1957. He was a US Navy Veteran and was with the Dallas Fire Dept. for 15 yrs. and a pilot for Central Airlines/Frontier Airlines for 20 yrs. He retired in August 1984, since retirement Harvie owned and operated H&R Auto Sales with his son Rusty, and presently associated with On Time Auto with fellow Mason John Hart in Kansas City, MO.

He was an active member of many organizations including Fidelity Lodge #339, Ararat Directors Staff, Ararat Shrine Temple, Scottish Rite, Barry Chapter of The Eastern Star #369. He also belonged to Liberty York Rite, a 50 yr. member of the Jewel P. Lightfoot Lodge #1283 in Dallas, TX., American Legion, VFW Post #5606 as well as an active member of the Heartland Church of Christ.

He is survived by his wife Marie of Gladstone and one son William R. (Rusty) Chaddock of Kansas City. He is preceded in death by his daughter Connie Jean and his mother and father.

Visitation will be held Tuesday, May 9th at Mt. Moriah Terrace Park Funeral Home, 801 NW 108th Street, Kansas City, MO. from 6-9 pm with a Masonic Service at 8 pm. Funeral service is at 1 pm followed by a luncheon at The Rising Sun Lodge at 2000 NW Barry Rd. Kansas City, MO. In lieu of flowers, donations may be made to the Shriners Childrens Hospital. (Arr: Mt. Moriah Terrace Park (816) 734-5500)

-Kansas City Star on 5/9/2006.

(There are far too many "Harvie stories" to include here. Visit his memorial webpage for more on this always friendly gentleman.)



CAROL A. WOLFE

(Not to be confused with Carol L. Wolfe who was a flight attendant 1970-86. See below.)

Memorial for Carol Wolfe: I have put together a little memorial web page about my mom at http://wwwthe-hansons-az.net/wordpress/?page_id=46

Carol Ann Wolfe (May 8, 1945-April 26, 2006) After a long and arduous battle with cancer, Carol Wolfe passed away at the age of 60 at Arrowhead Community Hospital in Glendale, Arizona on April 26, 2006. Carol was born in Great Falls, Montana on May 8, 1945. She grew up there as the oldest of four children.

As an adult Carol moved to Denver, Colorado to take a job as a Flight Attendant with Frontier Airlines. It was in that job that she met John M. Hanson, Jr. In July of 1972 Carol and John had a son that they named Jonathan Matthew Hanson.

She lived in Denver until June of 1987 when her and Jonathan moved to the Phoenix metropolitan area of Arizona. At the time of her passing she was working for the Faith United Methodist Church and looking forward to volunteering at a hospital.

Carol is survived by her son Jon, sister Sandy Young, and brothers Ronald Komar and Robert Komar. The services for Carol's memorial will be held at Sunland Memorial Park, 15826 Del Webb Boulevard, Sun City, Arizona 85351. The phone number is 623-933-0161. The memorial service will be held Wednesday, May 3, 2006.

Family visitation will be at 1:30 PM, public visitation will be at 2:00 PM, and the service itself will begin at 3:00 PM. Details for a wake after the service are still being worked out.

-Jon M. Hanson
(Forwarded by Bill & Barb Monday, b a n d b m o n - day@comcast.net

(Carol A. Wolfe went into a clerical position after being a FA and was married to accounting manager Cal Wolfe. So

her flight attendant surname may not have been Wolfe. C A Wolfe is shown on the 7/1/84 FL/ALEA seniority list with retained time of 6 years 5 months 0 days in seniority group K which is secretaries and clerks.)



JIM ASHLEY

I am enclosing a check for \$10.00 and am asking to be put on your subscriber list for the Frontier News.

I got a copy of your magazine, issue #23, from Ken Houchens. He and my husband, James W. Ashley, worked together at the Lincoln station as senior agents. My husband died of sudden heart failure in June, '95. I was glad he had retired early, so he had some very good years to enjoy at home, etc. He and I shared many, many good times and memories with FAL. And I still have those good memories.

-Beverly Ashley, Lincoln NE

stories from Hugh Barron in the next couple days.

NORM BLUM

Norm Blum passed away on the 18th of this month. His wife is sending me a copy of the obituary.

Norman F. Blum was born in Nebraska on July 28, 1923. He was hired by Frontier Airlines in November, 1957. He worked as a station agent in DEN LSK ISN SAF and was a ticket counter agent in SLC when Frontier ceased to operate.

Norm and his wife Dorothy moved to Wheatland WY in 1987. Their children lived in Chicago and California and Wheatland was about halfway between. Norm worked at the John Deere store and at the Torchlight Motel in Wheatland. Norm had to completely retire in 2002 due to health problems. Afterwards, they moved to Clarkston WA.

-Paul Farris, paulamos@yahoo.com

OBITUARY

Norman Edward Blum, 82, of Clarkston, Washington, passed away from heart failure on Thursday, May 18, 2006, at St. Joseph Regional Medical Center, Lewiston, Idaho.

Norman was born on July 28, 1923, in York County, Nebraska to Edward Wilhelm Friedrich and Anna Elizabeth (Zwieg) Blum. He was a graduate of Waco High School in Waco, Nebraska.

On February 27, 1949, he married Dorothy Marie Wiemer at her parents' home in Waco. They were blessed with two children, Verlin and Judy.

Norm farmed land in Benedict, Nebraska until 1956 when the family moved to Colorado Springs where he helped build the Air Force Academy. Six months later he was hired as a Station Agent for Frontier Airlines in Denver, Colorado. During his career with Frontier, the family lived in Lusk, Wyoming; Williston, North Dakota; and Bountiful, Utah. When he retired in 1987, they moved to Wheatland, Wyoming where he worked on various maintenance jobs for others. In September 2005, he and his wife moved to Clarkston, Washington.

Throughout his life he was an active member of the Lutheran Church-Missouri Synod. Norman and Dorothy had recently become members of the Good Shepherd Lutheran Church in Lewiston.

Norm is survived by Dorothy, his loving wife of 57 years, his son Verlin and his wife Dianne; granddaughter Laura of Lewiston; daughter Judy Chalison and her husband Dr. John Chalison; grandson David of LaCanada, California, as well as many nieces and nephews.

In keeping with his request, Norman has been cremated. A family memorial service will be held at 11:00 a.m. on Monday, May 22, 2006 at Good Shepherd.

In lieu of flowers, the family requests that memorial contributions be made to Good Shepherd Lutheran Church, 3707 14th Street, Lewiston, Idaho 83501.

-YORK (Nebraska) NEWS TIMES, Monday, May 22, 2006

A HARVIE STORY

Mornin' Ya'll the "ranks" are thinnin' way too fast lately ... I just wanted to let you know that I'm posting some stories about the guys and gals we all loved and flew with back when life was good.

There's a new Harvey Chaddock from Don Welch posted this morning. You can see it by logging on to <http://www.kansascitycrewbase.com> and clicking on "Stories told in The Bar" in the index. I'll also be posting some Bill Medcalf

-Phil Stallings" (redrydertexas@sbcglobal.net)

A Harvey Chaddock story from Captain Don Welch: Harvey and I spent many hours in a DC-3. I remember one day in particular. We left DEN-COS-PUB-AMA-OKC- etc to MKC. Wind at COS was 120 degrees at 30-45. Lockett was on the ground and when we received landing clearance he piped in with, "Lots of luck".

When we departed AMA there were a lot of thunderstorms along the route and Harv chose to fly low. About a thousand feet above the ground and we wandered here and there.

When I called in range OKC we were advised that dispatch had sent a teletype to AMA to recall us because of the tornado warning issued. We were so low that we could not hear AMA. Harv flew that leg without a ripple in the air and no rain.

When Harv heard that we had been recalled to AMA we were in the clear east of the weather and he wondered if "shouldn't we get a little skeered".

ABOUT BILL MEDCALF

The following stories about Bill Medcalf was sent to me by Renee (Barron) Thompson and reprinted here with her and Captain Hugh Barron's permission

This is Renee (Barron) Thompson and I sent my Dad, Hugh Barron your email about Bill Medcalf and he was so sad. My Dad writes to all of us (his five kids) from time to time his thoughts and I thought I would share this with you. It brought both a smile and a tear.....

Bill Medcalf.....rugged outdoorsman,

We both flew for Central Airlines. The typical Central pilot was as untypical as any group of men you have ever seen. Bill was about my size but strong as a bull.

He was once seen in a fist fight with Carl Ade (about 6'3") that started in the Gar Hole, a bar in our Little Rock Hotel worked its way through the lobby and into the elevator and up to the upper floors. I don't know who won but I bet it wasn't Carl.

Being the outdoors man he was prompted to write a book (ala Robert Ruark) about some of his experiences. He bought a wild life noisemaker designed to lure raccoons. Bill had climbed over a barbed wire fence and proceeded to operate the lure. From out of nowhere about 6 coons pounced on him and nearly ate him alive. He had to have the dreaded series of rabies shots.

