

FRONTIER NEWS

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

VOL. 13—NOS. 5 AND 6

Published by Frontier Airlines

NOVEMBER-DECEMBER, 1964

JET-POWERED CONVAIR 580 PERFORMANCE EXCEEDS EXPECTATIONS



Enthusiastic acceptance of the fast, jet-powered Convair 580 by travelers has been a major factor in passenger increases these past six months in all 11 states being served with the new 52-passenger aircraft. Turbine power-plant is built by General Motors.

Everywhere that the new, sleek, jet-powered Convair 580 has been introduced an immediate, enthusiastically favorable response highlights the comments heard in the thirty cities where the aircraft is now in scheduled service. From Montana to Mexico—from Missouri to Arizona business and civic leaders, staff members of press, television and radio, interline and travel agency personnel plus the increasing number of day-to-day passengers are unqualified in their praise.

Passenger traffic increases since the CV 580 went into service on June 1 highlight the fact that the new jet-prop aircraft is carrying approximately a 25 per cent higher average passenger load than the piston-powered Convair 340 which it is replacing on Frontier's system. Much of this is the traveling public's response to the 355 miles per hour cruising speed of the jet-powered aircraft which is 100 miles an hour more than the Convair 340. Then too, the jet's fast rate of climb, three times swifter than the piston-powered CV 340, gets the flight quickly above any surface turbulence to a smooth cruising altitude. Adding to the pleasure of fast travel on the CV 580 are the smartly appointed cabins with pleasing colors of turquoise and gold and alternated on every three rows of form-fitting seats throughout the spacious cream-colored, quiet interiors. By mid-November over 20 million passenger miles had been flown on Frontier's growing Convair 580 fleet.

From the Maintenance Department came the report that during the first five months nearly 3,100 flight hours were accumulated on the Convair 580 for a utilization of over 8 hours per day. During this five month period there were no major problems experienced with the turbine engines or propellers, both products of General Motors. In evaluating results of heavy maintenance checks including airframes, engines, propellers, electrical, instrument and radio it required nearly 16 per cent less man hours than on the piston-powered Convair 340 aircraft. When comparing the General Motors turbine engine installation with the piston-powered engine installation the General Motors engine/propeller combination required 33 per cent less man-hours.

RKO General Contracts For Purchase Of Frontier

A contract for the purchase of the controlling stock interest in Frontier Airlines has been entered into by RKO General, Inc. of New York City and the Goldfield Corporation. Negotiations were first announced in New York by Richard C. Pistell, Chairman of Goldfield and Frontier.

Actual transfer of ownership will not take place prior to January 5, 1965 and will be subject to prior approval of the Civil Aeronautics Board. Goldfield Corporation has a 54.9 per cent stock interest in Frontier Airlines valued at approximately \$6,500,000.

RKO General, Inc. is a wholly-owned subsidiary of General Tire and Rubber Company of Akron, Ohio. The company has diversified interests in television, radio stations, motion picture theaters and sound studios throughout the United States.

Management and policies of Frontier Airlines would be unchanged. Present management took over active operation of Frontier two and a half years ago with Lewis W. Dymond as president. In the past year Frontier has become the fastest growing airline in the United States. In the first six months of 1964 Frontier flew 85,906,000 revenue passenger miles for an increase of 85 per cent over the 46,407,000 passenger miles flown the first six months of 1962. Passengers totaled 298,000 the first half of 1964 for a 75 per cent increase over the 171,600 passengers carried in the first half of 1962.

Recently Frontier Airlines arranged financing for the conversion of 11 more of its Convair fleet to General Motors powered jet-prop Convair 580 aircraft. This would provide the airline with a fleet of 15 of these jet-powered 52-passenger planes for a total investment of \$16 million. This program will go ahead as scheduled.

 **SUMMER**

2007

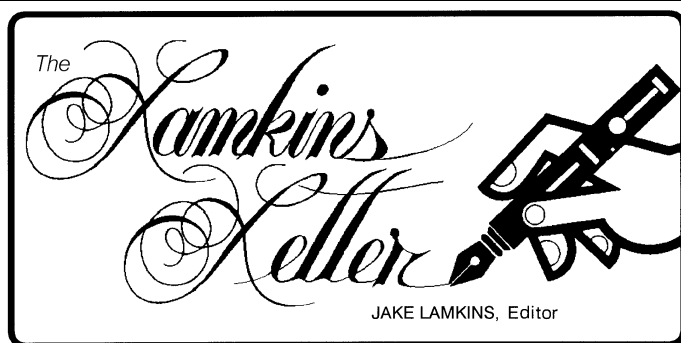
#28 

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 24 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, \$100 for a full page. Tell others in the FLfamily about the newsletter. Give a gift subscription. Mail checks to Jake Lamkins, FL NEWS, 1202 Scrimshaw Cove #4, Fayetteville, AR 72701. Make checks out to Jake Lamkins. Thanks for your support.



Jud Cannon sent a box of FL memorabilia which includes uniforms, newsletters, contracts, and newspaper articles. Thanks very much, Jud. See my article on page 16.

This version of the FRONTIER NEWS is seven years old with this issue. The original NEWS started in 1966. The employee newsletter before that was the SUNLINER NEWS. The name was a carryover from the Challenger Airlines habit of naming their aircraft Sunliners. Some examples of the SUNLINERS are in this issue.

The FLolks at the 2000 FYV-FSM took up a collection to start the newsletter. I was given \$150 and pilot Billy Walker sent another \$100 when he heard about it. Pilot Ace Avakian did the same a bit later and repeats it every few years as does FSM mechanic Darwin Haudrich. Not far behind as a "newsletter sugar daddy" is FSM agent Richard Horn.

Speaking of Ace, he has put out a pilot newsletter for 20 years. He has generously shared his knowledge with me from the start of the NEWS. My debt to him is huge.

Just for your information, from the start I have kept all the money received for the newsletter separate from my own money. I have a FL NEWS checking account where all income and disbursements are handled.

Postage went up 31% for first class newsletters with the last postal increase. It's becoming harder and harder to hold the line on the \$10 per year. The postage for this issue was \$460. However, I have done some belt-tightening and hope to avoid going up for awhile.

Thanks to you ALL for your support, assistance and help.

**THE KANSAS CITY
CV-580
CREW BASE**

**IS A PROUD SUPPORTER OF
THE FRONTIER NEWS &
OLD FRONTIER AIRLINES WEBSITE
AT [HTTP://FAL-1.TRIPOD.COM](http://FAL-1.TRIPOD.COM)
JAKE LAMKINS,
WEBMASTER, EXFAL@YAHOO.COM
AND [HTTP://
WWW.KANSASCITYCREWBASE.COM](http://WWW.KANSASCITYCREWBASE.COM)
CAPT'N PHIL STALLINGS,
WEBMASTER, REDRYDER@TX.RR.COM
CHECK THE WEBSITES FOR FL NEWS,
NOTICES ON UPCOMING EVENTS,
PICTURES AND STORIES FROM THE PAST.**



**JAKE, LARRY & PHIL
INVITE YOU TO THE
39TH FSM FYV FL
MEMORIAL PIGNIC
SATURDAY, AUGUST 18, 2007
BURFORD PAVILLION
NEAR THE FSM AIRPORT
11:00 A.M. - 5 P.M.**

**BRING A POTLUCK ENTREE.
BBQ CHICKEN, BAKED BEANS,
BEER AND SODA ARE PROVIDED.
WE ARE STILL GETTING TOGETHER
TO RE-NEW FRIENDSHIPS
AND TALK ABOUT WHAT IT WAS LIKE
TO WORK FOR A GREAT AIRLINE.
ALL EX-FL EMPLOYEES, FAMILIES
& FRIENDS ARE INVITED.**

**FOR INFO AND/OR DIRECTIONS:
PHIL GREEN, FSM, 479-783-2981,
SUSIGREEN0609@AOL.COM
LARRY THOMAS, FSM, 479-452-8174,
LETHOMAS39@MSN.COM
JAKE LAMKINS, FYV, 479-879-8358,
EXFAL@YAHOO.COM**



REUNIONS 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 REUNION

No plans for a 2007 event. Held Saturday, July 29, 2006, 2pm-10pm, Tryan's Lazy DF Guest Ranch. *Contacts: Dee Martenson, adsanta@bresnan.net or Bob Voight, voightr@aol.com*

COLORADO SPRINGS GATHERING

Jan. 6, 2007, 7 pm at Deanna's house, no report on the event
Contact: Deanna Hinkle, ddbiscuit@juno.com, 719-226-1932

DALLAS-FT WORTH REUNION

No info on a 2007 event. Was Friday, October 28, 2006, 6 pm at Los Vaqueros Restaurant, 2629 North Main St., Ft. Worth, TX. Mexican Buffet \$12.50.
Contact: Jim Ford, 817-268-3954, JEFord15@comcast.net

DENVER GOLF TOURNAMENT

Held Fri, June 22, 2007 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, bojos2@gmail.com

THE PARTY BEFORE THE DENVER PICNIC

This event was cancelled for 2007. Was Fri, June 23, 2006 at Diane Hall's Club House, 6pm. BYOB. In Denver at 10391 Little Turtle which is off E. Evans
Contact: Ace Avakian, AceAvak@aol.com

DENVER REUNION PICNIC

Was Sat., June 23, 2007, Aurora Reservoir on E. Quincy, 10:30am-5pm.

Contacts: Carolyn Boller, 303-364-3624, CKBoller@comcast.net or Bill & Barb Monday, 303-344-8745, BandBMonday@comcast.net

GRAND JUNCTION REUNION

No plans for 2007 - plans are to have another in 2008.

Held Sat. August 19, 2006, BBQ at a cost of \$10.

Contact: Jim Wilds, 970-858-7577, JimWilds@netzero.net

FRONTIER AIRLINES RETIRED PILOTS MEETINGS

(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 18, 2007, 11am-5pm, Burford Pavillion near the FSM airport. *Contacts: Phil Green, 501-783-2981, SusiGreen0609@aol.com or Jake Lamkins, 479-879-8358, ExFAL@Yahoo.com*

FRONTIER BASH

Rusty emailed 6/17/07, "No bash this year..."

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

KANSAS CITY LAYOVER

Happened May 18, 19 & 20, 2007. Hilton - Kansas City Airport

Contacts: JoDelle Burwell, jodelleburwell@comcast.net or Phil Stallings, 816-668-6294, redrydertexas@sbcglobal.net

KANSAS CITY REUNION

No info on 2007 event. Took place Saturday, August 26, 2006 - 12 noon - 3pm at Barry Platte Park

Contacts: Rose Dragen, mragen@juno.com 816/741-1995, or Reva Burke, RevaBurke@aol.com

LINCOLN REUNION

Held October 7, 2006 at The Steak House in LNK.

It was decided to meet again in two years.

Contact: Cork Guenther, saylor@inetnebr.com

PHOENIX REUNION

No event for 2007. It was decided at the 2006 event to skip a year.

Sunday, November 2, 2008, 11:00 AM, Desert Breeze Park in Chandler, AZ.

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 16, 2007, 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 REUNION

No info on 2007 event. Happened Saturday, August 26th, 2006 St. Ann Park-Pavilion # 1, 12:00pm-4:00pm.

Contacts: Ceil Ponder, 314-428-9759 or Kathy Benoist, 314-729-1810.

TUCSON GOLF TOURNAMENT

Was Sat-Sun, Apr 28-29, 2007, In Green Valley, AZ. Future events cancelled.

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

REUNIONS NEWS

We had a great time at the TUS golf tournament. Had 12 Frontier Folks: Eddie Bryant, Gary Mackie, Rusty Lambert, Austin Henry, Dave Ross, Dan Price, Don Hockenbury, Bob Pearson, Ted Scott, Rod Slack, and Tom Willey.

This was our last one - there will be no more tournament in TUS.

- Ron Butler, rbutler24@att.net

There will be no Frontier Bash this year.

-Rusty Lambert, RustyLgolf@cs.com

MCI LAYOVER 2007 BEST YET!!MAY 18 - 20, 2007. The layover committee checked into the Hilton - Kansas City Airport on Thursday and began preparations for the 2007 Kansas City Flight Crew Reunion/Layover.

The first to show up on Friday was Bob Stone (FAL Pilot 1977-1986) who checked into the hotel at 9:30 am in time to go to breakfast with the layover committee. And, the party was on!!!

By Friday evening, a good group of FLamily had checked in and we were enjoying drinks and hors d'oeuvres in the lobby/bar area. Sometime around 9 pm the party moved to the "Crew" room upstairs for more drinks, pizza, more stories and laughs.

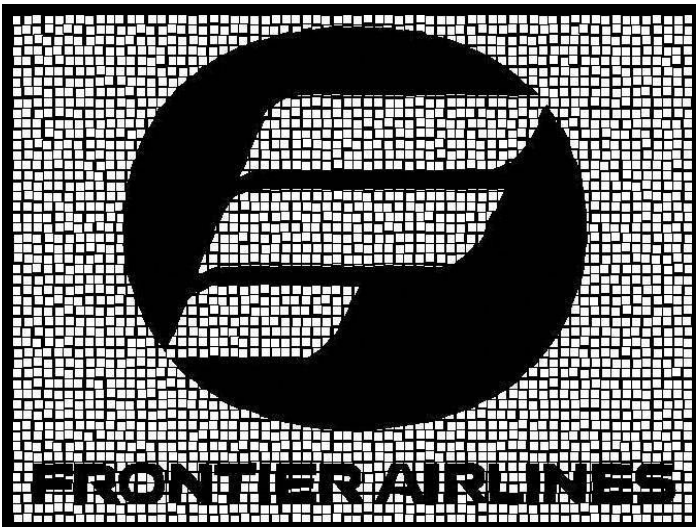
Saturday began with breakfast at 10, although I found Jim Appleby holding court with a small group in the "Crew" room about 8:30 that morning, already back at telling each other lies and war stories. By 3 Saturday afternoon, the party was in full swing again. The evening was filled with much laughter and picture taking. And, thanks to JoDelle and Laura, two huge barrels of KFC showed up.

Before the evening was over we were joined in the "Crew" room by layover crews from the "new" Frontier, Midwest, American and Chautauqua Airlines They could not believe that after 21 years the "Old" Frontier was still so much a family and still having the time of their lives together. I think I can safely say that we did show them what an airline layover/party should be!!!!

Sunday morning saw us in the restaurant for breakfast at 10 ... and then hugs, kisses, hand shakes and "good-by until next year". This was probably our smallest attendance for the KC Reunion/Layover ... BUT, most everyone agrees that it was probably our BEST!!!!