He was a bow hunter. One day he was firing at a target and the arrow broke while bow was fully flexed and he promptly shot the broken arrow through his wrist. So he goes to the hospital looking like Steve Martin with an arrow sticking out both sides of his wrist. It is nearly impossible to shoot yourself with a bow and arrow.

Once in the DC-3 he had his hunting dog with him all day long on the way to Kansas City. The pup had to poop and did it into the Co-pilot's flight bag. Yuk

He went to Alaska to hunt with one of his best friends. The bush plane flew them and all their gear to a remote lake and planned to pick them up in a week. The first night, Bill's partner wandered away from camp and never returned. Bill searched for him for a week and never found him. After going back to Keller, he could not rest and took a couple of his buddies back to Alaska and searched again. After a couple of days they found the remains of his buddy minus what the bear had eaten.

He was repairing a leaky roof on the top of his camper. He

accidentally fell off and lay on his back for hours with broken bones until Nan found him.

Bill was generous as any person I know. Greg and I took advantage of his generosity for about a year. Bill rented his airplane to us for \$8 dollars per hour. I know he lost on that deal.

He landed at the wrong Airport going into Salt Lake one low visibility day. Things were never the same for Bill after that. Bill died yesterday.

A LEAVITT ARTICLE

Denver police officer set wayward youths straight
By Virginia Culver, Denver Post Staff Writer

John Leavitt was a Denver cop who worked primarily with juveniles. So he knew just what to do when his then- teenage daughter, Bonnie, took a neighbor's car for a little joy riding.

He brought the girl to visit a local girls detention center, where he was going to umpire a game.

Leavitt made it clear that she "might wind up here. I was terrified," recalled Bonnie Lochner, who lives in Mountain Green, Utah. "Omigosh, did I straighten up," she said.

"John had a way with young people and was respected by all who worked with him," said Steve Metros, a retired Denver cop who lives in Littleton.

Leavitt was 88 when he died May 31 in Colorado Springs.

Leavitt volunteered with various organizations to help kids, often teaching sports or umpiring games, said Lochner. He also made sure he knew area principals so they could work together when a teenager got into trouble.

When he wasn't doing police work, Leavitt was probably playing in a local jazz band, the Blue Notes, which was led by his brother, David, a trombonist.

John Leavitt, a trumpeter, started playing as a preteen, when he was a member of the Highlander Boys, a local youth organization.

The Blue Notes played at dance halls, country clubs, fraternal organizations and weddings.

Leavitt's trumpet talent was more important to his mother, Mattie Leavitt, than football.

When Leavitt played split end at West High School, it was before the elaborate face masks now used. So his mother fashioned a rubber nose and mouth mask to protect his mouth so he wouldn't lose his ability to play the trumpet. Friends dubbed him "Rubber Nose."

John Leavitt laughed and said he wore the thing "to protect my beautiful face."

Leavitt was on the last West High team that won the city championship, said his son, John Leavitt of Colorado Springs.

John C. Leavitt was born in Denver on Nov. 24, 1917, and was reared in southwest Denver's Archer neighborhood. He graduated from West High School in 1936.

He married Dawn Hinkle, whom he dated while both were in high school.

He served in the Navy and was part of the U.S. occupation force in Japan after World War II.

After a 27-year career with the Police Department, Leavitt

worked in security for Frontier Airlines.

In addition to his son and daughter, he is survived by his brother, Paul Leavitt of Denver, and seven grandchildren. He was preceded in death by his wife, a daughter, Diane Leavitt, and his brother, David Leavitt.

(Staff writer Virginia Culver can be reached at vculver@denverpost.com or 303-820-1223.

-http://www.denverpost.com/search/ci_3926051#, 6/23/06)

MORE ON JIM BUTLER

The FL news issue #23 included many very interesting articles by several FL friends. You are really the writer of an ongoing "book", published in a unique, non-fiction newspaper mode, reflecting a cast of many thousands of characters involved in the original FAL! Thanks again,

JIM BUTLER

At all times a fine gentleman enjoying a close knit and loving family, Jim joined FL and our DENO station group (at age 30) on Nov. 21, 1951. We were pleasantly surprised when he and Paul Hilt (started at DENFL on 8-24-51, age 28) joined us as new station agents, bringing some needed business maturity and they quickly adapted to all facets of the station and improved our overall performance.

As I recall, Jim transferred to GJT, thence to PRC manager, followed by PHX manager and then TUS manager. Several years prior in 1956, we were both reporting to regional manager John Griffiths (Jim - PRC & Cal - FLG) and then from 1964 to 1968 we both reported to Capt. Bert Clark (who moved from division chief pilot to regional manager; Jim was the TUS manager and I was in PHX.

During all these years, I learned to appreciate Jim's acumen and friendship, both on the job and away. In a quiet, unassuming manner and with a minimum of folderal, Jim did exemplify the vast majority of those folks that made Frontier the BEST!

An outstanding aspect within FL: EACH job ws as important to our success as any other, whether it was president, a board member, or any other categorical position, each was honored as a necessary member of the FL Family and it is still in evidence today, maybe even more so now. Jim Butler knew and lived this well.

-*Cal Reese, Sun City AZ*

NOTE FROM AN OLDTIMER

I worked for FAL 1953 -1955 as a Station Agent at GJT and SLC. I read in the 80's that "Scot" - the chief pilot at SLC when he passed away, had the most flight hours in a DC-3 than any oher pilot. I can't remember his last name. Could you help?

-*John H. Crossley, San Diego CA*

Hi John, Good hearing from you. Bill McChrystal is the pilot you're thinking of. He won the Guinness world record for 17,111 hours flying a DC-3. Bill died Jul. 8, 1992, age 76.. His memorial webpage, along with too many others, is posted at the FL website. Scott Keller was the chief pilot you mentioned. Scott died Dec. 15, 2005 at age 87.

-*Jake Lamkins,*
ExFAL@yahoo.com



I need ten copies of the last issue and I am buying a gift subscription for my friend Julie Oats who was a flight attendant starting in 1960 and then went with CO afterwards. She recently retired to Bloomfield, New Mexico.

-Bonnie Dahl, BCDahl777@msn.com

(Julie's FL FA seniority date was 2/19/60 which means she flew for 46 years. Quite an achievement - she should write a book. Her old FLriends can phone her at 505-632-3465)

Doug Bittner is my brother. I have been with the Fed Govt for 19 years now. I started with the IRS, and now I am with the Defense Finance and Acct Service (DFAS). DFAS is on the BRAC list and the office that I am in is scheduled to close in Feb 2008, so here we go again, looking for a job. I guess history does repeat itself.

I started at FL in the Telecommunications Dept on the switchboard in 1977, and then went to accounting in payable audit, and then changed to run the scanner when they automated. I had just started my tenth year when it all went down. I was on the swing shift in the 6240 bldg, so it was the guard and me that worked until midnight that last Friday. People had taken memorabilia like crazy, so the walls were bare. Sandy Bambi told me that I could do what I wanted, I could stay and work, or go home. I stayed because running the scanner generated money for FL.

I am also going to need to check on the annuity that ALEA put our retirement money in. I doubt that they have my address since I haven't received any info in 20 years about it. I will turn 58 this summer, so now is the time to get my ducks in a row! I really appreciate all your work on behalf of the employees. Stay healthy, happy, and enjoy your retirement!

Talk about names from the past. I have a friend that works for the new Frontier now, but things will never be like it was. The industry has really changed. Do you still have the flying benefits? I used to travel quite a bit with my job, not so much in the last year, but it was really a drag! I can't imagine what non-rev travel must be like now, because being a paying customer isn't great. Thank you for helping me with this. It's strange, but after all these years, it feels like an open wound.

-Diane Bittner, MARY.D.BITTNER@DFAS.MIL

(I sent Diane info on who to contact about the ESOP money and the ALEA pension.)

My name is Larry G. Roberts and I was an employee of Frontier Airlines, Inc. from 11/07/61 until the day they declared bankruptcy. I would like to join the FL online club.

We worked together in St. Louis I believe. I never worked in LAW. I moved to St. Louis in '68 as a Ticket Counter Supervisor. Was there a year and they did away with the position and I was sent to Denver in the same capacity. One year later I moved back to St. Louis as Assistant Manager. Was there another year and then went to Colorado Springs as Station Manager. I was under Bob Brown in St. Louis. Truman Jeter recommended me for the positions there.