Those attending included: Bob Stone, Steve Tidler, Jim Appleby, Laura (Jones) Colvin, Gerrie Donaldson, Lanette Duncan, Howard Logan, John Green, Mike Gadow, Rusty Lambert, "Jack" Frost, JoDelle (Davidson) Burwell, Ken Larason, Tom Hollister, Neil Miller, Terry Calkins, Dan & Grace Scantlin, B. J. Blackerby, Barb Carroll, Lisa Sachetta, Carl Lorenzen, Sue

(Continued on page 26)



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 2007 ISSUE

Roger Ballast, DEN station agent, 5/7/07, age 70, cancer
Del Booth, FTW GSW DAL DFW pilot, 5/10/07, age 90
Walker Collins, FYV FSM SLC station agent, 6/23/07, age 65
Robert Elliott, DEN engineer, 3/25/04, age 81
Bob Estey, DEN stock clerk, 4/24/07, age 71
Gene Fehse, DEN SLC maintenance foreman, 10/9/84, age 46
Bob Fish, PHX senior station agent, 7/2/07, age 86
Tollie Graves, DEN Superintendent Of Mails, 2/20/87, age 93
Bonnie Harden, need info, 3/30/07
Arnie Kihn, DEN STL maintenance supervisor, 6/9/07
Bob Landon, manager maintenance station, 6/27/03, age 67
Marty Martin, LAS station manager, 6/5/07, age 66
Gary McCarrel, SLC senior station agent, 5/2/07, age 72
Fred Mercer, DEN pilot, 6/1/07, need info
Jim Miller, DEN lead inspector, 5/17/92, age 60
Joann Norton, MCI secretary, 5/15/93, age 54
J.C. Payne, GSW DEN mechanic, 5/24/07, age 91
Peg Richard, DEN secretary, 6/27/07, age 74
Harvey Schiermeyer, STJ MKC station agent, 5/10/07, age 83
John Schulte, FMN OMA station agent, 1/8/97, age 66
AV Smith, LIT FSM OKC aircraft mechanic, 6/25/07, age 82
Bill Super, MCI DEN GRI mechanic, 7/18/93, age 49

BOB FISH

Bob Fish passed away last night. He had been moved to the V.A. hospital just 24 hours before. Gonna miss the ole boy as we do with all of the old Frontier people who have crossed over!! May he have a pleasant cross over and enjoy the company of all those who went before him. Bob had requested no service be had for him so as I understand it will just be the immediate family and any service they hold will be at the house as Bob had requested to be cremated.

-Terry Hansen, sunburst1@frontiernet.net
(Bob was a PHX SSA with a seniority date of 10/31/51)

BOB ESTEY

OBITUARY: Estey, Robert W. (Bob) - Bob Estey passed away peacefully April 24, 2007. Born in Omaha, NE June 29, 1935. Survived by wife, Geraldine Doran, of nearly 50 years, his five children, Robert W. Estey, Jr. (Ester), Jeanne Collins (Bart Warren), Michael, Stephen (Michelle) and Judy Kraus; grandchildren, Rebekah, Cassandra, Kyle Daniel, Marissa, Jordan, Danielle and Kyle Andrew; brother, Joseph, and sister, Margaret.

Preceded in death by his parents, Roland and Ethel Estey and brother, John. Services 11:00 a.m., Tuesday, May 1, Immaculate Heart of Mary, 11385 Grant Dr., Northglenn. Reception following. In lieu of flowers, donations may be made to Friends of Man, P.O. Box 937, Littleton, CO 80160 or the charity of your choice.

- Denver Newspaper Agency on 4/29/2007.

I worked with Bob for many years at FRONTIER and enjoyed knowing him.

-Don Cecil, dhmececil@aol.com

(R W ESTEY: Stock clerk seniority date of 5/24/61, in group A Stores, on the 3/1/62, 1/1/66 & 8/1/66 FL/ALEA seniority lists. Stores is not on the 7/1/74 FL/ALEA seniority list. Apparently they lost representation of that class and craft to IAM between 1966 and 1974. He is carried as a stock clerk on the 11/1/74 & 11/1/76 FL/IAM seniority lists.)

ROGER BALLAST

Roger W. Ballast: 7/27/1936 - 5/7/2007. I am sad to let you know that Roger Ballast passed away this last Monday May 7, 2007 and that the services will be held next Wednesday May 16.

-Bill Rutherford, wmr020341@msn.com

Here is a message I received from Bill Rutherford.

Another Frontier employee has passed on. Roger Ballast. Roger had struggled with cancer for the past 3 years.

-Dennis Atenhan, fredlee@gpcom.net

Bill, I was wondering if you guys got to go to Roger's funeral. Would have loved to have gone. It has been a long, long time. He was always one of my favorite people.

-Rose Atenhan, fredlee@gpcom.net

I did get to go to Rogers funeral and it was very moving. Diana had to work and could not get off.

-Bill Rutherford, wmr020341@msn.com

(R W BALLAST, station agent seniority date 3/14/59, Emp # 00795, Per FL/ALEA seniority list dated 1/1/86. I have not seen an obituary.)

DEL BOOTH

I received word today that Del Booth, Central/Frontier retired pilot, died today (May 10, 2007) at 3am in Seattle. More info as I get it.

-Jim Ford, jeford15@tx.rr.com

It's been nearly a month since word was received that Del Booth had died but other than a brief note in the Seattle newspaper, nothing more. That's sad because Del was a vibrant person back in the old days.

Del told me he started out with United Airlines just before WW II and after the war he took a leave of absence and bought a Fixed-Base flight operation at the Ponca City Airport. He figured after a year or two leave of absence, he'd have it set up so he could go back to United and check on PNC on his days off. One of his businesses at the airport was delivering the daily Oklahoma City newspaper in his Piper Cub or whatever was available.

But he couldn't extend his leave at United as much as he needed

so he chose the FBO operation.....a mistake he regretted many times in the future.

The first time I met Del was in March 1958 when he was the instructor/check pilot

on a one hour DC-3 instrument training flight from Meacham Field and I was one of the 2 new-hires in the "mill".

That all went OK and a night or two later he met the night flight I had been getting my line observation time on from OKC-ACF with Gordon Bourland and Dave Dodd. They moved in back and Del jumped in the left seat and I crawled into the right one and I proceeded to get my night T/O and Landing qualifications satisfied on the ferry flight to Meacham Field.

I flew quite a few trips on the line with Del but the one I probably remember best was a 3 dayer with the second overnight at AMA. We launched at about noon for BGD but Del said he felt a strange vibration in the floorboards so he turned back to AMA. Smilin' Sam Hayes met the airplane and he and Del began arguing about this vibration. When they asked me I diplomatically stated that all the many vibrations on a DC-3 were strange to me since I was brand new to the airplane.

So Del and I started flying test hops all afternoon.....5 in all! By then all the passengers at AMA had left and we started out for BGD, WGD, PNC, BVO, TUL, MKO, FSM, PRX, DAL, ACF and FTW. The Phillips folks were still waiting for us at BGD for the ride back to BVO but we flag-stopped WDG and PNC. Del said that when we got to TUL we were going to the hotel for the night. But when we got there, here was a crew waiting to deadhead back to FTW with us and they were in no mood to wait any longer. So we launch out for FSM where we had revenue waiting, passing MKO.

After climb out of FSM, Del announced that he was going back to stretch a little and here comes the deadheading co-pilot (the same one I had just trained with) stumbling sleep-eyed into the cockpit to fill the left seat. I asked him to fly awhile but he was useless so he just kept the seat warm. One or other of the stewards kept bringing up coffee for me and even in the rain shower turbulence, no real flying help showed up!

We overflew PRX and ACF but by the time I got home at 3 AM the duplex was dark and the screen doors were securely hooked. Since the neighborhood was occupied mostly by hookers, carnival workers and new-hire airline employees one didn't routinely bang on doors at 3 am. So I had to find a pay-phone someplace and wake up the wife to tell her to unhook the damn doors! It was a long day and it was confirmed later that Del and Sam Hayes never could get along.

Del trained me later as F/O on the CV-240 but the most I remember of that training was buzzing Bobby Martin's house out on Eagle Mountain Lake for a couple of mornings at 7AM! I had flown the 240 at American a couple years before so it was mostly refresher for me (except for the buzzing!).

Del's picture once hung in the Smithsonian Air Museum in the display for Aerobatic Aviation. He spent a lot of time and effort developing a US Aerobatic Competition Team which did quite well as best I can remember.

Del was a nice guy. I enjoyed working with him. He was an excellent pilot. He did have quite an ego but also had a great sense of humor to go along with it. I think a mark is still on a light pole at FYV as a memory to his miscalculation while parking a DC-3!

There must be much more to remember this great guy than:



Booth, Delbert, 90 in the Seattle paper.

-H. A. "Jack" Frost, frosty1@hughes.net

(I never found an obituary. The FYV light pole Del hit still had a "Del Booth Memorial Light Pole" sign on it when FL left FYV in 1982. That sign irritated Del something fierce. Del's seniority date was 12/12/49.)

GARY MCCARREL

OBITUARY: Gary McCarrel 1934 ~ 2007 BOUNTIFUL/VERNAL Gary McCarrel passed away May 2, 2007 in Bountiful, UT. He was surrounded by family and friends.

Gary suffered through multiple illnesses in the past 10 years, finally succumbing to pneumonia.

Gary was born October 25, 1934 to Ruby Anderson and Thelbert (Tub) McCarrel in Vernal, Utah. He attended schools in Vernal and graduated from Uintah High School in 1952. He was an outstanding athlete participating in football, basketball, baseball and track. He won the state championship in long jump at the BYU Invitational in 1952. He was awarded the region six sportsmanship trophy and was also invited to try out for the New York Yankees in 1952.

Gary joined the Navy after high school and served in the Korean Conflict for three years as a signalman aboard the USS Grasp. He was awarded the Navy Commendation Medal. His naval career was very special to him in that he visited many countries. He was honorably discharged in 1956.

He married Norma Luck in 1956. His wife survives him. Two children were born to them and survive him, Scott (Rayma) McCarrel and Lisa McCarrel, both of Vernal. He is also survived by his four grandsons of whom he is very proud: Kevin McCarrel, Craig McCarrel, Kyler McCarrel and Mitch McCarrel of Vernal, and his best canine pal, Jake.

Gary worked for Frontier Airlines for 30 years. He retired from Delta Airlines in 1996.

He was an avid fly fisherman. He loved the mountains and camping with family and friends. He was an especially talented baseball coach and taught many young men the sport. His influence in their lives and in the lives of all he touched will be remembered long after his death.

Funeral Services will be conducted Monday May 7, 2007 at the Uintah Stake Center in Vernal. Burial will be in the Vernal Memorial park with Military Honors by the American Legion.

-Deseret News on 5/5/2007.

Gary will be sorely missed. I had the joy of working the gates with him. He would come up the jetway and say okay PEANUT, let's board them. It would make everyone look at me and we would both chuckle. I will certainly miss not getting the chance to see him one more time at the Frontier Reunion.

-Karen Greenwood, kgreenwood@morrismurdock.com

Gary was a good friend. It was a pleasure working with him, and being with him, socially. He will be missed.

-Walt Ness, drmom728@cs.com

I had the pleasure to work with Gary in DEN. He was always the gentleman & truly one of Frontier's finest.

-Wally Reid, akmitre@yahoo.com

(Gary's station agent hire date was Feb. 21, 1959 and he worked in HSI RIW DEN and SLC.)

JOANN NORTON

Joann Norton, Born Dec 20, 1938, Died May 15, 1993, age 54. Date of hire 1973. She was secretary-area manager-line maintenance MCI

-Ken Schultz database

(Does anyone have more info on Joann?)

BOB LANDON

Bob J. Landon, Died Jun 27, 2003, age 67, in Arlington, TX. Manager Maint. Dallas Station. Date of hire was Feb 14, 1974 and date of birth Feb 21, 1936.

-Ken Schultz database

I hope this information is of use to you.
Frontier Airlines February 14, 1974 — December 1974
Denver Airport, Denver Colo. - QA Inspector / Supervisor
December 1974 - June 1975, Denver Airport, Denver Colo.-
Mgr. Propeller & Hydraulic Shop.
June 1975 - January 1981, DFW Airport, Dallas Texas - Area
Manager of Line Maintenance
January 1981 - April 1985, DFW Airport, Dallas, Texas - Area
Manager

-Babs Landon, R.Landon@att.net

BONNIE HARDEN

Bonnie Harden passed away on the 30th of Mar after a 6 yr battle with breast cancer. I will get exact details later but no formal service was held due to her request.

A celebration of her life was held at her home in Palm Springs Apr 21, 2007. On May 9 or 10 her ashes will be spread in the ocean at the Marriot Kalapaki Beach Hotel in Hawaii
If anyone would like, they can contact her husband Martin Evans at 760-861-4633

-Kayla Naima

(Does anyone have more info on Bonnie?)

BILL SUPER

I was looking over the obituaries data base and saw were Bill Super died in 1993. I worked with Bill in GRI in 1981 or 82 and I did not know he had passed away. Do you have any information on Bill's death?

-Alan Landreth, land@alltel.net

BILL M SUPER - born 16 Sep 1943, died 18 Jul 1993, SSN issued in Kansas.

-SSDI

(The only info I have is what I found on Ken Schultz' database: Bill W. Super, MCI DEN mechanic, 7/18/93, age 49. It also shows his birthdate as Sep 16, 1943, that he started with FL on Jun 12, 1978 and that he died at Hill City, KS. It notes his source of info being the social security death index. Their website is <http://ssdi.genealogy.rootsweb.com>

It's worth noting that the SSDI middle initial is different from Schultz' record, possible error in ID or name. Schultz' database is posted on the FL maintenance obituary webpage.)

BOB ELLIOTT

Robert "Bob" Elliott died Mar 25, 2004 at Morrison CO. He was an engineer at DEN. Date of hire was Jun 3, 1968 and birthday was Oct 8, 1922

-Ken Schultz database

TOLLIE GLAVES

OBITUARY: TOLLIE GLAVES was born December 18, 1893 in Lewis County, Missouri, and

MORE GONE WEST

died February 20, 1987 in San Diego, California. Tollie's career was with the Air Mail division of the Post Office Department. He held positions in Chicago and Omaha during this time. The last several years of service found him as the assistant general superintendent of Air Mail Service.

In 1954 he took the position of Director of Mails for Frontier Airlines.

-<http://www.gleavesfamily.com>

Tollie Glaves, veteran of U. S. Postoffice Dept. as Asst. General Supt. of Air Mail - 14th Division at Omaha, becomes FL's Supt. of Mail in Mar 1954. On Dec. 17, 1953, Frontier along with 13 other locals carried 1st class mail by air to determine feasibility of such service to small towns. Carried during Christmas period on temporary basis. Locals received thirty cents per ton mile. This added to revenues and reduced dependence on Federal subsidy.

-FL Sunliner News, Dec 1953

TOLLIE GLAVES, Died Feb 20, 1987, age 93, in San Marcos, CA, Supt. of Air Mail, DENFL, Date of hire Mar 1, 1954, Born Dec 18, 1893.

-Ken Schultz database

(Tollie is 7th oldest on the FL deceased list. He retired Dec 10, 1958 a few days before his 65th birthday.)

J.C. PAYNE

OBITUARY: Payne, J.C. Services for J.C. Payne, 91, Tyler, are scheduled for 2 p.m. Saturday, May 26, at Eubank Funeral Home chapel, Canton, with Dr. Bob Mayfield officiating. Burial will be in Haven of Memories Memorial Park, Canton.

J.C. died May 24, 2007, in Hospice of East Texas in Tyler after a painful battle with osteoporosis. He was born May 14, 1916, in Gordonville, to the late James Martin and Tisha Opha Lou Meek Payne. He was a member of Trinity Baptist Church of Tyler. He grew up in Gordonville near Whitesboro and served his country in the Navy as a petty officer first class during World War II at Pearl Harbor.

After the war he worked for Aaramco Oil Company in Saudi Arabia for six years as a pilot. He retired from Frontier Airlines in Denver, Colo., on Dec. 1, 1981. He made his home in Arvada, Colo., for 27 years, moving to Tyler 10 years ago.

He was a good Christian and liked to help people. At his home church in Denver, he enjoyed being a greeter for four years. He leaves behind many good friends there.

He was preceded in death by two brothers and two sisters. Survivors include his wife of 43 years, Odelia Payne, Tyler, native of Canton; son, Ronald Payne, Grand Prairie; nieces and nephews and a host of friends.

-Tyler Morning Telegraph on 5/26/2007

J.C. was a very dear friend. I was privileged to work with him at GSW and also in DEN. He was very instrumental in helping me acquire my A/P license, and basically my entire airline career as a mechanic. J.C. and Odelia visited in our home in SLC. He will be sorely missed. Our deepest sympathy goes out to Odelia and the family.

-Bill and Sonja Guthrie, bill_guth3@yahoo.com

(Brady White phoned 6/2/07/1710 to tell me J.C. had died. He worked with him at the GSWCN hanger. J.C. went to DEN after the CN/FL merger and retired in 1981. Brady, who is now 79, sent the obituary.)



FRED MERCER

With deep regret , to inform you of the Gone West of; F/O Fred Mercer 6-1-07. No other info at this time. Regretfully,

-Ace Avakian, aceavak@comcast.net

OBITUARY: Mercer, Fred, A loving father to Krista, Stephanie and Eric; grandfather to Ali, Hannah, Sam, Nicholas, Emma, Rebecca and Maximilian, and devoted husband to Erica, Fred Mercer passed peacefully on June 1st. In lieu of flowers and to honor his love for the Colorado Mountains, please send donations in his name to Volunteers for Outdoor Colorado at 303.715.1010 x16.

- Denver Newspaper Agency on 6/5/2007

Don't know the exact dates, but Fred must have been hired in the 66-67 time frame & retired medically in late 70s. He had severe back trouble due to long flights flying the B-47 bomber. Lost track of his where abouts. He was in real estate, as I remember, lived in Aurora for a long time.

-Joe Abell, joeabell@aol.com

Just back in country and learned of Fred's passing. My heart goes out to Erica and her entire family. First and foremost Fred was a true gentleman. He was also an excellent Pilot, a pleasure to work with and a good friend. He will be missed by all his friends at the "Old" Frontier.

-Jack Gibson, capthootjeg@earthlink.net

(F G MERCER- Seniority date of 11/6/67 on the FL/ALPA seniority lists dated 9/1/72, 9/1/81 and 9/1/85.)

JIM MILLER

JIM E MILLER, Died May 17, 1992, age 60, Lead Inspector, DEN, Date of hire Sep 8, 1958, Date of birth Jan 27, 1932

-Ken Schultz database

OBITUARY: Mary Miller, 80, of Fort Lupton, died Dec. 21, 2006 in Denver. Mary was born May 29, 1926 in Philadelphia, Pennsylvania., to Helena and Alex Danilenko. She had one brother, Alex. She married Jimmie E. Miller in San Antonio, Texas after their military service was completed.

They had two sons, Ashley and Keith, and moved to Colorado in 1958 where Jimmie worked for Frontier Airlines while she worked for IBM.

The family moved to a Fort Lupton farm in 1967. Survivors include son, Ashley, daughter-in-law, Julie and two grandchildren.

-FORT LUPTON PRESS

(J MILLER: Seniority date of 9/8/58, A&P 1382389, in aircraft technicians group, on the 11/1/76 FL/IAM seniority list. Could not find anything in SSDI or an obituary.)

ARNIE KIHN

I just got this from West Sanders (son of Capt Dick Sanders CN/FAL) ... West is now a Captain with the new Frontier

-Phil Stallings, redrydertexas@sbcglobal.net

In Memory: Arnie Kihn June 9, 2007

We are saddened to announce the death of Frontier retiree, Arnie Kihn following a lengthy illness.

Arnie Kihn (pronounced keen) grew up in Wyoming and Colorado , his father worked in road construction which kept the family on the move. He graduated from Aurora Central High in 1958 and went to Emily Griffith Opportunity School and received his Aircraft Mechanic License in 1959. That same year, he was hired as a Junior Mechanic at Continental Airlines in

Denver and married the woman of his dreams in 1960.

Arnie became a Sheet metal Mechanic working on Vickers Viscount, DC-3's, CV- 340's, DC-6's and Continental Airlines "First in Denver with Jet's" the Boeing 707. Mr. Kihn's career and education was put on hold when he was called to active duty during the Cuban Missile Crisis in 1960 & 61 serving as a Jet Engine Mechanic at George AFB.

After active duty he returned to Continental Airlines until the company left Denver and moved the Maintenance Base and General Offices to Los Angeles in 1967. At that time Arnie was able to roll his tool box over to the original Frontier Airlines to work as a mechanic.

He became a MX Planner for the CV-580 and later a sheet metal supervisor 1969 for BOP (Heavy Maintenance) on the CV-580 and B-737. From this point Arnie remained in management. In 1973 Arnie started his 7 year stint as a Maintenance Supervisor in Saint Louis .

Returning to Denver Arnie worked 3 years as Supervisor Tech Services and 6 years as Manager EOS (Engine Overhaul Shop). When Frontier shut down in 1986 Arnie went full circle returning to Continental Airlines as Manager of ACS (Aircraft Component Services) in Denver for three years.

Continental Airlines once again decided on moving the Maintenance Base out of Denver, so he accepted a similar position at Alaska Airlines in Seattle as Manager of Support Shops from 1989 to 1996.

In 1996 the then V.P. of Maintenance (John Bartram) asked Arnie to come to the New Frontier and ramrod the startup of Heavy Maintenance, to enable us to perform our own (C-Checks). In addition to obtaining space, tooling and parts Arnie was responsible for the hiring of numerous Technicians, many of whom are with us today. This process was reported to have saved Frontier an estimated one million dollars in the first year alone. Mr. Kihn continued as Manager Base Maintenance until 2000 when he was asked to work as a MX Programs Manager. Two years later Arnie became a Director for the first time and was responsible for all of the Line Maintenance Operation.

Arnie's final position before retiring from Frontier Airlines was Director of Aircraft Support Services which encompassed Maintenance Control, Tech Services, Field Maintenance, MEL Subject Matter Expert and MX Planning.

He retired from Frontier on September 30, 2005. Arnie believed his employees are his most important asset and always supported them and their family's needs. He epitomized the old world work ethic; "If you're here 8 you work 8", Arnie taught us to be frugal with company money, voluntarily helped out other Departments, and encouraged involvement in the needs of the Community. Services will be on Thursday June 14 in Brighton.

-F9 bulletin

Arnie Kihn started to work for Frontier as a mechanic in Aircraft Overhaul, July 10, 1967. At the time of Frontier's shutdown in August 1986. Arnie was Manager of Base Overhaul Shops and Production Planning.

-Ken Schultz, Wheat Ridge CO



GENE FEHSE

I just talked to Don Anderton and discussing the SLC reunion. I mentioned the "flown west list, and Don remembered Gene Fehse who was maintenance foreman in SLC. I could not find him on the obit list that you do, but he is on the other one. Can you shed any light?

Paul Farris, paulamos43@yahoo.com

Gene Fehse, GSW DEN SLC foreman, 10/9/84, age 46, Date of hire with CN Apr 19, 1967, Born Feb 1, 1938

-Ken Schultz database

John Phillip Fehse was born November 30, 1912 in Burlington, Iowa, and died August 28, 1989 in Burleson, Johnson County, Texas. He was buried August 31, 1989 in Laurel Land, a cemetery in Burleson. He was married to Ruth Pforts, the daughter of Frank Monroe and Mabel Clara (Nicholas) Pforts of the Sperry and Mediapolis, Iowa, area.

John and Ruth (Pforts) Fehse had 8 children, including Gene Arthur Fehse. Gene was born February 1, 1938 and died October 9, 1984 in West Bountiful, Davis County, Utah. He is buried in Mount Olivet Cemetery, Fort Worth, Tarrant County, Texas.

-http://www.brumm.com/genealogy/

JOHN SCHULTE

I am John Schulte's wife. John passed away Jan '97. After Frontier, he worked in his brother's machine shop. He started work at Frontier in '56. He was in Farmington until '58 then came to Omaha where he worked until the bankruptcy. We married in 1960. I now have two sons and 4 grandchildren. Still live in the same house.

-June Schulte, Omaha NE

JOHN J SCHULTE, Born 29 Jan 1931, Died 08 Jan 1997, Age 66 at 68104 Omaha, NE, SSN issued in Nebraska.

-SSDI

(J J SCHULTE, Seniority date of 3/16/55, emp# 07750, on the 7/1/84 FL/ALEA seniority list.)

A.V. SMITH

OBITUARY: Afton V. Smith, 82, of Huntsville (AR) died Monday, June 25, 2007, at Northwest Medical Center in Springdale. He was born Oct. 3, 1924, in Boston to Lloyd and Mabel Caroline Ricketts Smith. He was a member of Huntsville Missionary Baptist Church and a U. S. Navy veteran of World War II.

He was a retired aircraft mechanic for American Airlines, Central Airlines and Frontier Airlines, a barber and a five-year employee of the Huntsville School District.

He was preceded in death by his wife, Willa Jean "Bill" Withrow Smith. Survivors include two sons, Rickey D. Smith of Joplin, Mo., and John R. Smith of Huntsville; a daughter, Susan Bates of Huntsville; a sister, Hazel Nelle Haight of Huntsville; eight grandchildren and seven great-grandchildren.

Funeral services will be at 2 p. m. today at Brashears Funeral Home with Brothers Harvey "Bud" Pulley and Scott Bates officiating. Burial will be in Huntsville Cemetery. Pallbearers will be Jason Combs, Brandon Morgan, Steve Smith, Tim Smith, Brent Smith and Shane Smith.

-NORTHWEST ARKANSAS TIMES on June 27, 2007

A.V. worked in LIT and FSM. Fred Perry might know more - he was A.V.'s supervisor in LIT.

-Buddy Griffin, bgriffin001@centurytel.net

(A.V. had a seniority date of 5/8/62. He also worked in OKC.)

MORE GONE WEST**HARVEY SCHIERMEYER**

OBITUARY: Harvey Ernest Schiermeyer, was born to William J. and Martha K. (Grummert) Schiermeyer, March 18, 1924, at the family home in rural Superior, Neb. He entered his eternal home on May 10, 2007, in St. Joseph, Mo.

He married Della R. Sykes December 1, 1946, at Salem Lutheran Church, rural Superior, Neb. He is a veteran of the U.S. Army having served in WWII. He farmed for 10 years near Nelson, Neb.

For 30 years he was employed by Frontier Airlines as a station manager and agent. Harvey was a member of First Lutheran Church in St. Joseph, Mo. He helped with the food pantry, was a dedicated usher and served his church behind the scenes in many other ways. He enjoyed collecting toys, wood working, gardening, and spending time with his grandchildren and great-grandchildren.

He is survived by his wife, Della, sons, Leon and Marion of Nebraska City, Neb, Lindell and Jennifer of Oregon, Mo., daughter Marilyn and Jerry Lightle of Helena, Mo. Grandchildren, Kim and Del Gust of Omaha, Neb., Kelly Schiermeyer of Lincoln, Neb., Nicole Schiermeyer of Chicago, Ill., Brad and Katie Schiermeyer of Gulf Port, Miss., Stephanie and Dustin Smith of Bolckow, Mo., Scott and Ashley Lightle of St. Joseph, Mo., and Jason and Christie Lightle of Savannah, Mo. Great-grandchildren Kalyn, Rian, Callie and Morgan Smith, and Seanna and Hope Lightle. Also surviving are brother, Gerald and June Schiermeyer of Seven Lakes, N.C., and sister, Eileen and Alvin Weber of Adams, Neb.

He was preceded in death by his parents, and a sister, Viola Houston. Service will be held at 11 a.m. Tuesday at First Lutheran Church, under the direction of the Heaton-Bowman-Smith & Sidenfaden Chapel, St. Joseph. Visitation will begin after 9 a.m. Monday at the Chapel where the family will receive friends from 6 to 8 p.m. Private family burial will be held at Spring Creek Cemetery in Ruskin, Neb.

-ST. JOSEPH NEWS-PRESS on 5/13/2007

HARVEY E SCHIERMEYER, born 18 Mar 1924, died 10 May 2007, at 64506 (Saint Joseph, Andrew, MO)

-SSDI

(Harvey started 5-26-56 as a station agent and was 83 when he died. He may have been station manager at STJ when it closed.)

PEG RICHARD

OBITUARY: Peggy J. Richard, 74 of Arvada, passed away June 27, 2007. Wife of the late John H. Richard, Jr.; mother of Jacques (Noriko) Richard, Maurice (Cheryl) Richard, Wes (Marcela) Walker; grandmother of Nathan, Michael, Josh and Michele; sister of Pat Butler.

Peggy was an executive secretary and office manager for Frontier Airlines, Hamilton Oil and Sheffield Homes. During her adult life, she served in numerous capacities in the The Church of Jesus Christ of Latter-Day Saints and her constant faith and dedication were a source of inspiration to those who knew her.

Visitation, Sunday, 3-6pm, Olinger Crown Hill, 29th and Wadsworth. Funeral service, Monday, 11am, Arvada Stake Center, 7080 Independence St., Interment, Crown Hill Cemetery. Donations to the American Cancer Society, 2255 S. Oneida St., Denver 80224 would be appreciated.

-DENVER NEWSPAPER AGENCY on 6/30/2007

WALKER COLLINS

OBITUARY: William Walker Collins, 65, of Fayetteville, Arkansas, formerly of Fort Smith, passed away Saturday, June 23, 2007, at Washington Regional Medical Center.

He was born Nov. 29, 1941, in Pettigrew to William Harrison and Rosie Lee Collins. Walker Collins graduated from St. Paul High School in 1959. He was a proud veteran of the U. S. Army, serving in the 8 th Armored Division in Germany. He later went on to earn his associate's degree in business from the University of Arkansas. Walker retired from Frontier Airlines after 20 years of loyal service throughout the United States.