I started with FL on 11/7/61 in Minot, ND as a Station Agent. After 2 miserable cold winters up there I transferred to Sidney, NE in May of '63. Was there 2 years when they reduced the 3 man station to a 2 man station and I was sent to Colorado Springs. I met Truman Jeter in Colorado Springs and we became good friends. Truman was a very ambitious guy and he moved up the ladder quite quickly. In '68 he called me up to see if I was

Notes From FLorks

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

interested in a position as Customer Service Supervisor in St. Louis. I accepted the position. Bob Brown was the Station Manager with Truman, Bob Dirksen and Jim Mustain as Assistant Managers.

Around November of '69 my position in St. Louis was eliminated and I was sent to Denver in a like position. In November of '70 one of the Assistant Manager positions opened up in St. Louis. I believe it was when Jim Mustain went to Memphis, but not sure of that. Anyway, Bob Brown called me and offered the position to me and I moved back to St. Louis.

In November of '71 I bid on the Station Manager position in Colorado Springs and was awarded the position. I was in Colorado Springs a second time now for 5 years. I was never too keen about being in management and didn't see eye to eye with Chuck Demoney or Ed Dunaway so in late '77 I asked to go back to Station Agent and I moved to Gallup, NM until there was an opening in Phoenix. I moved to Phoenix in '78.

I was furloughed in '85 when FL started having problems. I went to work for an attorney, whom my wife worked for, working with IBM desktop computers. I was called back to FL just as People Express was negotiating to buy FL. I went back and worked about 3 months and was offered their buyout. I took it and ran. The airlines industry was not looking good at that time, as you know.

I kept working for the attorney until the work I was doing ran out. I then applied at a computer store and was hired. I worked there for 4 years during which time I was contracted out to Arizona Public Service, which is the electric utility serving all of Arizona. I was working with the APS computer network at the Palo Verde Nuclear Generating Station, which is the largest producer of electricity in the country. We are a 3 reactor plant. In '91 APS asked if I would come to work for them on a permanent basis. I did and will have 15 years with them in December of this year. I am a Network Administrator and still working with the network at Palo Verde. I turned 65 in February of this year so am eligible for retirement whenever I wish. I am thinking of doing it at the end of this year.

Probably more than you wanted to know but that is a synopsis of my time with Frontier. I have so many fond memories of my time with them, along with some really sad ones, also. I lost my first wife to an unknown brain tumor after moving to Phoenix. I had one boy in the Air Force, 2 in high school and a baby boy 2 years old when she passed. My life was turned upside down. But I pulled through it finally, have remarried and am doing great.

I looked over the FL site last night and you did one heck of a job of putting it together. You should be proud. I guess the one thing that has struck me quite hard was in looking at the obituaries and seeing so many of my old friends and co-workers that have passed on and I didn't know it. Many of them quite young when they passed.

As for you working at the Post Office, isn't it amazing how some of us realized there was a life after Frontier, and found it. Others could not bring themselves to leave the industry and struggled along with it for many years.

Thank you for bringing back so many memories, happy and sad. Frontier was a big part of my life and I appreciate reading about it again.

-Larry Roberts, twouldaztrikers@msn.com

I started as a cleaner and later was a mechanic working in MKC MCI FRW & DEN. I worked with the Clay brothers, Jack Curtis and Keith Stielow.

I won a picture at a Frontier Xmas party, 1st prize, it is signed by RC Gorman. I would like to sell it but I have zero idea of its value. Anyone interested can reach me at 281-821-4457 or write me at 21207 Old Ranch Road, Houston TX 77073. The framed picture is 24 X 29 1/2 and dated Oct 1985.

-Allan Trice, Houston TX

(Allan sent a photo of the picture but it won't copy. It's titled "Frontier Rose" and can be seen at Gorman's website at <http://RCGormanGallery.com> - Gorman died last November.)

Just a short note to let you know that I am still alive, and to thank you for your efforts to keep us old folks up to date on what is going on.

I'm still having some health problems but the situation can only get better.

Earlier this last month (April), I did a T.V. spot for the Colorado Lottery. A small bit but it paid well. I was one of 5 Ben Franklins and 10 George Washingtons. There was no dialogue for anyone. You just had to be rowdy if you were George, or benign and calm if you were Ben. What with costume fitting, make up and so on it was a couple of days work. What a way to make a living!

Anyway, you hang in there and I'll do my best to hang out..

-Nelson Embleton, arkcty@aol.com

I hired on with Central on a Sunday and started to work for Frontier on the day of the merger on Oct 01, 1967. Jim Shores came to FSM to hire me. I worked at FSM until Feb 1982 when I, along with several others, was transferred to DEN where I worked DENAF until Sep 1985. I transferred to TUL in Sep 1985 and worked part time until Aug 1986.

At that time I returned to FSM and in 1989 I became a Longhaul Truck Driver until Aug 2002. Since that time I have lived in Sasakwa, Oklahoma.

-Charlie Henderson, luckycharm@mbo.net

Thanks for the website. I would like to join - just let me know the particulars so I can join.

I retired in 1984. I retired early because I had in thirty eight years and with my age I could retire early. I was the blind man who worked in the engine shop then in the tire and wheel shop until I retired. I saw Frontier from the beginning to almost the end.

-Joe Pasqua, djpasqua@idcomm.com

(Joe was a DEN aircraft mechanic who went blind in 1961. He didn't let it stop him and continued working another 23 years. See the 1963 FL newsletter article on page 14. Joe, you're an amazing guy - we salute you!)

Enclosed is my check in the amount of \$10.00 for a subscription to the Frontier News. Thank you for the nice article on my husband (Bob Meisenbach). We both worked for Frontier.

I worked there in the Monarch years and into Frontier. Bob was there 38 years. It was a great company to work for. Thank you again,

-Dorothy Meisenbach, Westminster CO

My name is Rick Patterson and I worked in YWG/YVR/YQR. I have been working with Cathay Pacific Airways since 1987. I check in on the Alumni website quite often but am always saddened to see the number of ex-FL'ers who have left us. I guess we just can't stop that aging thing.

I started out as a station agent in YWG in 1974 and then moved to YVR as a supervisor in 1979. I then moved on to YQR in 1981 as the Station Manager and was there until the end.

I am now working for Cathay Pacific Airways in YVR. A really good company but not the same family atmosphere as FL. I wonder what the NEW Frontier is like? I also have to wonder if they will survive what with all the airlines going bankrupt. Let's hope so!

I was wondering if anyone remembers the agreement that was in place after the shutdown with Continental. We were to receive a certain amount of passes at \$50.00 per but I think there was a time limit on when they had to be used by. Does anyone remember this scheme and is it still in effect?

Thanks and if anyone wants to know about the gang up NORTH, I will try to answer their questions. Take care!

Rick Patterson, rssm@shaw.ca

I am looking for Andy Ellis, DEN "Original" Frontier Mechanic. He was a great guy, with a wonderful head of red hair and a never-ending smile. He carved little FAL airplanes out of wood.....each one sporting a big smile. I have a DC 9 and a 737...and "had" a DC3 - until I decided to give it away as a retirement gift, thinking that I would have him carve me another for my collection.....however, that was in '85....when the airline went down...and I lost track of him.....and my hopes for another DC3 airplane. Does anyone know his whereabouts? Thanks,

-Sue (Judd) Evans, sueaevans@sbcglobal.net, FAL FA (MCI & DEN), Ret. 1985

When Frontier went out of business I was on vacation. My wife and I were heading back home to COS trying to find a radio station on a Sunday that would have some news. We heard that Frontier had shut down.

As soon as we got into town we went to the airport and everything at our ticket counter was locked up. But I could see the managers office in the back had a light on and knew that she would be there. I had keys to get me everywhere in the airport. The front door to our operations area had the lock changed already. So I went around back and walked in to talk to Carol. She told me what had happened and I knew that I should get my stuff out of my locker and take it home.

The guy that owned the skycap service here in COS called me up about a week later and wanted to know if I wanted a job as a skycap. I said sure, "Frontier" will be back in business soon. Well as we all know it did not. I skycapped here at the airport from 1986 until 1994. And from 1989 until 1994 I worked for America West Airlines. And they declared bankruptcy and I was thinking that the airline career is not a good thing any more and being over 40 years old it will be even harder to find a job.

So when the City of Colorado Springs opened their new terminal I applied for a Communications Center Dispatcher job and went to work for the City in 1994. In 1997 I was promoted to Airport Operations Agent. That is where I am today. I have 4 - 8 years at the most to go for retirement.

I started my career with FL in 1978 in AIA. We closed that station in 1980 and was moved to SLN. We closed that station in 1982 and was moved to SNA. In 1983 I was promoted to Senior Agent in CMH. In 1984 we closed that station as well. And finally FL moved me and my family to COS. Which was a good thing - I was born and raised in Denver and a Colorado native as well as my wife.

-John Ager, jonshelam@adelphia.net

JOE PASQUA: A STUDY IN COURAGE

TO: C. R. Meisenbach

FROM: W. H. Schuling

SUBJECT: Joe Pasqua's Wage Adjustment

DATE: Sept. 30, 1963

This is to advise you that I have put through, this date, personnel Action Form 6790 increasing Joe Pasqua's pay from 86% of the mechanic's pay plus longevity to 93% of the full journeyman's rate for a mechanic, including longevity, effective October 1, 1963.