He retired from a second career with Jefferson Partners as a regional transportation manager in 2003. He was a 32 nd degree Mason and served as Worshipful Master in 2001 with Sebastian Lodge # 706 in Fort Smith. He was a member of First United Methodist Church in Fort Smith and a member of MENSA.

Walker was a member of Toastmasters International, coached league soccer and participated in Boy Scouts of America. He enjoyed studying history, physics and political debate. Walker was fond of a good cigar, old country music and homemade pastries. He loved the outdoors, a good joke and a spirited game of dominoes. Most of all, Walker cherished time with family and beloved grandchildren.

He is survived by his wife of 37 years, Donna Arnold Collins; daughters, Lisa Morgan and husband Sean of Atlanta, Courtney Vaughn and husband Mark of Fayetteville and their children, Isabella Claire and Jackson Walker, and Lindsey Collins of Kansas City, Mo.; and one son, Jason Walker Collins of Fayetteville. He is also survived by four brothers, Frank Collins and Wilma Carney of Fayetteville, Ben Collins of Huntsville, Dotson and Mildred Collins of Farmington, and Floyd and Lucille Collins of Springdale; six sisters, Cleo and Charlie Thurston of Farmington, Susie and Glen Atchley of Fayetteville, Sarah and Conard Petersen of Entiat, Wash., Ethel and Troy Taylor of Elkins, Virginia and Bill Schaefer of Lincoln and Melba Collins of Fayetteville. Survivors also include sister-in-law, Paula De-Busk and husband Dennis of Springdale, and many nieces and nephews.

The family will be present for visitation from 5-7 p. m. today at Backstrom-Pyeatte Funeral Home in Springdale. Funeral services will be held at 11 a. m. Wednesday at Backstrom-Pyeatte Funeral Home in Springdale. Burial will follow at 2 p. m. at the U. S. National Cemetery in Fayetteville. The family wishes to thank the medical staff and caregivers at Washington Regional Medical Center-Coronary Care Unit and Baylor University Medical Center in Dallas. Donations may be made in lieu of flowers to Baylor Healthcare Foundation, Bone Marrow Unit, 3600 Gaston Ave., Suite 100, Dallas, TX 75246. Online condolences can be made at www.backstrompyeatte.com

-NORTHWEST ARKANSAS TIMES on June 26, 2007

(Walker, my friend for 42 years, was only 65 and had often bragged over the years about his dad living to be 101 and that he would live a long time too. I wore my Frontier tie for his funeral. As the ceremony started there were sirens galore from nearby 6th Street and then a plane flew over. In the overcast it could not be seen - we laughingly said that is the Frontier fly-by. Then there was a three gun salute so Walker had sirens, gunshots and a fly-by for his funeral. I'm sure he's bragging about it right now. I was honored to be shown on the burial note as an honorary pallbearer. Other FLolks attending his

services were Richard Horn, Johnny Selph, Ken Baker, Paul Farris and Ken Stewart. Walker started as a station agent in FYV on 10/2/66, was PNC station manager many years, then served as an agent in SLC FSM and DEN.)

MARTY MARTIN

OBITUARY: PAONIA, Colo. - M.L. "Marty" Martin, July 13, 1940 - June 5, 2007, passed away at his home in Paonia, June 5, 2007, after losing his battle with COPD.

Marty was born in Paonia, July 13, 1940. His younger days were spent ranching, fishing, hunting and getting into mischief of some sort or another. He went to work for Montgomery Ward in Grand Junction for a short time before beginning a career with Frontier Airlines. While in Grand Junction, he enlisted in the Army National Guard. Frontier Airlines took Marty to Denver, then to Montana where he met and married his former wife, Linda Shaw. He rose in rank with Frontier becoming Regional Manger of the Las Vegas office in the early '70s. He moved to Red Lodge, Mont., and bought the B&P Hardware store that he operated for many years. Later endeavors included managing Sundance Supper Club and Best of the Past Antique Store. Marty met his current wife, Sherrie (Stewart), in Red Lodge. They moved to Denver in 1991. In 2005, they retired to Paonia full time.

Marty was full of love, laughter and friendly mischief; you never knew what was coming when around him, which is why everyone that met him loved him and had a funny story to tell. His goal in life was to make someone laugh each day and he always met his goal; he was the life of every party. He loved Bronco games, junking and collecting, trains, camping, fishing and later on, enjoyed taking drives to enjoy the deer, elk, trains and time with his grandkids. "Pappa" taught each of us the proper way to stir cookies, make peanut brittle, hang clothes, hammer a nail and so much more; his guidance will be forever missed.

He is survived by his loving wife, Sherrie Martin of Paonia; daughter, Tracy (Buzz) Thiel of Red Lodge; son, Greg (Julie) Martin of Brighton; two stepdaughters, Lisa (Jim) Day of Utah and Wende (Dan) Howes of Florida; and eight step-grandchildren; two granddaughters, Nicole Owen and Sarah Thiel; grandson, William Martin; great-granddaughter, Isabell Owen; two brothers, Wayne (Barb) Martin, Lakewood, Bill (Doris) Martin, Otego, N.Y.; and five cousins, John Talarico, Stretch Bohnet, MaryJo (Bohnet) Reese, Jeanne (Martin) Weber and Jim Martin.

Graveside funeral services will be held at 11 a.m. Saturday, June 9, at the Cedar Hill Cemetery in Paonia. A memorial service will be held in Red Lodge in early August. Marty was preceded in death by his son, James (Scotty) Martin; and his parents, Marion "Keggy" and Florence Martin.

In lieu of flowers, memorial contributions may be made in Marty's memory to Hospice and Palliative Care of Western Colorado, PO Box 24, Delta, CO 81416. View the Internet obituary and sign the online guest registry at taylorfuneralservice.com.

-BILLINGS GAZETTE on 6/8/2007.

Marty Martin was the FL manager in LAS. He resigned, moved to Red Lodge, Mt. and got married. He operated a hardware store for several years in Red Lodge. He was a very happy go luck kinda guy.

-Marv Pester, marvsports7@msn.com

MAINTENANCE, CLEANERS, ENGINEERS & STOCKROOM DECEASED LIST

Most of this information is from Ken Schultz' database.

Bill Abel, GSW DFW mechanic, 4/3/88, age 65,	Clyde Colbert, stockroom clerk, 5/14/89, age 63
Robert Adcox, GSW mechanic, 11/21/88, age 66	Lowell Conder, GSW mechanic, 5/12/02, age 90
Ed Aker, DEN lead stock clerk, Oct84, age 65	Harold Cook, MCI lead mechanic, 10/12/85, age 68
Ray Allgood, GSW DFW mechanic. 7/25/90, age 69	Ken Cook, DEN lead inspector, 11/18/82, age 75
Ed Allmond, GSW DFW mechanic, 12/8/97, age 83	Willis Cooke, GSW DFW DEN foreman, 8/7/95, age 80
Jerry Altman, GSW DFW DEN mechanic, 5/3/99, age 65	Joe Coopersmith, DEN lead mechanic-EOS, 9/25/02, age 88
Dutch Ancell, MCI mechanic, 11/21/00, age 59	Ray Cordray, DEN mechanic, Jun69, age 61
Bob Anderson, DEN avionics mechanic, Dec81, age 69	Sherman Cornstubble, DFW DEN inspector, 11/13/99, age 74
M. Andy Anderson, DEN lead mechanic, 1/30/88, age 66	Pat Corrigan, DEN mechanic-EOS, 6/25/99, age 82
R. Andy Anderson, DEN mechanic, May89, age 33	Ted Couchman, DEN reliability analyst, Dec73, age 70
Dick Bakker, DEN stock clerk, 11/12/97, age 77	Cecil Covington, FTW GSW DFW mechanic, 2/27/96, age 82
Howard Barber, DEN janitor, 12/10/95, age 88	Claude Covington, GSW stock clerk, 9/12/02, age 66
Dave Barnes, DEN fueller/cleaner, Dec81, age 42	George Crampton, DEN lead inspector, 3/9/82, age 83
Luther Barnes, DEN lead mechanic, 8/23/64, age 59	Joe Craze, DEN inspector, 9/6/02, age 72
Arnie Barnett, DEN avionics mechanic, 8/20/99, age 69	Walter Crisp, DEN mechanic, 4/29/03, age 48
Leo Barnett, GSW DFW DEN mechanic, 2/18/84, age 59	Spence Crona, DEN lead mechanic, 10/6/03, age 74
Ken Benish, PHX mechanic, Oct82. age 55	Kevin Crosby, DEN mechanic, 10/20/00, age 44
Teuni Bergen, DEN lead inspector, 1/25/80, age 68	Joe Crowder, DEN instrument shop, 5/12/01, age 76
Les Bergstrom, DEN foreman-aircraft overhaul, 12/10/01, age 79	James Crozier, FTW GSW DFW mechanic, 9/26/83, age 65
Don Bingham, DEN engineer, 10/5/79, age 38	Bob Cruickshank, DEN mechanic, 11/27/86, age 39
Russ Bliensner, DEN mechanic, 3/5/93, age 65	Mike Dann, DEN SNA mechanic, Aug89, age 44
Willis Boden, DEN mechanic, 7/11/88, age 70	Harley Davidson, DEN mechanic, 4/22/82, age 57
Bill Bowen, DEN cleaner - EOS, 8/29/85, age 79	Red Davis, DEN mechanic, Apr67, age 49
Ben Bower, PHX mechanic, 1/22/93, age 73	Ray Dennie, GSW DEN line foreman, 4/5/99, age 73
Walton Bowles, GSW mechanic, 4/4/76, age 53	Wayne Dikeman, DEN ground radio mechanic, 11/22/92, age 67
George Bradley, DEN lead avionics mechanic, 1/6/88, age 62	Bob Donley, DEN mechanic, 3/9/80, age 44, auto accident
Harry Bradley, FTW GSW DFW mechanic, 6/23/85, age 80	Sam Dorchek, DEN mechanic, 10/5/95, age 72
Dan Breazeal, TUS mechanic, Mar89, age 40	JD Dossey, FTW GSW DFW mechanic, 11/10/79, age 74
Galen Breitling, DEN instrument shop, 5/29/97, age 67	Larry Doud, DEN mechanic, 1/21/95, age 74
Bill Brickman, DEN inspector, 4/20/01, age 56	Robert Doud, FTW GSW mechanic, 3/5/67, age 56
Harry Bright, DEN mechanic, 2/26/96, age 77	Jack Drinkard, GSW DFW foreman, 1/28/00, age 68
Otha Broome, GSW DAL DFW mechanic, 5/15/05, age 82	Bill Dryden, DEN avionics engineer, 10/6/91, age 72
Neal Brown, MCI lead mechanic, Sep77, age 53	Harry Duff, DEN inspector, 1/27/91, age 66
Steve Bruley, DEN foreman, 4/7/78, age 42, leukemia	Frank Early, DEN engineer, Jul87, age 56
Bill Buckley, DEN lead inspector, 3/8/00, age 80	Ken Edwards, OKC DEN ground mechanic, 1/12/82, age 40
Dale Buehrer, MKC FSM TUS lead mechanic, 1/16/87, age 56	Sonny Ehre, DEN mechanic, 1/16/90, age 70
Richard Buethe, DEN lead mechanic, 10/1/99, age 87	Robert Elliott, DEN engineer, 3/25/04, age 81
Clyde Burnaugh, DEN mechanic, 10/11/89, age 89	Linton Ellis, GSW DEN lead mechanic, 4/11/01, age 68
Pop Burnell, DEN machinist - EOS, 10/1/72, age 93	Dale Epperson, MCI mechanic, 11/25/82, age 34
Zick Burns, DEN mechanic, 1/10/07, age 89	Don Erickson, DEN lead mechanic, 9/4/99, age 77
Bill Bustell, DEN inspector, 6/21/05, age 77	Gary Erickson, DEN mechanic, 8/15/94, age 51
Sarge Butler, GSW mechanic, 1/20/01, age 82	Bob Estey, DEN stock clerk, 4/24/07, age 71
Bill Caldwell, DEN mechanic, Sep81, age 53	Jimmy Fanning, FSM DEN cleaner, Jun84, age 32
Dick Cantwell, DEN lead mechanic, 10/6/06, age 91	Marty Favor, MCI mechanic, 5/6/66, age 33
Fred Carlson, DEN cleaner, 6/15/91, age 61	Gene Fehse, GSW DEN SLC foreman, 10/9/84, age 46
Mike Carmichael, foreman-aircraft overhaul, 5/14/89, age 63	Merle Ferguson, DEN mechanic, 10/5/90, age 71
Tony Carpino, SLC mechanic, 2/10/89, age 74	Ron Ferris, DEN foreman-line maintenance, Jun93, age 48
Charles Carter, DEN avionics mechanic, 3/17/95, age 84	James Finney, GSW mechanic, 9/4/91, age 68
Charles Carter, DEN inspector, 12/30/04, age 66	Earl Fischer, DEN inspector, 3/27/05, age 88
Roger Carter, DEN inspector, 12/30/04, age 66	Roy Fisher, DEN foreman-EOS/line, 4/29/92, age 74
Carlos Casas, GSW mechanic, 7/29/70, age 41	Chester Fitch, DEN lead inspector-NDT, 12/20/01, age 84
Clinton Casey, FTW GSW DFW mechanic, 12/28/98, age 70	Don Forrer, DEN maintenance planner, 1/20/94, age 77
Carl Cash, DEN lead avionics inspector, 12/5/98, age 65	Red Fowler, DEN NDT inspection, Apr69, age 46
Bill Castleman, GSW DAL DEN mechanic, 6/13/05, age 73	Leroy Frazier, GSW DEN mechanic, 11/9/01, age 76
Roy Chamberland, GSW DFW cleaner, 1/3/94, age 69	Al Garcia, PHX lead mechanic, Sep69, age 55
Henry Cleveland, GSW DFW lead mechanic, 12/18/95, age 76	Tag Gensler, MCI mechanic, May80, age 48