W. H. Schuling
Director of Maintenance

There's really nothing unusual about this notice except that the mechanic, Joe Pasqua, who earned the pay increase is blind.

That's right. Joe, though he went blind two years ago, has worked his way back to the status of full-fledged mechanic. It was a long way back, but he made it. There is a word to describe the reason for the success of Joe's struggle. Desire.

Today, watching him tear down one of the giant 1400-horsepower, radial engines in Frontier's maintenance shop, it's almost impossible to comprehend that darkness has shut all sight from his eyes. But Joe has let this blindness prove only a slight handicap to him. He has taught his skilled hands and sensitive ears to make up for sightless eyes.

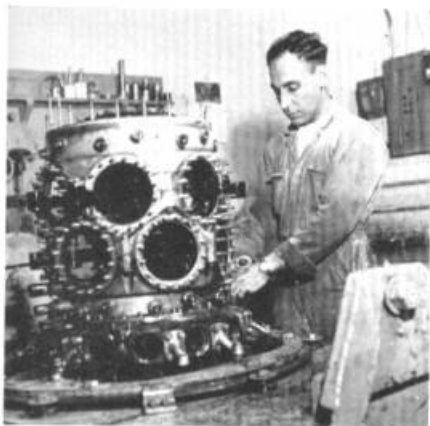
His blindness wasn't a sudden thing—he knew the world of sight for more than 30 years. And for more than half of those years he made his living as a mechanic.

When his blindness started several years ago, it came slowly and with heart-breaking surety. Then a little over two years ago, save for a slight light perception in his left eye, Joe was blind. His right eye was removed.

Despondency was a normal reaction and it nearly flattened Joe.

"For someone blind from birth or early childhood, the shock isn't so great. But for an adult and a skilled craftsman like Joe, it was a terrible thing," the doctor said.

The despondent Joe had just about had it when two men stepped into his life: Charles G. Ritter, supervisor of rehabilitation for Colorado State Department of Rehabilitation



EVEN without his sight, Joe Pasqua is right at home with the giant 1400 horsepower engine he is disassembling.



JOE discusses his work with Walt Scott, engine overhaul foreman for Frontier.

and Service for the Blind, and Bryant Moore, placement specialist for the Department. Moore was a special inspiration for Joe. The placement specialist, blind himself since childhood, gave the mechanic hope—hope in himself and his rehabilitation.

Joe started his long road back on June 20, 1962. And with the help of men like Moore and Walter Scott, engine overhaul foreman for Frontier, he was able to come all the way back to the status of a full-fledged mechanic.

The doctor explained Joe's struggle this way, "He didn't just sit around and wait for miracles. As his other senses began to quicken to compensate for the loss of sight, he found new enthusiasm."

In the beginning progress was slow. The first few times he worked on the giant 1400-horsepower engine it was terrifying. In his new, dark world, familiar objects were deadly hazards. But he managed.

"Somehow, Joe began to picture the engines in his mind," Scott explained. "He learned to handle the engine and himself with confidence."

And Joe did more than just learn. He improved the operation of the whole maintenance shop. Because darkness limited him to certain areas he redesigned his tool boards. This change was later adopted by the whole shop and resulted in improved all-around operations.

Now Pasqua is in full stride again, stripping down about five engines a month. He is driven to and from work by a fellow mechanic.

Joe lives with his wife, Dorothy, and their three spirited youngsters, Kathleen, 8, Chris, 6, and Kevin, 2, at 2179 Syracuse in Denver.

But Joe is not satisfied merely to have "come back." He wants to continue to develop his mechanical talents. He's looking forward to the day when Frontier flies turbo-jets and he's preparing himself for that. Right now he is making plans for retraining classes on the turbo-jets.

"When Frontier gets its new planes," Scott points out, "Joe will be ready to service them."

First To Receive 20 Year Pins



F. H. RIRIE, Captain, SLC; Albert Clark, Regional Station Manager, PHX and John A. Myers, Director of Flight Operations, DEN receive the first 20-year pins to be issued by Frontier from Lewis W. Dymond (second from right), President and Chairman of the 20-year old carrier.

(The above article was published in the June, 1966 Frontier News. Captain Ririe became the first FL pilot to retire - in December, 1966 when he turned 60 years old. He died March 4, 1999 at age 92. After many years being a pilot, Bert Clark went into station management. He passed away aged 88 on October 27, 1998. Lew Dymond was FL's 4th president, 1962-69. In his late 80s, he resides in the DEN area. John Myers was one of the first Monarch pilots and died July 20, 1994 at age 79 years.)

FLYING TRUISMS

The strength of the turbulence is directly proportional to the temperature of your coffee. -Gunter's Second Law of Air Travel

The three worst things to hear in the cockpit: The second officer says, "Damn it!" The first officer says, "I have an idea!" The captain says, "Hey, watch this!"

"In the Alaska bush I'd rather have a two hour bladder and three hours of gas than vice versa." -Kurt Wien

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins? -Anonymous

Death is just nature's way of telling you to watch your air-speed. -Anonymous

"When it comes to testing new aircraft or determining maximum performance, pilots like to talk about "pushing the envelope." They're talking about a two dimensional model: the bottom is zero altitude, the ground; the left is zero speed; the top is max altitude; and the right, maximum velocity, of course. So, the pilots are pushing that upper_right_hand corner of the envelope. What everybody tries not to dwell on is that that's where

the postage gets canceled, too."-Admiral Rick Hunter, U.S. Navy.

"It only takes five years to go from rumor to standard operating procedure." -Dick Markgraf

"Real planes use only a single stick to fly. This is why bulldozers and helicopters, in that order, need two."-Paul Slatery

The rules are a good place to hide if you don't have a better idea and the talent to execute it.

If you deviate from a rule, it must be a flawless performance. (e.g., If you fly under a bridge, don't hit the bridge.)

As a pilot only two bad things can happen to you and one of them will:

a. One day you will walk out to the aircraft knowing that it is your last flight in an airplane.

b. One day you will walk out to the airplane not knowing that it is your last flight in an airplane.

There are certain aircraft sounds that can only be heard at night.

-Sent by Ken Wientjes, JAC station agent, Kjwientjes@cs.com

LOSING AN ENGINE - REALLY! THE GREELEY INCIDENT, 24NOV1971

I'm trying to get more info on this incident. You mentioned it at the FL Club several years ago. Do you have the accident report or any other info?

-Jake Lamkins, ExFAL@yahoo.com

It was a night inbound to Stapelton when the Beech 99 lost the #2 prop. At the same time the engine departed from the airplane, part of the blade went through the airplane narrowly missing the toes on Skip Pennyweight's foot and exited out the left nose area striking the prop on the #1 engine! The immediate and intense vibration caused the engine to completely detach from the firewall mounts.

The crew did an outstanding job with a difficult situation. The captain was Bob Lukow, the f/o was Skip. Skip is now with the FAA in DEN.

-Billy Walker, Billy.Walker@cox.net

Email to Skip:

I'm trying to get some details on the Beech 99 incident that you and Bob Lukow experienced. Billy Walker had a little info but he suggested I contact the crew. I need info such as the date it occurred, were there any injuries, how many on board, etc. A copy of the accident report would be great too.

-Jake Lamkins, ExFAL@yahoo.com

I do remember the Beech incident. I remember that it was Thanksgiving eve and we had 4 passengers, 3 guys and 1 gal, there were no injuries, we got everyone on the ground in good shape,

The prop blade broke off and went thru the fuselage in front of Bob and I. I can relate the whole story from the take-off in Cheyenne until we finally got on the ground in Denver. I am not too sure of an incident report; Bob probably filed one but I never saw it.

I remember that Bob and I got involved in a hearing with some lawyers as Frontier was suing for lost revenue and repairs to the aircraft.

Wish I could help more, but will find the year that it happened, my wife kept a picture from the Rocky Mountain News, I believe, of Lukow and I in the hanger looking at this small incident.

Lost the photo, somewhere in a move and Jan passed away about five years ago. She would have remembered right away. Will let you know.

The year was 1971 or 1972, until I find that log book.

There should be a report and I worked for the FAA in Denver for two years after I hit the magic 60 age and had to quit flying.

Am trying to think of where it might be, if it is even in existence.

The FAA has a time limit on the records, and I do have a good friend with the FAA in MX.

Will call him or check with Ardell Arfsten, he is old FAL and is in Seattle at the present time in the MX side of the house.

I am afraid those records may no longer exist due to the time frame, but will check and see what I can find out.