Larry Goodwin, DEN mechanic, 6/28/92, age 67	Ben Lemme, DEN mechanic, 4/22/93, age 69
Wayne Gordon, STL mechanic, 9/25/78, age 37, auto accident	Doc Libby, PHX lead mechanic, Nov74, age 57
Bill Grant, DEN welder, Oct83, age 63	EJ Lima, DEN engineer, 5/11/97, age 88
Dutch Greenmeier, DEN instrument shop, 4/1/90, age 81	James Linebarger, GSW DEN mechanic, 6/18/71, age 61
Nash Guerra, GSW DFW DEN mechanic, 10/4/98, age 79	Al Linder, DEN instrument shop tech, 6/5/90, age 71
Gil Haddon, DEN inspector-NDT, 12/26/00, age 70	Ed Lintz, DEN aircraft mechanic, 1/2/04, age 81
Henry Hageman, FTW GSW DFW mechanic, 1/5/94, age 71	Matt Litzinger, DEN foreman-line maintenance, Jan84, age 46
Francis Hall, GSW DEN PHX mechanic, Aug82, age 65	Bill Livingston, PHX lead mechanic, 10/20/94, age 70
Dale Haney, DEN fueler, 1/20/95, age 75	Bill Long, DEN mechanic, 8/8/67, age 53
Curley Hansen, DEN mechanic, Jan73, age 55	Joe Looft, DEN foreman-aircraft overhaul, 3/15/89, age 37
Cecil Hardacker, GSW DFW DEN mechanic, 7/3/86, age 66	Larry Lorz, DEN mechanic, 8/3/86, age 46
Charlie Harris, GSW DFW mechanic, 9/25/86, age 69	Dick Lowe, DEN mechanic, 7/1/04, 61, motorcycle accident
Walt Harris, DEN foreman-line maintenance, 10/18/84, age 52	Jerry Manlove, DEN mechanic, 6/4/02, age 75
Ernest Hartland, MCI mechanic, 9/4/95, age 76	Don Marick, BIL DEN ground mechanic, 4/20/05, age 74, heart
Anton Hawkins, GSW mechanic, 2/1/84, age 58	Weldon Marr, GSW mechanic, Jun81, age 62
Dick Hebert, DEN aircraft overhaul, 1/23/07, age 74	Joe Martinchick, DEN cleaner-EOS, Mar79, age 65
Hank Hecketsweiler, DEN engineer, 10/26/91, age 76	Daniel Martinez, GSW mechanic, 7/31/75, age 57
Gary Herning, GEG mechanic, 11/29/80, age 37, auto accident	Bud Matlock, MCI mechanic, 3/30/80, age 58
Dale Hershberger, DEN mechanic, 6/27/97, age 69	Shorty Maxwell, STL mechanic, 2/14/99, age 81
Jack Hewitt, lead stock clerk, Nov76, age 45	Clarence McClean, GSW mechanic, 11/16/91, age 79
Dale Hicklin, DEN lead mechanic, 5/21/92, age 61	Mac McCready, DEN avionics mechanic, 9/15/02, age 70
John Higgins, DEN mechanic, Aug76, age 62	Mac McCrory, GSW DFW lead mechanic, 11/14/89, age 77
Warren Hill, BIL GTF DEN mechanic, 3/19/05, age 84, heart	Richard McMahan, DEN mechanic, 8/7/04, age 84
Jack Hitchcock, PHX foreman-line maintenance, Apr76, age 57	Mac McManis, DEN mechanic, 6/24/03, age 91
Jim Hoeglund, DEN stock clerk, 11/14/78, age 41	Jack Mericle, DEN lead mechanic-EOS, 4/1/99, age 79
Leonard Hogle, DEN mechanic, 4/5/99, age 83	Larrie Miley, GSW STL mechanic, 10/6/02, age 58
Ed Holdredge, DEN production planner, 3/15/99, age 62	Harry Miller, DEN lead mechanic-EOS, 6/9/88, age 89
Clarence Hopper, DEN mechanic, 3/28/84, age 55	Jim Miller, DEN lead inspector, 5/17/92, age 60
Ken Hopper, DEN mechanic, 10/17/03, age 69	Paul Miller, DEN senior draftsman, 5/21/03, age 79
Tom Horseman, DEN avionics mechanic, 10/18/88, age 41	Charles Millhollon, GSW mechanic, 6/28/91, age 56
Slim Horton, DEN mechanic, Oct79, age 67	Don Moore, GSW DEN mechanic, 8/15/73, age 40
Don Hotchkiss, DEN mechanic, May81, age 63	Tom Morris, DEN inspector, 1/14/04, age 87
Ernie House, GSW DFW mechanic, 1/31/86, age 81	Willard Myers, DEN instrument shop tech, Nov85, age 76
Bill Houston, DEN lead stock clerk, 9/21/97, age 79	Marshall Nix, GSW ABQ mechanic, 5/22/94, age 66
Bill Howard, DEN inspector, 12/8/86, age 63	Tim Norman, STL cleaner, Dec78, age 37
Bob Howard, DEN mechanic, 5/23/95, age 63	Lawrence North, DEN mechanic, 5/7/00, age 44
Willard Inman, DEN avionics mechanic, 3/4/97, age 77	Cliff Nowlin, DEN mechanic, 5/23/87, age 70
Frank Jesmer, DEN lead mechanic, 5/8/81, age 63	Tom Nowlin, DEN avionics mechanic, 7/30/78, age 51
Bill Jimmerson, DEN lead mechanic-EOS, 4/5/03, age77	Marty Omeara, DEN foreman-stores, 3/2/90, age 75
Art Jiracek, DEN maintenance reliability analyst, 2/21/00, age 77	Charles Owens, DEN stockroom, 11/15/87, age 52
Howard Jones, DEN crew chief-line, 1/15/98, age 76	James Parvin, GSW DEN mechanic, 5/19/91, age 74
John Paul Jones, DEN foreman, 9/3/95, age 77	Ed Patterson, GSW DFW mechanic, 4/30/82, age 71
James Judge, GSW DFW mechanic, 11/25/75, age 71	Everett Patterson, DEN mechanic, 4/6/82, age 58
Jim Kalbach, DEN foreman-heavy check, 9/14/05, age 73	Elvis Patton, GSW DEN lead mechanic, Feb87, age 59
Paul Kalcites, DEN mechanic, 9/24/06, age 79	J.C. Payne, GSW DEN mechanic, 5/24/07, age 91
Larry Keen, DEN lead inst shop tech, 8/8/00, age 87	Everett Peck, DEN ground mechanic, 2/13/03, age 81
Mike Kelly, DEN maintenance scheduler, 6/1/91, age 79	Ed Pejko, DEN mechanic, 3/18/80, age 66
Bernie Kersen, DEN mechanic, 3/15/72, age 28	Ed Pellerin, DEN lead mechanic, 8/26/78, age 67
Jerry Kimel, DEN ground mechanic, 4/28/78, age 62	Pete Peterson, SLC mechanic, 8/22/91, age 63
Art Krieger, DEN maintenance instructor, 11/19/98, age 85	C.T. Phillips, FTW GSW DEN lead inspector, 7/28/02, age 87
Harley Kruger, DEN lead mechanic, 8/26/87, age 67	Carl Pickering, DEN avionics mechanic, 4/8/87, age 45
Tom Lally, DEN lead-tool room tech, 11/19/96, age 74	Jim Pike, DEN mechanic, 2/12/2001, age 60
Woody Landis, DEN mechanic, Mar80, age 66	Chet Poell, DEN lead mechanic, 11/10/05, age 89
Ed Lane, DEN lead inspector, 7/14/98, age 74	Hub Pratt, GSW PHX DFW mechanic, 12/13/94, age 69
Larry Larsen, DEN mechanic, 9/25/94, age 81	William Pratt, FTW mechanic, 1/23/90, age 66
Bob Laskoski, DEN mechanic-EOS, 1/22/01, age 72	Bill Priley, MCI stock clerk, Nov79, age 62
A.D. Laurence, GSW DEN lead mechanic, 5/27/00, age 82	Norm Prior, DEN lead mechanic, 8/17/88, age 71
Morris Leach, DEN mechanic, 6/30/58, age 32	Pete Pusede, DEN mechanic, Mar81, age 65
Bob Legge, DEN lead inspector, 3/1/07, age 81	Red Ralston, DEN lead mechanic, 6/16/97, age 88
Ed Lehmann, DEN mechanic, 10/4/93, age 76	John Randoll, DEN tech foreman, 8/2/03, age 78

Rusty Rasmussen, DEN auto mechanic, 8/11/82, age 49, cancer
 Randy Ray, DEN engineer, 11/30/98, age 52
 Ron Regan, DEN foreman-line maintenance, 12/19/01, age 62
 Bill Reynolds, DEN ground mechanic, 2/6/93, age 73
 Red Rickert, DEN mechanic, 3/29/00, age 80
 Lynn Ridgley, DEN tool room, 3/13/85, age 47
 Eddie Riebling, DEN foreman-stores, 5/15/94, age 66
 Glenn Robinette, DEN lead auto mechanic, 3/25/02, age 84
 Frank Rocheleau, DEN lead mechanic, 10/14/00, age 87
 Charlie Rucker, PHX mechanic, 9/11/99, age 91
 Pappy Russell, GSW DAL DFW lead mechanic, 10/11/05, age 96
 Ted Saul, DEN foreman-line maintenance, 12/28/71, age 63
 Bill Schlotthauer, DEN foreman, 10/5/02, age 64
 OJ Schluter, GSW DFW DEN mechanic, 5/7/99, age 74
 Marvin Schwein, BIL SLC lead mechanic, 5/31/92, age 64
 Irene Scott, DEN cleaner, May76, age 65
 OD Scott, DEN inspector, 10/10/88, age 71
 Price Seaborn, GSW DFW mechanic, 10/12/87, age 77
 Stormy Sellers, GSW DFW mechanic, 12/8/89, age 68
 John Shaffer, GSW DFW mechanic, 7/27/04, age 92
 Jay Shah, DEN mechanic, 2/13/80, age 27, ramp accident
 Jack Shanks, DEN mechanic, 3/6/06, age 90
 Ned Shanks, PHX lead inspector, 3/3/59, age 46
 Chester Shewmaker, GSW mechanic, 7/15/97, age 66
 Lew Simpson, DEN lead mechanic, 4/27/01, age 84
 William Sims, DEN mechanic, Jun90, age 66
 AD Smith, DEN mechanic, 11/14/00, age 64
 AV Smith, OKC mechanic, 4/6/77, age 52
 Coyt Smith, LIT STL FSM mechanic, 12/28/01, age 65
 Gene Smith, DEN lead mechanic, 2/19/84, age 65
 Ora Sommers, DEN mechanic-sheet metal shop, 1/14/01, age 82
 Charlie Souchek, DEN mechanic, 10/18/01, age 89
 Gary Souther, DEN mechanic, 9/6/03, age 55, heart attack
 Vern Sperry, DEN senior production planner, 8/28/97, age 63
 Brian Staude, DEN foreman-EOS, 3/1/03, age 59
 Charlie Steele, GSW DFW mechanic, 8/28/91, age 75
 Ray Stephens, DEN FMN ABQ lead mechanic, 4/19/95, age 75
 Paul Stevens, GSW DEN mechanic, Dec74, age 63
 Art Stoner, DEN foreman-radio, 5/17/67, age 61
 Leonard Stuart, DEN lead inspector, 4/15/00, age 91
 Tom Stuckenschneider, DEN mechanic, 10/2/06, age 82
 Bill Super, MCI DEN GRI mechanic, 7/18/93, age 49
 Bob Sweeney, GSW DEN mechanic, 4/5/78, age 51, cancer
 Norm Talbot, GTF lead mechanic, 7/12/96, age 70
 Ella Tanko, DEN janitor, May83, age 89
 Lee Theimer, DEN maintenance control center, 2/25/99, age 76
 Gary Theobald, DEN mechanic, 2/18/04, age 63
 Dan Thrasher, GSW mechanic, 9/2/82, age 63
 Claude Tidwell, DEN lead mechanic, 7/27/96, age 75
 David Totman, DEN mechanic, 5/13/87, age 43
 Orval Trent, GSW mechanic, 10/11/02, age 87
 Norm Trimmer, AMA mechanic, 9/2/00, age 77
 Joe Umerski, DEN inspector, 3/21/06, age 89
 Woody Underwood, DEN instrument shop tech, 11/13/99, age 78
 Travis Underwood, GDW DFW mechanic, 12/20/85, age 68
 Fred Van Weerd, SLC cleaner, Oct72, age 34, heart attack
 Larry Vannoy, DEN SLC mechanic, 11/18/00, age 66, murdered
 Bill Varley, DEN mechanic, 11/13/97, age 69
 Renier Vroomen, DEN cleaner-EOS, 7/6/03, age 77
 Harold Wagner, DEN mechanic, 9/11/94, age 82

Robert Wagstaff, DEN mechanic, 2/20/95, age 62
 Bill Waldrip, DEN inspector, 2/27/99, age 73
 Sid Walker, DEN foreman-sheet metal shop, 9/17/89, age 79
 Fred Walsh, DFW DEN mechanic, 9/6/06, age 80, heart failure
 Frank Walters, DEN mechanic, 6/22/99, age 91
 William Waltiere, DEN mechanic, 6/15/94, age 43
 Jerry Waples, DEN foreman-line maintenance, 12/23/97, age 79
 Matt Ward, DEN mechanic, Jun84, age 76
 Clyde Ward, DEN mechanic, 11/18/06, age 77, heart failure
 Don Wardman, DEN inspector, 1/11/97, age 81, alzheimer's
 Frank Wasco, GSW foreman, 4/19/83, age 62
 Al Washburn, GSW DEN mechanic, 1/5/02, age 72
 Frank Weilminster, DEN print shop operator, 7/18/95, age 82
 Doug White, DEN mechanic, 4/9/77, age 35
 Bob White, DEN foreman-Inspector / NDT, 3/20/00, age 66
 Ed Willard, DEN ground radio mechanic, 12/25/97, age 78
 Robert Willette, GSW mechanic, May79, age 36
 George Wilson, DEN inspector, 10/18/01, age 78
 Beulah Wire, DEN cleaner, Jan79, age 86
 Andy Wiscamb, DEN lead fueller, 11/3/77, age 63
 Harold Worrell, DEN mechanic, Apr84, age 32
 Carl Zentz, DEN mechanic, 5/16/67, age 55
 Jack Zweck, DEN inspector, 12/16/04, age 69

A Tribute to the Forgotten Mechanic

Author unknown, From the FARPA News, Feb 2007

Through the history of world aviation , many names have come to the fore
 Great deeds of the past in our memory will last - as they're joined more and more.
 When man first started his labor in his quest to conquer the sky
 He was designer, mechanic and pilot and he built a machine that would fly.
 But somehow the order got twisted and then in the public's eye
 The only man that could be seen - was the man who knew how to fly.
 The pilot was everyone's hero. He was brave, he was bold, he was grand,
 As he stood by his battered old airplane with his goggles and helmet in hand.
 To be sure, these pilots all earned it, to fly you have to have guts
 And they blazed their names in the hail of fame on wings with bailing wire struts.
 But for each of these flying heroes, there were thousands of little renown,
 And these were the men who worked on the planes but kept their feet on the ground.
 We all know the name of Lindbergh and we've read of his flight to fame
 But think, if you can, of his maintenance man, can you remember his name?
 And think of our wartime heroes, Gabreski, Jabara and Scott
 Can you tell me the names of their crew chiefs? A thousand to one you cannot
 Now pilots are highly trained people and wings are not easily won.
 But without the work of the maintenance man our pilots would march with a gun.
 So when you see the mighty aircraft as they mark their way through the air,
 The greased-stained man with the wrench in his hand is the man who put him there.
 Dedicated to the many men and women of our maintenance team - those behind the lines
 - that made Frontier Air Lines - in its forty year history - the safest airline in the world! Safety is no accident