-Skip Pennyweight, pennywht@aol.com

I found some info at a NTSB database at http://www.nts.gov/NTSB/brief.asp?ev_id=62882&key=0 Not much but it pins the date as 11/24/71.

-Jake Lamkins, ExFAL@yahoo.com

I found the date, I found my letter from Dick Orr, who was chief pilot at the time. It was November 24, 1971. Twas the night before Thanksgiving.

-Skip Pennyweight, pennywht@aol.com

I have just received 3 scans of this aircraft after it lost a propeller in-flight in Nov 1971. I'll be posting it at <http://frontier-site.topcities.com/main.html> under Gill Bliss' Collection. Some of you "old geezers" may remember the incident.

-Steve Gustafson, fleetnut@juno.com

(Steve's website URL has changed. See note below.)

Something that is never mentioned is that Gary Burson was working the boarding area when it landed in DEN. The first passenger off said we lost an engine. Gary said that happens sometimes. The passenger replied, "NO, I MEAN WE LOST AN ENGINE!!!!"

-Janet Keesey, jkeesey@iopener.net

(Be sure to visit Steve's FL photo gallery at

<http://aviationphotographs.net/FrontierAirlines/frontierlines.html>.

It's an awesome collection. The Beech 99 photos are at

<http://www.aviationphotographs.net/FrontierAirlines/GilBliss1/gilbliss1.html>.

Thanks for all the hard work putting it together, Steve. I'm hoping the photo on the next page turns out okay. Thanks also to Skip for sharing his memories and info.)

NTSB Identification: DEN72AD025

14 CFR Part 121 Scheduled operation of FRONTIER AIRLINES INC

Event occurred Wednesday, November 24, 1971 in GREELEY, CO

Aircraft: BEECH 99A, registration: N21FW

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
1-0026	71/11/24	NR.GREELEY,COLO	BEECH 99A	CR- 0 0 2	SCHED DOM	AIRLINE TRANSPORT, AGE 41,
	TIME - 1912		N21FW	PX- 0 0 6	PASSG SRV	16236 TOTAL HOURS,
			DAMAGE-SUBSTANTIAL	OT- 0 0 0		125 IN TYPE, INSTRUMENT RATED.

OPERATOR - FRONTIER AIRLINES,INC.

DEPARTURE POINT INTENDED DESTINATION

CHEYENNE,WYO DENVER,COLO

TYPE OF ACCIDENT

PROPELLER/ROTOR FAILURE: PROPELLER

ENGINE TEARAWAY

PROBABLE CAUSE(S)

POWERPLANT - PROPELLER AND ACCESSORIES: BLADES

MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE

MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE

PERSONNEL - PRODUCTION-DESIGN-PERSONNEL: OTHER

FACTOR(S)

MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT

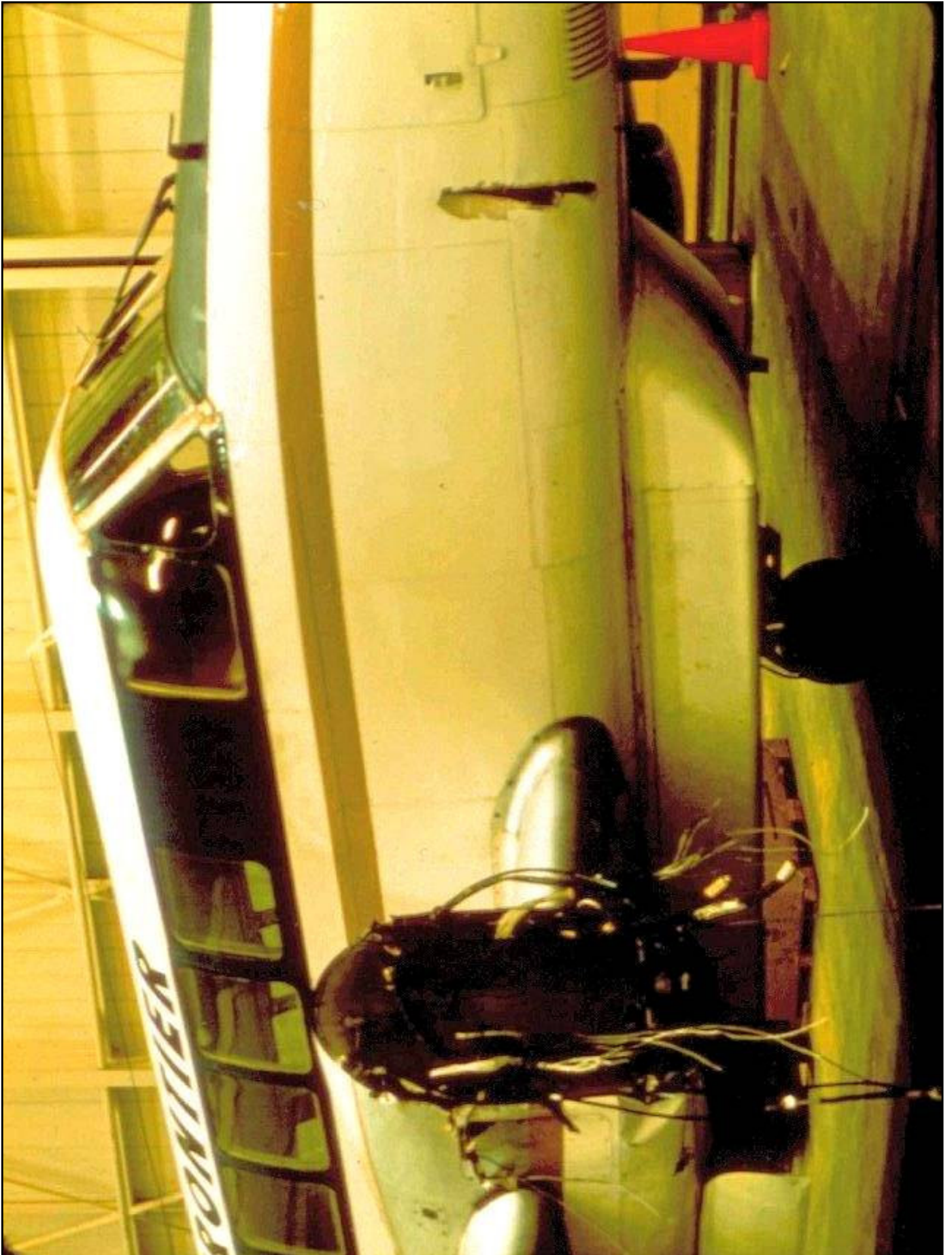
MISCELLANEOUS ACTS,CONDITIONS - VIBRATION,EXCESSIVE

EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT

SUSPECTED OR KNOWN AIRCRAFT DAMAGE

REMARKS- R PROP BLADE FAILED DUE FATIGUE INDUCED BY IMPROPER MACHINING IN BALANCE HOLE CAVITY,DMGD FUSELAGE

-http://www.nts.gov/NTSB/brief.asp?ev_id=62882&key=0



IMPASSE REACHED IN FL/UA TALKS

(From the *FRIENDLY TIMES*, August, 1986

Published for the people of United Airlines.)

Impasse in talks places United-Frontier acquisition in peril. United's \$146 million purchase of Denver-based Frontier Airlines is imperiled because of an impasse in negotiations between the company and United's Air Line Pilots Association (ALPA).

(Editor's note: At presstime, this was the latest information on United's proposed acquisition of Frontier. It is likely that new developments will occur by the time you receive this issue.)

United's agreement to purchase Frontier from People Express included the stipulation that negotiations be concluded with all unions by July 31, with contract ratifications by Aug. 31. Talks collapsed with the United pilots negotiating committee which must approve any contract with the Frontier pilots, before talks began with other unions.

United's offer included improved work rules and a 7 percent a year increase in salary, every year, until the Frontier and United pilots pay scales were merged.

"Our offer gave security to a group of pilots in a company that is about to fail," said Jim Hartigan, president and chief executive officer. "It allowed the Frontier pilots to benefit immediately from the merger and made the acquisition a prudent one for United.

"When we framed the offer for Frontier, we made numerous economic assumptions regarding the use of planes, facilities and the cost of labor. Our offer was based on those assumptions from an economic standpoint and guaranteed generous increases in salary for the Frontier pilots.

"Due to Frontier's extremely poor financial condition, it makes no sense to increase costs of this operation immediately, in the face of monthly losses of \$7 million to \$10 million," he said.

United asked all parties, from the government to the unions, to expedite the merger to save Frontier Airlines. The purchase was announced on July 10; on July 28, the Justice Department recommended that it be approved because of Frontier's dire financial position.

"We genuinely believe the acquisition is good for United and Frontier employees," said Hartigan. "We can't understand why the United pilots would take a position at such a critical point that can lead to the loss of jobs for 4,700 people and cause their own company to miss a strategic opportunity to strengthen itself significantly."

He said United agreed to purchase Frontier because it's a "good fit" with United's existing domestic operations and because it supports the airline's long-range strategic plans. That strategy calls for strengthening major hub cities and getting costs in line before undertaking major expansions.

ALPA's last proposal was to bring the 553 pilots at Frontier up to full parity by April 1, 1988, the amendable date of the current United/ALPA contract. United said that would mean the Frontier pilots would receive an average pay increase of 67 percent in 18 months.

Union officials were reported as saying the United proposal meant that Frontier employees might not catch up until sometime between 1994 and 2000. They also disputed United's need to pay Frontier workers at lower rates.

"There's more going on here than just a few dollars and cents issues," one union official told "The Wall Street Journal."

Meanwhile, as part of an agreement to advance at least \$50 million of the purchase price to People Express, United has purchased assets valued at approximately \$21.7 million from various units of People. These include purchase contracts, for two McDonnell Douglas MD-80s, ground facilities at Dallas/Fort Worth International Airport and landing rights (slots) at two airports.

The slots and gates have been leased back to People Express' subsidiaries on a short-term basis.

The company also agreed to purchase six gates and two hangars at

Denver Stapleton International Airport valued at approximately \$33 million, subject to approval by the Denver City Council.

To facilitate the merger, United formed a Frontier Acquisition Completion Team, headed by John Gimbel, vice president-sales, central division, and set up a task force to develop interim marketing programs with Frontier.

Now the acquisition is in jeopardy. "What started out as a smart and well-crafted business deal that provided something for everyone has become politicized and turned into a situation where everyone will lose," said Hartigan.

United agreed to purchase Frontier because it's a 'good fit with the company's domestic operations, said President Jim Hartigan at a news conference July 11.

The Frontier purchase would strengthen United's position in Denver. Based in the city, Frontier employs 4,700 employees, serves 54 cities and operates 42 aircraft.

Reporters, analysts applaud United's Frontier purchase "The New York Times" called it an industry coup. "Business Week" headlined its story "United is gaining a lot more than an airline." And airline analyst Helene Becker of Drexel Burnham Lambert commented, "it's one of the smartest things United has done recently."

Across the country, news media, airline analysts and industry experts generally agree—United's proposed purchase of Frontier Airlines from People Express offers significant benefits for all three carriers. Here are some of their comments.

"The acquisition of Frontier by United, like Republic by Northwest and Ozark by TWA, is another step towards eventual consolidation of the airline industry into five or six large profitable carriers.

"United will benefit from eliminating the instability of Denver's three-carrier hub. This will translate into higher fares and better returns, and will ensure that another carrier does not attempt to build a presence in Denver.

"If the agreement with United doesn't work out, another agreement could be struck with different terms, or Continental will end up with Frontier." —*Candace Browning, Oppenheimer&Co., Inc., New York, July 23, 1986*

"Airline executives and observers concurred that the elimination of a below-cost fare competitor, Frontier, should bring some revenue relief to both United and Continental, the two other major carriers serving Denver...

"For United the purchase should be particularly sweet, suggested a long-time observer of the industry. It keeps Frontier out of the hands of its rival, Continental, he said, and it also gives the Chicago carrier a lot of squatters' rights in Denver."

—*Travel Weekly, July 21, 1986*

"(Frontier) union members on Thursday applauded Donald Burr, People Express chairman, for finding a way to give them what they wanted, and avoided handing them to Continental Airlines."

—*The Denver Post, July 11, 1986*

"United Airlines should gain immediate competitive benefits from its \$146 million purchase of Frontier no matter what happens to People Express. United, already the nation's largest airline, will control 56 of the 85 gates at Denver's Stapleton International Airport—cementing its spot as the dominant carrier in the West.

"The Frontier purchase is a classic example of the benefits that accrue from eliminating the competition... United officials are betting that with its wages in line, the carrier's growth moves plus its gargantuan size will make it unstoppable."

—*Business Week, July 28, 1986*

"While the transaction is crucial for People Express, it is also a coup for United, the nation's largest carrier.

"United, a subsidiary of UAL, Inc., has a major hub in Denver, and the acquisition of Denver-based Frontier gives it a dominant position that should enable it to strengthen its routes in the West. Although the department (of Transportation) could raise antitrust objections, it must also consider that the sale strengthens People Express and gives





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DENVER, COLORADO

FRIDAY

©AUGUST 29, 1986

25 cents

Frontier files Chapter 11

United rejects pilots' bid to reopen talks/6



Friends comfort Bambi Coons, center, a Frontier flight attendant for 10 years, after a press conference at which the bankruptcy filing was discussed.

DAVID L. CORNWELL/Rocky Mountain News

Frontier a chance to return to profitability.”

-*The New York Times*, July 11, 1986

“Knocking off one of its major rivals in Denver, the nation’s biggest carrier would add 42 Boeing 737s and MD-80s to its already improving fleet of 357 aircraft. More importantly, United would consolidate its position as the dominant carrier at busy Stapleton International Airport.”

-*The Chicago Tribune*, July 13, 1986

“United’s Frontier purchase offers significant benefits to United: Frontier’s assets (planes, gates, maintenance facilities); (2) its people (any airline is as good as its people— Frontier still has a good core of them); and (3) its market identity— Frontier’s good name in the marketplace should add strength to United’s position in Denver.

“Some of the non-compensatory pricing that’s been synonymous with Denver will disappear, but there will be sufficient competition to ensure that discount fares will continue to be available in Denver.”

-Julius Maldutis, Salomon Brothers, New York, July 25, 1986

“There’ll still be plenty of competition out there, with United/Frontier and Continental. The takeover simply means that now we have a chance of making a little money for a change, which hasn’t been easy in the Denver market.”

Betty Smith, Canterbury Travels, Denver, July 21, 1986

“United’s acquisition of Frontier would bolster the Chicago-based carrier’s position as the nation’s largest airline operation, even when measured against the pending takeover of Eastern by Texas Air.”

-*Aviation Daily*, July 11, 1986

Reporters and analysts say Texas Air Corp. Chairman Frank Lorenzo still has his eyes on Frontier. Texas Air, Continental’s parent, made an offer to purchase People Express which was rejected in favor of United’s bid to acquire Frontier.

(For more on the last days of Frontier, consider ordering the packet (*FL’s Death*, articles & essays, 63p, \$8) listed in the *FL Reports on the back page*. It includes essays by Hank Lund, Billy Walker, Nelson Embleton and others about developments and efforts during the sad final days of FL.)



SPECIAL DAILY

SPECIAL DAILY

SPECIAL DAILY

FRIDAY AUGUST 15, 1986

The following was released by United Airlines today around noon:

UNITED BLAMES PILOTS FOR COLLAPSE OF NEGOTIATIONS

UNITED SAID TODAY IT DEEPLY REGRETS THE SELF-SERVING STANCE TAKEN BY THE UNITED AIR LINE PILOTS ASSOCIATION (ALPA) WHICH STYMIED UNITED'S PLANNED ACQUISITION OF FRONTIER FOR \$146 MILLION.

DAVID PRINGLE, SENIOR VICE PRESIDENT-HUMAN RESOURCES AND UNITED'S CHIEF NEGOTIATOR, SAID, "WE URGENTLY WANTED TO ACQUIRE FRONTIER AND ALL OF ITS 4,700 EMPLOYEES. THE ACQUISITION WOULD HAVE ENABLED UNITED TO GROW RAPIDLY AT OUR SECOND LARGEST HUB, DENVER.

"THE COMPANY PUT AN OFFER ON THE TABLE YESTERDAY WHICH PROVIDED A COMPLETE SALARY MERGER IN FIVE YEARS (AN INCREASE FOR FRONTIER PILOTS OF APPROXIMATELY 70 PERCENT) WITH UNITED PILOTS. ADDITIONALLY, ALL FRONTIER PILOTS WOULD HAVE RECEIVED ALL FUTURE INCREASES NEGOTIATED FOR UNITED PILOTS BEGINNING WITH A 3 1/2 PERCENT INCREASE THIS APRIL. FURTHER, THE COMPANY OFFERED TO EXEMPT ANY SETTLEMENT FROM PREJUDICING FUTURE NEGOTIATIONS AND ARBITRATIONS AND VOLUNTEERED TO LET THE UNION REDRAFT THAT EXEMPTION.

"THE UNION REFUSED TO MOVE FROM ITS ORIGINAL POSITION OF AN 18 MONTH MERGER...IN FACT, REFUSED TO MOVE 'EVEN ONE DAY.' UNITED FINDS THE UNION'S POSITION INEXCUSABLE AND INDEFENSIBLE.

"THIS UNION HAS, FOR ITS OWN INTERNAL POLITICAL REASONS, DESTROYED THE CAREER OF MORE THAN 4,000 FRONTIER EMPLOYEES AND THEIR FAMILIES," PRINGLE SAID.