MODERN U.S. AIRLINE MERGERS

CARRIER	YEAR	DATE	DISPOSITION
Capital	1961	June 1	merged into United
AAXICO	1965	November 1	merged into Saturn
Mackey	1967	January 8	merged into Eastern
PANAGRA	1967	February 1	merged into Braniff
Pacific Northern	1967	July 1	merged into Western
Central	1967	October 1	merged into Frontier
Cordova	1968	February 1	merged into Alaska
Northern Consolidated	1968	April 1	merged with Wien Air Alaska
Alaska Coastal	1968	April 1	merged into Alaska
Air West	1968	April 17	formed by merger of Bonanza, Pacific, & West Coast
Lake Central	1968	July 1	merged into Allegheny
Trans-Caribbean	1971	March 2	merged into American
American Flyers	1971	June 4	merged into Universal
Universal	1972	May 4	some assets acquired by Saturn
Mohawk	1972	April 12	merged into Allegheny
Northeast	1972	August 1	merged into Delta
Caribair	1973	June 1	merged into Eastern
Saturn	1976	November 30	merged into TIA
Republic	1979	July 1	formed by merger of North Central & Southern
National	1980	January 7	acquired by Pan Am; fully merged October 26, 1980
Hughes Air West	1980	October 1	merged into Republic
Continental	1982	October 31	acquired by Texas Air & merged with Texas International; CO name retained
Frontier	1985-87	various	acquired by People Express November 21, 1985, and operated as subsidiary; shut down August 24, 1986. Bought by Texas Air October 31, 1986; merged into CO February 1, 1987
Key Air	1986	August	acquired by Presidential (then World)
Empire	1986	May 1	merged into Piedmont
Republic	1986	October 1	merged into Northwest
Ozark	1986	October 26	merged into TWA
New York Air	1987	February 1	merged into Continental
People Express	1987	February 1	merged into Continental
Western	1987	April 1	merged into Delta
AirCal	1987	July 1	merged into American
Jet America	1987	October 1	merged into Alaska
Florida Express	1988	March 1	merged into Braniff (Mk II)
PSA	1988	April 9	merged into USAir
Piedmont	1989	August 5	merged into USAir
Aspen	1991	June 1	merged into Air Wisconsin
The Trump Shuttle	1992	April 12	USAir assumed operation; acquired as wholly owned subsidiary December 30, 1997; merged into US Airways mainline July 1, 2000
Morris Air	1994	October 4	merged into Southwest
AirTran	1997	September 24	acquired by ValuJet; AirTran name retained
Carnival	1997	September 26	acquired by Pan Am (Mk II)
Reno Air	1999	August 31	merged into American
Business Express	2000	December 2	merged into American Eagle
TWA	2001	December 2	merged into American
America West	2005	September 27	merged with US Airways; one certificate operations scheduled May 2007
All-cargo companies			
Seaboard World	1980	October 1	merged into Flying Tiger Line
Flying Tiger Line	1989	August 7	merged into Federal Express
Purolator Courier*	1987	September	merged into Emery
Emery Worldwide*	1989	April 17	merged into CF Air Freight*

*all cargo authority but no FAA license

I was a pilot based in DEN 1978 - 86. Pilot for CO since 1986 to 2007. Forced to retire in Jan. 2007 - age 60 rule. At CO I was based in DEN, CLE, IAH and EWR.

-Don Riebe, Denver CO

I went to work for FAL in 1961 at Grand Junction, Co - was there up to our close. They're now trying to rename Walker Field (GJT). As Chamber of Commerce president Diane Schwenke says, "The name is not marketable as Walker Field connotes a grass runway. Dah! Some people are in places that they should not be. How many times did you take off and land on the grass runway?"

-Lee Sigwart, TrvlWithMe@PeoplePC.com

My name is Kent Uphoff, a former FL employee. I began in BFF in April 1968. In 73 I transferred to HSI, in 77 to LNK and in 81 to MSN where I stayed until FL's death. It felt like a "death in the family" that fateful morning.

I have been trying to stay current with former employees and would like to subscribe to the Newsletter to keep up with any updates.

After Frontier, I took a year off to gather my thoughts and decide what career options I had. For nearly 20 years, 'Airline' is all I knew. What do I do now?

In November, 1987, a new manufacturing plant announced it was coming to Sun Prairie (WI). It manufactured medical devices, mainly for clinical usage. I thought, what the heck and applied for a job. Well, after 2 interviews, I was hired and began what I anticipated to be my career until retirement. Well, after 12 years, we were bought out by a competitor and the operation was moved to Baltimore, Md. I was advised I could transfer to BAL and keep my job. Having lost nothing in BAL I needed to recover, I elected to stay behind and start all over again, telling myself, "That's Twice". So I decided to start something on my own where I would control my future so I began an Internet business selling books. Things were going very well until other sellers flooded the market making it a "break even" venture.

On April 4, 2000 I had a heart attack and angioplasty. 90% blockage to lower left side of the heart. Had a stent put in and have been doing OK since. Lots of meds however. As a result of this, the expense of insurance and the cost of medication became a deciding factor which required me returning to full time employment again to obtain the benefits.

I began employment with Dodge County Human Services & Health Department, Child Protective Services Area, in March 2003 where I am still employed. County benefits are excellent and it is the desk job I need to protect the ole' ticker.

I still miss all the "Great" times and friends at FL. 20 years is a long time at one job and something that is unheard of in today's environment.

-Kent Uphoff, kentuphoff@charter.net

I was Director Agency & Interline Affairs at FL and past president Air Traffic Conference of America. Post FL - taught travel & tourism at community college of Denver. While at CCD, member of Academic Standards Committee. I'm now retired.

-Fred Tiller, ftincolo@aol.com

I started my career with Frontier at Pueblo in August of 1956. After almost 4 yrs I transferred to the newly opened station at Sterling, CO. After three months I accepted a Senior Agents Job at Lincoln, NE. After 3 years and a few months I stated I was

Notes From FLolks

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

going to bid the next Managers job even if it was Wolf Point and that's where I ended up for the next two very cold winters, I bid and won the mangers position at Gallup then on to a new station at Missoula, MT.

After starting my career on August 24th 1956 it all ended exactly 30 years later on August 23 1986. Since August of '86 I worked for about 10 years as a US Customs Agent at the Missoula Airport then accepted complete and final retirement and have enjoyed every day of it.

-Bob Bricker, rgbricker@earthlink.net

I'm F.A. Jan Vliet - still located in the mountains (Silverthorne) and getting ready to retire again in 1 year. Also working with x-agent Glen Anderson. We work for Xcel Energy in Silverthorne.

-Jan Vliet, JanSkiFast@yahoo.com

Thanks for the "Starter Kit" - Frontier News #26 & #27. I read them cover to cover. Many names popping up that haven't entered my thoughts for over 50 years

I started with CHA in 1947 as a Station Agent at BIL. I believe that Ray Larson was the Station Manager. He moved to Seattle to work for Boeing, I do not remember the year. (We visited Ray & Ila in Seattle in 1951? and at that time I think he was in the electronics business with his dad.)

When he left I was promoted to Station Manager and left CHA/FAL in 1956. I remember our office at Logan Billings Airport was just off the lobby and our counter was the door that had been cut in half. This lasted until a regular size office and customer counter was constructed.

Millie worked for NWA in Communications. We were married 59 1/2 years ago in December 1947.

Since my departure I have been in the sales game representing automotive and truck parts manufacturers covering MT, WY, OR, WA & AK and still do part time work as an inventory auditor.

-Mel Barnard, Tigard, OR

I was in MCI from 73-75, GJT for the winter (Dec75-Mar76) DEN 76-77, DRO 77-79, JAN 79-80, DRO 80-82, and manager in PSP 82-86. Now I'm working for the County in Seattle.

BTW, Shirley Shackelford is now Mgr for F9 (1994-present) in RNO, but is in ill health and staying with her son Brad in Seattle.

-Gary Murrell, smgm@comcast.net

I'm Jim Meade, a Central / Frontier employee since 9/23/66. I began my career in FSM as a Station Agent transferred to TOP for a couple of years, and then to DEN.

-Jim Meade, jmeade@mearstransportation.com

I really enjoy your newsletter. It amazes me you can put it out for \$10. Although I was a pilot, I enjoy reading about the F/As and agents.

And the sad part it does keep me up to date on those who are no longer with us. Ace's newsletter keeps me up to date about the pilots but not the rest of the airline.

I am retired but never seem to get everything done. I flew thru Fayetteville for years and do miss that part of the country.

-Dave Kohler, Arvada CO

(Dave's seniority date was 4/18/56 per the 9/1/85 FL/ALPA seniority list and made him the #10 senior pilot.)

I enjoy keeping in touch with my FLriends. I claim to have as many friends among the agents & mechanics as any ex-FL pilot.

It took ALL OF US to make the airline work. Enjoying retirement in Oregon. I am down to 2 motorcycles - one 1931 model A Ford - 1 wife - 1 dog - 1 cat.

-Bob Banta, banta@bendcable.com

Began my career with Frontier Airlines in Lincoln NE July 1966 and was there until they went into closed August 1986. I got my twenty year pin one week before they closed.

Being in the right place and lucky I was hired as a Corporate Manager for an Intermodal Company out of Omaha NE. Unluckily, they sold out two years later, but after bouncing around I was hired by Air Express International AEI, a forwarder, as their City Manager and then later as District Manager for the states of NE, SD and IA.

They then were sold after 10 years to DHL which I had a chance to go to as Vice President of Ocean Services but it was in New Jersey and after visiting decided I would retire and stay in Lincoln NE.

I then did several different jobs as I was bored after couple months. First as Security for an Insurance company, then for the State NE Roads dept Contract division and then to the NE State Patrol in their Criminal Identification Department and finally to where I am now at part time Security at the State Farm Insurance Company 3 days a week unless I need few weeks off to visit family.

I have 6 grandchildren and 2 of them are in Georgia. I was the Larry Harms they called Sledge - the other Larry Harms was called Hammer

-Larry Harms, Sledge003@aol.com

After Mitchell Oil sold I retired for one week - then started working for NW Oil Co. I travel Ark, Okla and Mo. We have another company in Aurora, MO. I do about 1,000 miles a week in PR work and collecting for gas sold for over 50 stores. I never plan to retire again. Having too much fun.

-Raymond Mitchell, Fayetteville AR

(Seniority date of 4/9/56 on the 1/1/74 FL/ALEA seniority list, Raymond took medical retirement about 1978 due to a bad back. He had many business interests, including an oil company, to pursue. Nicknames included Chief and Big Daddy.)

I retired from the airlines business after 42 years and 4 months. I went to work for Central Airlines July 1, 1964 in OKC and retired November 1st, 2006. I met and worked with some really GREAT people over the years with Central and Frontier. I went with Continental as did a bunch of us when Frontier was forced out of business. I was very proud of Frontier and think that the Frontier folks, that obviously knew how to run a good airline, were very instrumental in Continental's turnaround.

We have moved into our final home. Since I'm not working for an airline and not in management anymore, we won't have to move anymore.

I took off for about 6 months after retirement and went nuts so I'm working part time at Home Depot - mainly for the insurance benefits.

I do miss the airport and working around airplanes very much. I just finished going thru all my old copies of the Frontier News and reading what all my old friends have written in and am sad about the ones who have Gone West.

-Bill Newnum, Louisville KY

My name is Mr. Lee A. Smith. I am now 51 years old and live in Tallahassee, Florida. I have



many fond memories of flying back during the "glory days" or "flying heydays." I flew on several airlines from 1960 to 1978, when flying was a special treat, service in Tourist was almost what it is in First Class today. From 1960 until 1969, I flew with my parents.

In 1970, I took my first solo airline trip, at age 15. I was young and somewhat timid. I had flown the "Braniff/Eastern Interchange" from Tallahassee to Dallas (remember that?) From Dallas to Ponca City Oklahoma, I flew on Frontier. The "equipment" was an older "prop plane" (two propellers, I think) Having been used to flying on jets for the past five years, it was somewhat of a shock to be back on a "prop plane." I wanted to fly directly into Ponca City, where my maternal grandmother lived, so the eastern reservation agent had me use Frontier.

What pleasant surprise that turned out to be. From Dallas, we flew to Lawton, Oklahoma. Then to Oklahoma City. Then to Stillwater. (I don't think that Stillwater even regularly scheduled airline service anymore!) Then to Enid. Then to Ponca City, where I got off. I believe that flight continued on to Wichita, Kansas. I remember the pilot saying "ladies and gentlemen, our flight from Enid to Ponca City will take approximately 17 minutes." The plane flew low and was not pressurized, I think.

You could see the fields of Oklahoma looking like a patchwork quilt. There were very few of us on the plane, and there was only one flight attendant (they were called "stewardesses" then). She had time to talk to us and really provide "first class" service.

This flight was also memorable to me because this was the first flight I had ever taken anywhere where I was served by a black flight attendant. This flight was in July 1970. Not only was she a really beautiful girl, but she had the sweetest smile, and a charming personality.

I imagine that it was somewhat unusual for to have black flight attendants on most airlines in 1970. I know a retired black flight attendant living here in Tallahassee (she sells insurance now) and she said that she started flying with Delta in 1972, and said that she was the only black flight attendant with them that she recalled for two or three years. I don't remember that charming lady's name, but I often wonder what happened to her.

Did she keep flying for several more years, perhaps? Or, did she like so many of that era, quit to get married? With the date and the flight description that I gave you, do you have any idea who this woman was, and if (hopefully) still living, does she attend Frontier reunions? She certainly made me and the three or four other passengers feel at ease on that old prop plane.

Well, I have gone on too long. Best of luck with your newsletter. If you have a little time, I would enjoy hearing from you. One of my hobbies is collecting airline models and memorabilia from the glory days of flying..

Sincerely,

-Lee A. Smith, leetallahassee@hotmail.com

(It says a lot about Frontier when FLans like Lee take the time to write about their experiences with us so long ago. FL not only touched our lives in a significant way, it affected our passengers too. I was unable to find out anything about the FA Lee mentions but FL had black ladies in nearly every FA class in 1970. Does anyone know who was the first black FA at FL and the date. Andy Anderson was the first black male FA but I don't have a date.)

OLD FRONTIER AIRLINES HISTORICAL SOCIETY

The constant flow of FLolks' obituaries is a reminder of our mortality. We need to do something to insure the continuation of our efforts to preserve the memories of our Frontier Airlines. We need a central organization and location that will coordinate all the things being done to preserve Frontier's heritage: the website, the 660 member online FL Club, two newsletters (mine and Ace's), all the FL reunions and the memorabilia scattered over the country.

My suggestion is that we incorporate a non-profit organization in DEN as a FL historical society. It would have a board of directors and contributions to it would probably be tax deductible.