PRINGLE SAID UNITED OPENED NEGOTIATIONS WITH THE PILOT GROUP AT THE REQUEST OF A COALITION OF FOUR FRONTIER UNIONS. THE UNITED AND FRONTIER ALPA LEADERS DECIDED UNITED ALPA WOULD NEGOTIATE ON BEHALF OF UNITED AND FRONTIER PILOTS.

FRINGLE SAID UNITED RECOGNIZED EARLY AND STATED--AT THE TIME OF THE ACQUISITION ANNOUNCEMENT IN MID-JULY--THAT IT WOULD BE NECESSARY TO KEEP FRONTIER'S LABOR COST STRUCTURE IN PLACE AND INCREASE IT OVER A PERIOD OF TIME.

HE SAID UNITED RECOGNIZED IT WOULD TAKE A TREMENDOUS FINANCIAL INVESTMENT TO TURN AROUND A FAILING AIRLINE, AND THAT INVESTMENT WOULD INCLUDE SUCH AREAS AS PILOT TRAINING,

IMPLEMENTATION OF CERTAIN CHANGES IN THE FRONTIER AIRCRAFT COCKPITS (SOMETHING ALPA URGENTLY WANTED) AND THE COST OF GENERALLY BRINGING FRONTIER'S FLEET OF PLANES UP TO UNITED'S STANDARDS.

UNITED, IN FRAMING ITS PURCHASE OFFER, MADE THE ASSUMPTION THAT THE FRONTIER PILOTS WOULD WORK AT THEIR CURRENT THREE-YEAR CONTRACT AND WOULD THEN NEGOTIATE A REASONABLE PHASE-IN WITH UNITED'S RATES.

HE SAID UNITED ACQUIRED A SERIES OF PHYSICAL ASSETS (GATES, HANGARS AND LANDING SLOTS) FOR MORE THAN \$50 MILLION SOLELY AS A MEANS OF INFUSING CAPITAL INTO PEOPLE EXPRESS, PARENT COMPANY OF FRONTIER AND ITSELF A CARRIER IN DIRE FINANCIAL STRAITS. FRINGLE SAID UNITED'S OBJECTIVE ALL ALONG HAS BEEN TO ACQUIRE ALL OF FRONTIER, NOT MERELY ITS ASSETS, BECAUSE IT WOULD FACILITATE MORE RAPID EXPANSION THAN COULD BE EXPECTED THROUGH INTERNAL GROWTH.

"WE DID ABSOLUTELY EVERYTHING ANY PRUDENT MANAGEMENT WOULD DO OVER THE PAST MONTH TO STRUCTURE A SENSIBLE LABOR AGREEMENT WITH THE PILOT GROUP," FRINGLE SAID. "WE MADE SEVERAL DIFFERENT OFFERS ADDRESSING ALPA'S CONCERNS WITH REASONABLE TERMS TO THE FRONTIER PILOTS. BUT ALPA REJECTED ALL OF THEM. ALPA'S SOLE OFFER OF AN 18-MONTH MERGER (WITH NEARLY A 70 PERCENT SALARY INCREASE), WAS EXORBITANTLY EXPENSIVE AND WOULD NOT HAVE GIVEN UNITED THE TIME ESSENTIAL TO REVERSE THE FORTUNES OF FRONTIER. AS A CONSEQUENCE OF THIS UNNECESSARY IMPASSE, TIME HAS RUN OUT AND A GOLDEN OPPORTUNITY HAS BEEN LOST.

"WE SINCERELY BELIEVE THAT UNITED HAS BEEN COMPLETELY OPEN AND FORTHCOMING IN ALL OF ITS DEALINGS IN THIS NEGOTIATION PROCESS. WE HAVE ATTEMPTED TO BE RESPONSIVE TO THE NEEDS OF BOTH FRONTIER EMPLOYEES AND OUR OWN PILOTS. WE STOOD READY TO ACCEPT ANY REASONABLE OFFER.

"WE FELT THERE WAS A GREAT DEAL OF ACCOMMODATION IN STRUCTURING OUR OFFERS. WE RECOGNIZED NOT ONLY THE IMPORTANCE OF THESE TALKS TO THE FUTURE OF UNITED, BUT ALSO TO 4,700 FRONTIER EMPLOYEES AND THEIR FAMILIES," FRINGLE SAID. "WE FIND IT INCONCEIVABLE THAT THE UNITED ALPA REFUSED TO MOVE THEIR OFFER...EVEN ONE DAY...OR ONE PERCENTAGE POINT. NO REASONABLE PERSON CAN EXPECT A 70 PERCENT SALARY INCREASE WITHIN 18 MONTHS IN A FAILING COMPANY."

RUMOR CONTROL

Contrary to rumor, there are no plans to shut down Frontier's operations. We plan a full schedule of operations pending completion of the proposed sale to United.

Concerning negotiations, both sides stand ready to resume talks at the appropriate time.

CORPORATE COMMUNICATIONS
DENG P

ALEA - THE POLYGLOT UNION

Unlike the other unions at Frontier, ALEA was composed of a large variety of job positions. The other FL unions were traditional "craft" unions in which employees doing the same type job were banded together in a union, such as pilots and flight attendants. In some ways it was an advantage and in others it was a disadvantage. The biggest problem was the difficulty in representing so many diverse groups. The greatest advantage was it made ALEA the biggest at FL and present in virtually every area of operations.

It's interesting to look back at what the ALEA positions were. Here's a listing from the last ALEA seniority list.

SECTION 12. SENIORITY GROUPS

(a) Seniority groups are established as follows:

Group A

Senior Crew Scheduler
*Crew Scheduler

Group B

Senior Maintenance Scheduler
*Maintenance Scheduler

Group C

Senior Consolidated Reservationist
Senior Convention Sales Reservationist
Convention Sales Reservationist
*Consolidated Reservationist
*Schedule Change Agent

Group D

Senior Ticket Counter Agent
*Ticket Counter Agent
Customer Service Representative (Ground)
Customer Service Representative (Mobile)
Senior Customer Service Representative (Mobile)
Senior Customer Service Representative (Ground)

Group E

Station Manager "B"
Station Manager "C"
Station Manager "D"
Senior Station Agent and Relief Agent
*Station Agent

Group F

Intentionally Left Blank

Group G

Senior Provisioning Agent
*Provisioning Agent

Group H

Senior Provisioning Clerk
*Provisioning Clerk

Group I

*Porter

Group J

Senior PBX Operator
*PBX Operator

Group K

Secretary
Communications Coordinator
Purchasing Expediter
Expendable Inventory Controller
Rotable Inventory Controller
Lead Mail Clerk
Lead Clerk
Senior Clerk
*Clerk Typist
*Clerk
Mail Clerk

Group L

Scanner Operator
Lead Accounting Clerk

Senior Accounting Clerk

Cashier
Assistant Cashier
*Station Accounting Clerk
*Accounting Clerk
*Airfreight Clerk
*Junior Accounting Clerk

Group M

Data and Information Controller
Senior Data Systems Operator
Data Systems Operator
Statistical Controller
Lead Data Conversion Operator
Senior Data Conversion Operator
*Data Conversion Operator

Group N

Lead Pressman
Print Shop Operator



AIRLINE CHARGES

Now that some airlines are charging for everything they do, this piece from the Philadelphia Inquirer is particularly funny in my view:

Attendant: Welcome aboard Ala Carte Air, sir. May I see your ticket?

Passenger: Sure.

Attendant: You're in seat 12B. That will be \$5, please!

Passenger: What for?

Attendant: For telling you where to sit.

Passenger: But I already knew where to sit.

Attendant: Nevertheless, we are now charging a seat-locator fee of \$5. It's the airline's new policy.

Passenger: That's the craziest thing I ever heard. I won't pay it.

Attendant: Sir, do you want a seat on this flight, or not?

Passenger: Yes, yes. All right, I'll pay. But the airline is going to hear about this.

(Next page)

AIRLINE CHARGES

Attendant: Thank you. My goodness, your carry-on bag looks heavy. Would you like me to stow it in the overhead compartment for you?

Passenger: That would be swell, thanks.

Attendant: No problem (grunts). Up we go, and done! That will be \$10, please.

Passenger: What?

Attendant: The airline now charges a \$10 carry-on assistance fee.

Passenger: This is extortion. I won't stand for it.

Attendant: Actually, you're right -- you can't stand. You need to sit, and fasten your seat belt. We're about to push back from the gate. But first I need that \$10.

Passenger: No way.

Attendant: Sir, if you don't comply, I will be forced to call the air marshal. And you really don't want me to do that.

Passenger: Why not? Is he going to shoot me?

Attendant: No, but there's a \$50 air-marshal hailing fee.

Passenger: Oh, all right, here -- take the \$10. I can't believe this.
Attendant: Thank you for your cooperation, sir. Is there anything else I can do for you?