The society's aims would be to continue the present FL activities and develop a FL museum in DEN where our collections could go. Additionally the museum would be a source of information for researchers and for FLolks just looking for old FLriends.

Give it some thought and maybe some of the DEN FLolks would be willing to meet and get the ball rolling. I sincerely hope so; otherwise FL's memory will slowly fade away as our numbers inevitably decline until we have all "gone west."

FL WEBSITE

<http://FAL-1.tripod.com>

Thanks to Phil Stallings and the MCI Crew Base, our website was upgraded so that there are no longer any ads and much more file space is available. Everything there loads much faster too and it's a relief to not have ads.

Phil and crew committed to a 1/4 page ad in every issue of the newsletter to pay for the upgrade. See page 2.

Some of the links will go to non FAL-1 webpages that still have ads. Many thanks to Phil and the MCI FLolks for funding this improvement.

1978 PUB CRASH

PUEBLO PLANE CRASH IS FATAL TO 3

(Newspaper article from the January 19, 1978 THE PUEBLO CHIEFTAIN newspaper sent by Ivan Newell.)

Three persons aboard a Frontier Airlines twin-engine turbo-prop trainer airplane were killed instantly about 3:05 p.m. Wednesday when the plane suddenly slammed nose-first into the runway seconds after it was cleared for takeoff from Pueblo Memorial Airport.

Ed Dunaway, a Frontier Airlines spokesman, identified the occupants as Capt. Jack Howell, 48, who was piloting the plane, and Capt. Dale L. Glenn, 35, of Aurora, both flight instructors from Denver, and flight trainee Dennis A. Meyer, 34, also of Denver.

Kenneth Patton, 29200 E. Colorado 96, a temporary maintenance man at the airport, saw the crash. He told Chieftain reporter John A. Salas he and a co-worker were in a truck crossing the runway about ½ mile from the plane.

"The plane started its ascent — I guess it was up about 12 feet — when all of a sudden it went into a nosedive," Patton said. "It landed on its nose and kind of stuck there. There was an explosion and the engine was on fire. It looked like the motor just quit and it went into a nosedive."

Charles Whitehair, assistant chief of the Pueblo Memorial

Airport control tower, said, "It was a very typical situation. They had made a number of stop-and-go maneuvers. The aircraft was taking off on runway 17 (the north-south runway).

"On the takeoff maneuver, it crashed. He (the pilot) couldn't have been very high. The controller (in the control tower) was talking to him but did not see it crash but just after on impact," Whitehair said.

Whitehair said the plane had landed from an earlier takeoff and had come to a full stop when it was again cleared by the tower for a takeoff.

He said, "That aircraft is a shortfield takeoff and land craft and can climb fast or slowly. Things happened so quickly." Whitehair said no one in the tower actually viewed the crash. The front section accorded into the ground.

Dunaway confirmed a report that two other flight trainees who had been riding in the plane earlier Wednesday chose to stay behind for the rest of the maneuvers. He said the two were drinking coffee in the airport restaurant when the crash occurred.

Eyewitnesses of the freak crash were shocked when they learned of the deaths involved.

Betty Phelps, 56, of 309 W. 19th was sitting in a booth in the airport restaurant across from Dixie Owen, 42, of Minneapolis, Minn. "It was taking off and all of a sudden it just nose-dived. A little fire came from a burst in the plane and that was all," Mrs. Phelps said.

The two women, like most customers in the Wildflower Restaurant, were afforded a nearly unobstructed view of the airfield.

Rick Lippincott of Avondale, said, "I saw it do a fly-over. It didn't seem to be having any kind of problem and we had just come in and sat down. Suddenly some people starting grabbing their coats and started to go outside and look."

Lippincott was accompanied by Alyce Bouy, 30, of Pueblo. She said, "It looked like whatever happened, happened in a split second."

Mike Carroll, 29, head chef of the restaurant, stood alone in another corner of the restaurant. His steady gaze in the direction of the wreckage indicated some sadness.

"They're all dead." Carroll's remark just came out in a solemn monotone. His eyes were still fixed in the cold-shrouded distance. "They had lunch here today. They parked the plane the way that one is parked. They eat here all the time."

All were licensed pilots aboard the deHavilland Twin Otter training plane, capable of carrying 19 passengers.

Police immediately cordoned off the entrances to the airfield shortly after rescue and fire equipment from the city and a number of local law enforcement autos had entered. Reporters and photographers were not allowed near the crash site for nearly three hours.

All three occupants were pinned inside the wreckage and members of the fire department rescue squad were required to use special tools to free the bodies. The bodies were taken to St. Mary-Corwin Hospital.

NELSON EMBLETON

Word received at presstime that DEN dispatcher Nelson Embleton died July 1, 2007. More information in the next issue and on the obituary pages at the FL website. Nelson started at CN in January, 1952 as a purser flying military charters with DC-3s.



Sunliner News

Vol. 10—Nos. 1 and 2

Published by Frontier Airlines

February-March, 1961

Frontier Proposes Jet-Powered Convair 540 Service in Southern Rocky Mountain Case



Frontier Airlines' president, L. B. Maytag, Jr., proudly previews the new, jet-powered Convair 540 aircraft which the airline proposes to use on five routes of its system. These prop-jet, 48-passenger planes cruise at 325 miles per hour, combining the proved and trusted Convair airframe with Napier "Eland" turbo-prop engines.

Eight cities on Frontier Airlines present system plus Las Vegas, Nevada, and Los Angeles, California, would receive new, jet-powered Convair 540 service in Frontier's proposals in the *Southern Rocky Mountain Area Local Service Case*.

Through liberalized operating authority from the Civil Aeronautics Board Frontier would establish new non-stop and one-stop service over five route segments. These proposals would substantially improve service to the public and would be a major factor in reducing the airline's subsidy needs in the years to come.

Frontier's five proposals for new air service are as follows:

Albuquerque-Tucson Non-stop—This service would replace two existing DC-3 multi-stop round trips with faster Convair 540 jet-powered flights. One round trip would be between Albuquerque and Phoenix via Tucson while the second Convair 540 round trip between Albuquerque and Phoenix would serve Silver City, New Mexico, and Tucson. In addition one DC-3 round trip would operate between Albuquerque and Silver City, New Mexico.

Denver-Grand Junction-Las Vegas-Los Angeles—This service would offer the first well-timed morning, afternoon and evening service in both directions between Grand Junction and Denver along with morning and evening round trip service between Grand Junction and Las Vegas. There would be direct online connections at Grand Junction from Montrose-Delta, Gunnison and Cortez in Colorado; Farmington, New Mexico; and Vernal, Utah, to Las Vegas and Los Angeles. Convair 540 equipment would be used on these non-stop and one-stop flights.

Denver-Phoenix One-stop—This service would augment Frontier's present two-stop service with faster and more economically

operated Convair 540 equipment. Round trip service would continue through to Tucson.

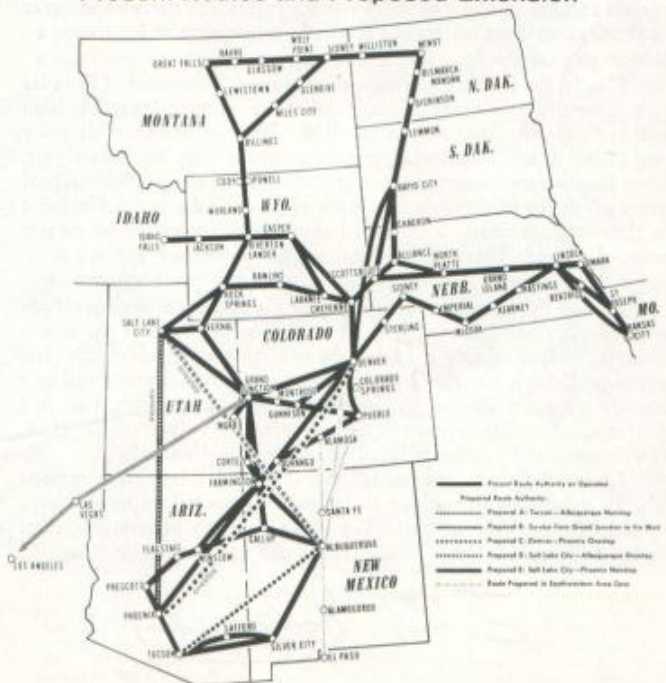
Salt Lake City-Albuquerque One-stop—There would be two well-timed round trips between the terminal cities using jet-powered Convair 540 equipment. One round trip would be a one-stop and the other a two-stop service.

Tucson-Phoenix-Salt Lake City—Frontier's proposal would provide the first one-plane service between Tucson and Salt Lake City. It would also provide non-stop Phoenix-to-Salt Lake City service. Convair 540 jet-powered aircraft would be used on one daily round trip Tucson-Phoenix-Salt Lake City and on one round trip Phoenix-Salt Lake City with direct online connecting Convair 540 service from Tucson.

Frontier Airlines is one of eight scheduled local service and trunk line carriers participating in the *Southern Rocky Mountain Area Local Service Case*. Hearings to be conducted by the C. A. B. are to determine the need and extent of improvement of existing local air service in an area bound on the east by the cities of Denver, Albuquerque, and El Paso; on the north by the cities of Denver, Salt Lake City and Reno; on the west by Reno, Las Vegas and San Diego and on the south by the United States and Mexico borders. The Civil Aeronautics Board will begin hearings March 7 in Denver with additional hearing to be conducted in Tucson and in Long Beach, California, later in the month.

FRONTIER AIRLINES, INC.

Present Routes and Proposed Extension





Sunliner News

Vol. 10—Nos. 3 and 4

Published by Frontier Airlines

May-June, 1961

NEW SCHEDULES DOUBLE MOST CONVAIR SERVICE



CONVAIR SERVICE for 16 cities on Frontier's system has been doubled with the new summer schedules. The smiling Jackson sisters, Janet and Carolyn, emphasize that this means four or more daily Convair flights for these cities.

Twice as many Radar Convair flights now operating over the high-density routes of Frontier Airlines' system are the main attraction of the new summer schedules which went into effect in June.

Directly benefiting by the twice-daily, round trip Convair flights are the 16 cities of Cheyenne, Casper and Riverton in Wyoming, Scottsbluff, North Platte, Grand Island, Lincoln and Omaha in Nebraska, St. Joseph and Kansas City in Missouri, the Colorado cities of Denver, Grand Junction and Durango, Farmington, New Mexico, and both Phoenix and Tucson in Arizona. Five other Frontier-served communities receive daily round trip Convair service. These are Jackson and Laramie in Wyoming, Rapid City, South Dakota, Salt Lake City, Utah, and Albuquerque, New Mexico.

Morning and evening schedules with pressurized, air conditioned, Convair-equipped flights between Denver and Tucson, Denver and Grand Junction, Denver and Riverton and Denver and Kansas City will provide the necessary boost to build passenger boardings and passenger miles flown to new record highs during the coming summer months. To accommodate the heavy resort and national park travel, the round trip Convair service has been extended between Riverton and Jackson. Jackson is the jumping off point to the major scenic national park attractions in Grand Teton and Yellowstone National Parks. Tied in with this summer vacation travel promotion to Jackson is newly inaugurated, non-stop service between Salt Lake City and Jackson Hole operated with DC-3's. This operation makes excellent connections at Salt Lake City with Frontier's Convair service from New Mexico, Arizona and Colorado and with trunk-carrier flights between the East, Midwest and West and Salt Lake City.

Just recently air service to Rapid City was improved with the extension of Convair flights from Denver to this Black Hills gateway. New, non-stop Convair service between Rapid City and Denver provides the first one-plane, one-carrier Convair service south of Denver to the Arizona cities of Phoenix and Tucson and to the intermediate communities of Durango and Farmington with connecting Convair service to Albuquerque. Round trip Convair flights also airlink Salt Lake City and Albuquerque on this important north-south route which also serves Grand Junction and Farmington. This additional Convair service was made possible by Frontier Airlines' acquiring two additional Convairs through purchase and a third Convair which will be leased until the winter schedules go into effect.

MANAGEMENT MEETINGS IMPROVE COMMUNICATIONS

"Our objective in conducting management meetings is to have all of our personnel fully informed about their own company, what we are doing and propose to do and aware of their own stake in the airline's future," said Frontier's president, L. B. Maytag, Jr., at a recent Denver meeting of the airline's policy makers and 63 department heads and supervisory personnel. This was the first in a planned program of face-to-face meetings to keep employees informed about management and company progress, that they might represent their company with conviction and enthusiasm.

Mr. Maytag covered the highlights of Frontier's Annual Report and the background on the \$267,000 earned profit in 1960. In addition he explained the importance of the new Civil Aeronautics Board policy of a Class Rate for Subsidy Pay. "This will provide," he said, "incentives for efficient management through mail rates which reflect actual current costs of operation, while gradually reducing subsidy as each air carrier is extended greater operation flexibility to conduct its business under the normal free enterprise goal of seeking profits at the risk of incurring losses."

Also included in his presentation were Frontier's goals and expectations in two Civil Aeronautics Board route cases—the *Southwestern Area Local Service Case* and *Southern Rocky Mountain Area Local Service Case*. Mr. Maytag pointed out the dramatic results obtained by the Maintenance Department in handling Frontier's Convair air-frame overhaul program and the efforts of the Traffic and Sales Department in building better customer relations with the resultant greater passenger load factors of this best year.

STOCKHOLDERS GET HIGHLIGHTS ON FRONTIER'S BEST YEAR



PRESIDENT'S REPORT by Mr. Maytag pointed up the tangible progress made by Frontier in 1960. Treasurer E. F. Dolansky and Executive Vice President G. Ray Woody also submitted reports on the airline's growth.

During the annual stockholders' meeting held in Denver, Mr. L. B. Maytag, Jr., president and chairman of the board, gave a thorough summing up of the airline's success and progress in the best year of Frontier's history.

Substantial increases in passenger traffic combined with tangible reductions in costs made it possible for Frontier to realize a profit of \$267,000 in 1960. Mr. Maytag pointed out that in the first quarter of 1961 this growth pattern was continuing with revenue passenger miles up 23 per cent, revenue passengers up 14 per cent and load factor up 18 per cent.



Sunliner News

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August, 1961

Frontier Plans BAC 1-11 Twin-Jet Fleet



FRONTIER AIRLINES' president, L. B. Maytag, Jr. (right) holds a model of the new BAC One-Eleven twin turbo-jet aircraft which the company has recently ordered. David Sykes, (left) representative of the British Aircraft Corporation, Ltd. of England, looks over Frontier's letter of intent to purchase six of the 540-mile-per-hour jets.

SIX TWIN TURBO-JET powered BAC One-Eleven aircraft will be flying with Frontier Airlines' insignia as the result of President L. B. Maytag, Jr.'s notifying the British Aircraft Corporation recently of the company's intent to purchase these planes.