Passenger: Yes. It's stuffy in here, and my overhead fan doesn't seem to work. Can you fix it?

Attendant: Your overhead fan is not broken, sir. Just insert two quarters into the overhead coin slot for the first five minutes.

Passenger: The airline is charging me for cabin air?

Attendant: Of course not, sir. Stagnant cabin air is provided free of charge. It's the circulating air that costs 50 cents.

Passenger: I don't have any quarters. Can you make change for a dollar?

Attendant: Certainly, sir! Here you go!

Passenger: But you've given me only three quarters for my dollar.

Attendant: Yes, there's a change-making fee of 25 cents.

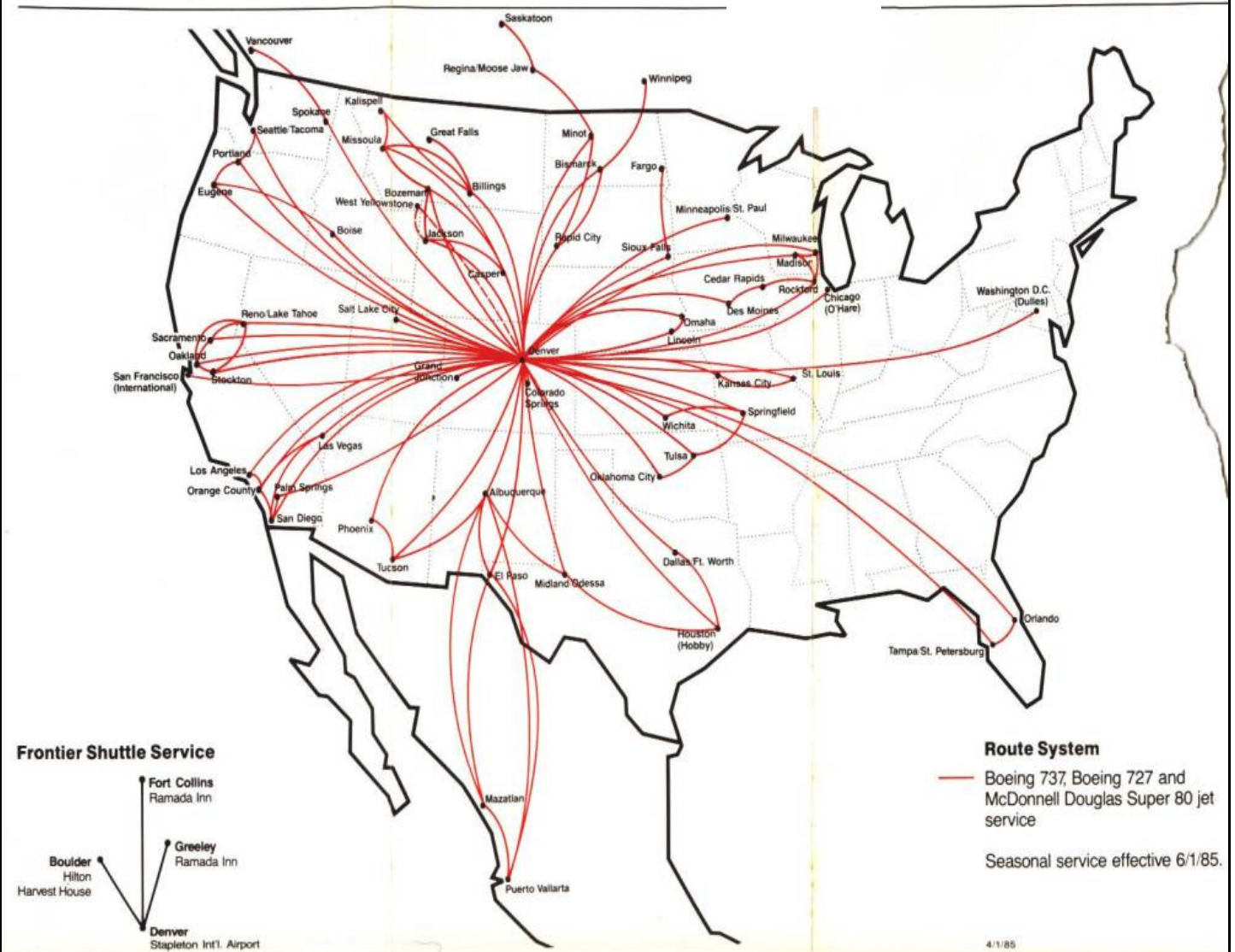
Passenger: For cryin' out loud. All I have left is a lousy quarter? Whatever will I do with it?

Attendant: Hang onto it. You'll need it later for the lavatory

- Sent by **Bill Monday**, bandbmonday@comcast.net

Frontier Route System

From late 1985



FL ADDRESSES

(A lot of FLoaks have asked that I print a list of the addresses I have gotten over the years. I finally figured out how to get them transferred and here they are - warts and all - I've tried to eliminate duplicates, deceased and obsolete ones but I'm sure I didn't get them all.)

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 Joe and Sally Abell gransally@msn.com
 Joe Abell joeabell@aol.com
 Ron Abfalter Station agent JAC southernstudio@hotmail.com
 Bill Acker DENMX 30 years ackerjrw@aol.com
 Pam Acker FA 1973-? pamjo1025@yahoo.com
 Alice Adams Pilot Don's widow dna09@earthlink.net
 Carl Ade cadel@juno.com
 Fred Aerni DEN OMA OLU FAerni@megavision.com
 Mac af Uhr Pilot 1985-86 mac@paulaafuhr@attglobal.net
 John Ager COS SA jonshelem@adelphia.net
 Marcia Agnew-Pruitt FA 1975-86 was Agnew-Johnson johns7marcia@aol.com
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 Robin Akens Crew scheduler RGAkens@comcast.net
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 Trey Allen trelorallen@worldnet.att.net
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 Wiley Allen wileya@hotmail.com
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 Terry Anderson gtfree@comcast.net
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You're nearing the end of the biggest and, I hope, best FL NEWS I have ever put out. My carpal tunnel was screaming by the time I finished. I hope you enjoy reading it as much as I did putting it together. FLorever!!!

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GJT REUNION

AUGUST 19, 2006

We are having a GJTFL reunion in Grand Junction, CO. on August 19th. There are still about 15 former FLriends in the GJT area, including station personnel, flight attendants, and pilots.

We have also been in contact with FLriends in Arizona, California, Texas, DEN and Utah.

It will be a BBQ at a cost of \$10 each.

Contact is Jim Wilds, 652 Comstock Drive,

Fruita CO 81521, 970-858-7577,

JimWilds@netzero.net

FRONTIER REPORTS

Air Mail Route Info, excerpt from 1978 book, 20p, \$3

AZ Brief To CAB 1946, 42p, \$6

AZ-Monarch Merger Application 1949, 52p, \$7

AZ-Monarch Merger Application 1950, 32p, \$5

AZ Stock Offer 1948, 23p, \$4

Challenger Airlines Employees Directory, 7/15/48, 25p, \$4

Challenger Airlines Prospectus, 9/3/47, 37p, \$5

Challenger Airlines Prospectus, 8/4/48, 40p, \$5

Challenger Airlines Stockholders Report, 9/30/49, 8p, \$2

Central Airlines Packet, Articles & seniority list, 75p, \$9

Convair Aircraft Packet, Articles & charts, 73p, \$9

DC-3 A/C Roster (inc. predecessors) & Check List, 11p, \$2

DEN Accident (12/21/67) Report & news clippings, 11 p, \$2

FL 1955 Timetable/Srty-Personnel Lists, 43p, \$6

FL ALEA Seniority list, 7/31/84, 55 pages, \$7

FL ALEA Seniority list, 1/1/86, 48 pages, \$6

FL-CO Job Preservation & Litigation packet, 10/2/86, 66 p, \$8

FL History, articles, photos, etc. , 47p, \$6

FL NEWS printed back issues \$2.50 each

FL NEWS all back issues on a 2 CDs \$5 (plus Jake's FL Files)

FL newsletters, two from 1969 introducing 737s, 20p, \$3

FL Files on 2 CDs (includes NEWS back issues), 800+ meg., \$5

FL's Death, articles & essays, 63p, \$8

GRI Accident (12/21/62) Report & news clippings, 15p, \$2

Ken Schultz' Obituary List (Rev.1/1/05), 10p, \$2

MLS Accident (3/12/64) Reports, news clippings, 41p,

and 10 pix on a floppy, \$7

PHX Accident (4/21/57) Report & news clippings, 30p, \$4

and/or a CD with slideshow of recovery & all files, 76 megs, \$5

Pilots Seniority Lists, 1955-72-81-85, 37 pages, \$5

(Costs are to cover envelopes, postage & copying.)

FRONTIER AIRLINES

FRONTIER NEWS

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

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