Jet pods mounted on each side of the rear fuselage section house Rolls Royce Spey RB-163 engines. Maximum cruising speed of the aircraft will be 540 miles per hour. The new jet is designed to cruise and maintain altitudes in excess of 20,000 feet while operating on one engine. This feature is of particular importance in Frontier's operations over the high country of the Rocky Mountains.

The BAC One-Eleven has an overall length of 93 feet 8 inches with a wing span of 88 feet 9 inches. Maximum take-off weight is 68,240 pounds with a maximum payload of 14,000 pounds. Frontier has tentatively decided on a mixed configuration providing 62 passenger seats. These will be divided between first-class and tourist passengers.

Current price of the BAC One-Eleven is \$2,300,000. The aircraft is designed for short-haul route segments and will operate cheaper than the Viscount 810 turbo-prop on segments of 300 miles or over. This low cost per available seat mile requires fewer passengers to break even than any comparable airplane on the market today.

Contractual negotiations with British Aircraft Corporation will begin this coming fall. It is anticipated that the contract will be concluded in January of 1962. Earliest delivery to Frontier Airlines would be in the summer of 1965 with the first prototype being built next summer.

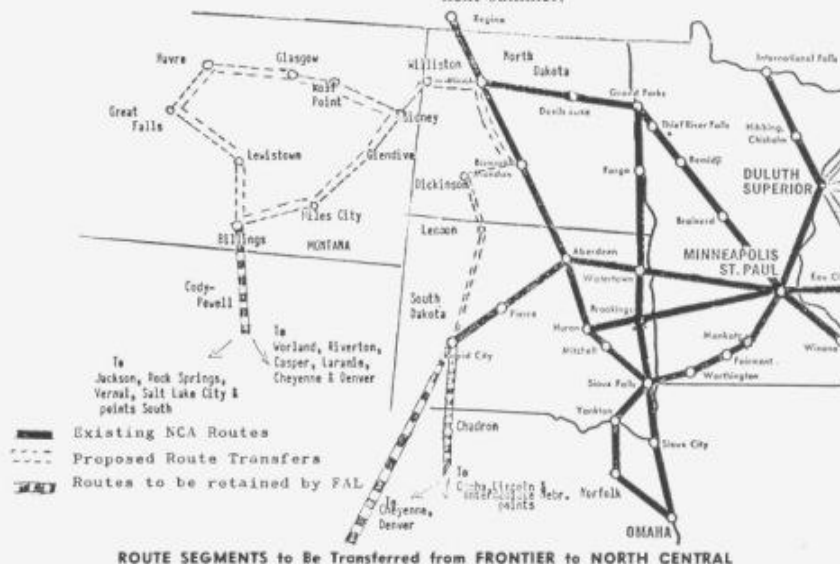
FAL-NCA ROUTE SALE PROPOSED

SALE AND TRANSFER of certain northern route segments of Frontier Airlines to North Central Airlines was proposed jointly by the two airlines to the Civil Aeronautics Board in late July.

Basis for the sale is the historically strong, east-west community of interest existing between 13 towns and cities served by Frontier in Montana, North Dakota and South Dakota and the Twin Cities of Minneapolis and St. Paul. In Montana, these communities are Lewistown, Great Falls, Havre, Glasgow, Wolf Point, Sidney, Glendive and Miles City. In North Dakota, they are Williston, Minot, Bismarck/Mandan and Dickinson plus Lemmon in South Dakota. Frontier has been serving these cities on north-south routes through gateways to the rest of the company's system in the Rocky Mountains and Great Plains areas. North Central Airlines, with headquarters in Minneapolis, serves eastern North Dakota and South Dakota as well as eight other states of the Midwest and Great Lakes areas.

Frontier's Federal subsidy over these segments will be reduced by approximately \$1,300,000. Although North Central's subsidy will be increased, it is estimated that the overall annual savings in subsidy will be

\$450,000. In addition, these communities will receive improved air service by North Central due to the airline's east-west traffic flow and its ability to feature one-carrier service.





Sunliner News

Vol. 10—No. 6

Published by Frontier Airlines

October, 1961

New Salt Lake City-Billings Route Inaugurated



PHOTO—T. ROBERT BOYLE, SLC SALES

BILLINGS' RECEPTION COMMITTEE of civic and aviation leaders headed by Mayor Carl Clavodetscher (third from left) joined with Frontier's president L. B. Maytag, Jr. to extend the city's welcome on the first direct Convair flight from Salt Lake City. Getting into the act while snapping the official picture is Frontier's manager of publicity, Ed Gerhardt.

SALT LAKE CITY WELL WISHERS made up of civic, Chamber of Commerce and news media representatives gather with Frontier's president L. B. Maytag, Jr., vice president of traffic and sales J. Dan Brock and district sales manager Mel Brandt and Board of Directors members Preston Walker and Weston E. Hamilton prior to inauguration of direct air service from Salt Lake City to Jackson and Billings. This group was on board the first round trip flight between Salt Lake City and Billings.

A much needed, direct air route between Salt Lake City and Billings and year-round air service to Jackson, Wyoming, as an intermediate stop between the terminal cities, became a reality on September 24. On that sunny Sunday, Frontier Airlines began its first C.A.B.-authorized flights over this new route segment flying 44-passenger Convair 340 "Sunliners". Four days each week, Tuesday, Thursday, Saturday and Sunday, Flights 312 and 315 will fly non-stop between the Utah and Montana cities in less than two hours. Flagstop authorization on these days also permits landings at Jackson for either boarding or deplaning passengers. On Mondays, Wednesdays and Fridays, service to Jackson as an intermediate stop is scheduled on both daily flights.

With the inauguration of this new air service a delegation of Salt Lake City's civic leaders and news media representatives joined with officers and members of Frontier's Board of Directors headed by Mr. L. B. Maytag, Jr. to board the first flight to Jackson and Billings. Welcoming committees were at both airports to extend their city's well wishes for the success of the needed, new service.

For passengers from Montana and Jackson traveling south to Grand Junction, Farmington and Albuquerque, there are Convair flights operating directly to these Frontier-served destinations with through service to the Arizona winter resort centers of Phoenix and Tucson. Also available at Salt Lake City are excellent interline connections to the popular destinations of Las Vegas, Nevada, Los Angeles and San Francisco.

Frontier's non-stop operations between Salt Lake City and Billings were authorized by the Civil Aeronautics Board on a non-subsidy basis and was granted to the airline because of the isolation of Jackson, Wyoming, and because of public need for more direct air service between the terminals on the new route segment. Frontier's operation of the route is on an experimental, temporary basis.

Profits Hit New High

Another new profit record is developing for Frontier Airlines in 1961. At a recent meeting of the Company's Board of Directors at Rapid City, South Dakota, Frontier's treasurer and recently-appointed vice president finance, E. F. Dolansky, revealed that the airline had an operating profit of \$603,000 for the first eight months of 1961. This compares to \$107,000 for the same period in 1960.

Final profit after income tax and non-operating items for these periods was \$217,000 in 1961 and \$86,000 in 1960. Income tax provisions in 1961 totaled \$288,000. There were no tax provisions for the 1960 period because of tax loss carry-forward credits.

Major factor contributing to the favorable result has been the 11 per cent increase in passenger miles traveled. This was attributed to Frontier's aggressive sales efforts. Continued tangible benefits also resulted from the Company's 2-year cost reduction program. Dolansky said that Frontier's total assets were \$7,400,000 August 31, 1961, and \$6,400,000 at the same time the previous year. This increase is due to the Company's equipment modernization program with 44-passenger Convair 340 aircraft and the profitable operations resulting from the acceptance by the traveling public.

For the year ending September, 1961, Frontier had carried 352,200 passengers a total of 95,501,000 passenger miles. This was a 6 per cent increase in passengers and a 10 per cent increase in the total mileage they flew aboard "Sunliners" over a similar 12 months a year ago.



Sunliner News

Vol. 10—No. 7

Published by Frontier Airlines

December, 1961

Fifteen Years of Aviation Progress Airlink the West



OFFICIAL HOSTESS of the Fifteenth Anniversary cake cutting was Mrs. L. B. Maytag, Jr. (left). The first slices went to Mrs. J. Clifton Mechling, former wife of the late Mr. Don A. Duff, president of Challenger Airlines, and Mr. L. B. Maytag, Jr., president of Frontier.



FOR CONTRIBUTIONS TO AVIATION PROGRESS, Mr. Ray M. Wilson, former president of Monarch Air Lines, receives a trophy from President L. B. Maytag, Jr. Mr. Wilson is presently aeronautical inspector for the Colorado Public Utilities Commission.

Rather unspectacularly, the first of Frontier Airlines' routes in the West was inaugurated just 15 years ago. On November 27, 1946, a lone soldier returning to his home in Alamosa, Colorado, made connections at Denver's Stapleton Airfield with a newly-painted DC-3 of Monarch Air Lines. This predecessor company of Frontier Airlines carried as its crew of three, Captain Ray Harvey, Captain Art Ashworth and Vern Carlson as steward plus the returning G.I. along with a cargo pit filled with pouches of first flight cached air mail and assorted cargo for the intermediate cities of Colorado Springs, Pueblo and Monte Vista on its inaugural flight between Denver and Durango, Colorado.

Monarch Air Lines, founded by one of Colorado's aviation pioneers, Mr. Ray M. Wilson, was among the first of a new type of air service to be known as local service "feeder" airlines which came into being following the end of World War II. The War had dramatically and forcefully proven the capability of aircraft for moving personnel and equipment as well as for a weapon of destruction. Now the Civil Aeronautics Board, charged with fostering and regulating commercial aviation in the United States, envisioned the role that an expanding air industry would play in pacing the anticipated growth and prosperity of the country's economy. To bring this concept of an expanded air age to many hundreds of small towns and cities which had not previously been served by the trunk airlines and to airlink these communities with their major trade and governmental centers within each geographical region, the local service airline industry was conceived. Across the United States a dozen or more new airline names were enthusiastically painted along the fuselages of recently-acquired fleets of converted Douglas DC-3's. High on hope, low on cash and with the blessings of both the Civil Aeronautics Board and local Chambers of Commerce, the fledgling airlines undertook their "divine destiny" of tying together by air over 500 towns and cities across the length and breadth of this country.

Of the three predecessor companies which eventually made up Frontier Airlines—Arizona Airways, Challenger Airlines and Monarch Air Lines—Monarch was the first to start operations after receiving a green light from the CAB. With a certificate of convenience and public

necessity plus an air mail contract, the Denver-based airline began putting together three routes which it had the authority to serve carrying passengers, air mail and air cargo. Following the beginning of the Denver to Durango route segment, new service was soon provided between Albuquerque and Salt Lake City and between Denver and Grand Junction. To assure day and night, all weather operations throughout its system, Monarch Air Lines had to install its own navigational radio system known as "H" markers, since most of the routes over the high country of the Colorado Rockies were not on established Federal airways. Circuitous ground transportation, up and down and around the Continental Divide, plus great distances between isolated communities along Monarch's routes soon proved the worth of the dependable Douglas DC-3 schedules.

Challenger Airlines, originally headquartered in Salt Lake City, began its scheduled operations on May 5, 1947, on a route between Salt Lake City and Denver via five intermediate Wyoming communities in the southern part of the state. That summer two more routes were established, one between Billings and Salt Lake City via the Big Horn Basin and another between Riverton, Wyoming and Denver. Ten Wyoming communities were served by the airline airlinking them to the terminals of Denver, Billings and Salt Lake City.

Wyoming's expanding oil industry was quick to plan travel itineraries and cargo shipments of drill bits, replacement parts and core samples around Challenger's twice daily, round trip schedules. The real opportunity to prove its value to the people of Wyoming came with the paralyzing blizzard in the month of February, 1949. Intrepid Challenger pilots flew thousands of passengers who had been immobilized by roof-high snow drifts which blocked highways and railroads over much of the state. Tons of fresh meat, bread, produce and Red Cross supplies filled practically every scheduled and shuttle flight to its gross weight capacity as Challenger's "Sunliners" roared off snow-swept airports across Wyoming.

Challenger's first president was Mr. George Snyder of Salt Lake City. After a few months, the late Mr. Donald A. Duff took over the presidency and transferred the airline's general offices to Denver. In

(Continued on page three)

FL ADDRESSES

(Here's an updated list of the addresses in my FL address book. The format isn't the best but the transfer from the yahoo.com database to my text editor makes it difficult to do better. I hope you will find it helpful in locating FL friends.)

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REUNION NEWS

(Continued from page 3)

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(Cahill) von Geyso, Frank von Geyso, Ron Gallop, Claudia (Morersch) Roach and Phil Stallings.

The Committee - JoDelle Burwell, Lisa Sachetta, Laura Colvin, Steve Tidler and Phil Stallings - would like to thank everyone who attended and helped make this another successful reunion/layover. A special Thank You to John Green for donating the FAL patches to be handed out to everyone in attendance.

Check the Frontier News newsletter and the Kansas City Crew Website, at the URL www.kansascitycrewbase.com and your e-mail for next year's plans. Hope to see everyone there in 2008.

-Phil Stallings, RedRyder@TX.rr.com

The third annual SLC Reunion was held June 16 2007 at Walden Park Murray Utah. There were 75 people attending. We had lunch of fried chicken with coleslaw and potato salad and rolls. Don Anderton had two beautiful cakes made with Frontier designs on them. Soft drinks and beer for drinks. There was an auction with several donated items sold and money added to the reunion account. Next year the reunion will be on June 21st and will be moved across the street to Taylorsville's Millrace Park. We working on having next year's catered. Details when everything is finalized.

-Paul Farris, PaulAmos43@yahoo.com

Just a note to let you know we had the 12th Annual "Original" Frontier Airlines Golf Tournament on Friday, June 22nd. We posted pictures in the alumni website photo section in an album titled "DEN 2007 Golf and Picnic". We had 44 golfers including Dan Adair, Paul Allen and his brother Bruce, Gerry Balfanz, Dan Cady, Charlie Carper and his with Sandy, Mike Daciek and his son Mike, Roger Gunderson, Chuck Hammarstrom, Jerry Jahnke, Rusty Lambert, Skip Lane, Howard Logan, Dick Martin and his wife Barbara, Dick Orr, Jim Phenix, Bette Poppers, Bob Reisig, Joe Roorda, Leo Schuster and his sons Mark & David, Archie Showell, Tom Shriner, George Sims Jr., Keith Sleater and his son Brian, Wes Tewinkle, Ernie Van Winkle, and George Vega.

Everyone had a great time and the course we played was in excellent condition. Lots of prizes were awarded, in fact everyone won something!! We're looking forward to putting together the 13th Annual next year.

-Bob Reisig and Jo Griffin, jobob@bojos.net

Denver held its 21st annual reunion picnic June 23rd 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 huge success with over 270 people in attendance enjoying a beautiful day, catered Bennett's BBQ, beer and much more. The charge was \$10 per person.

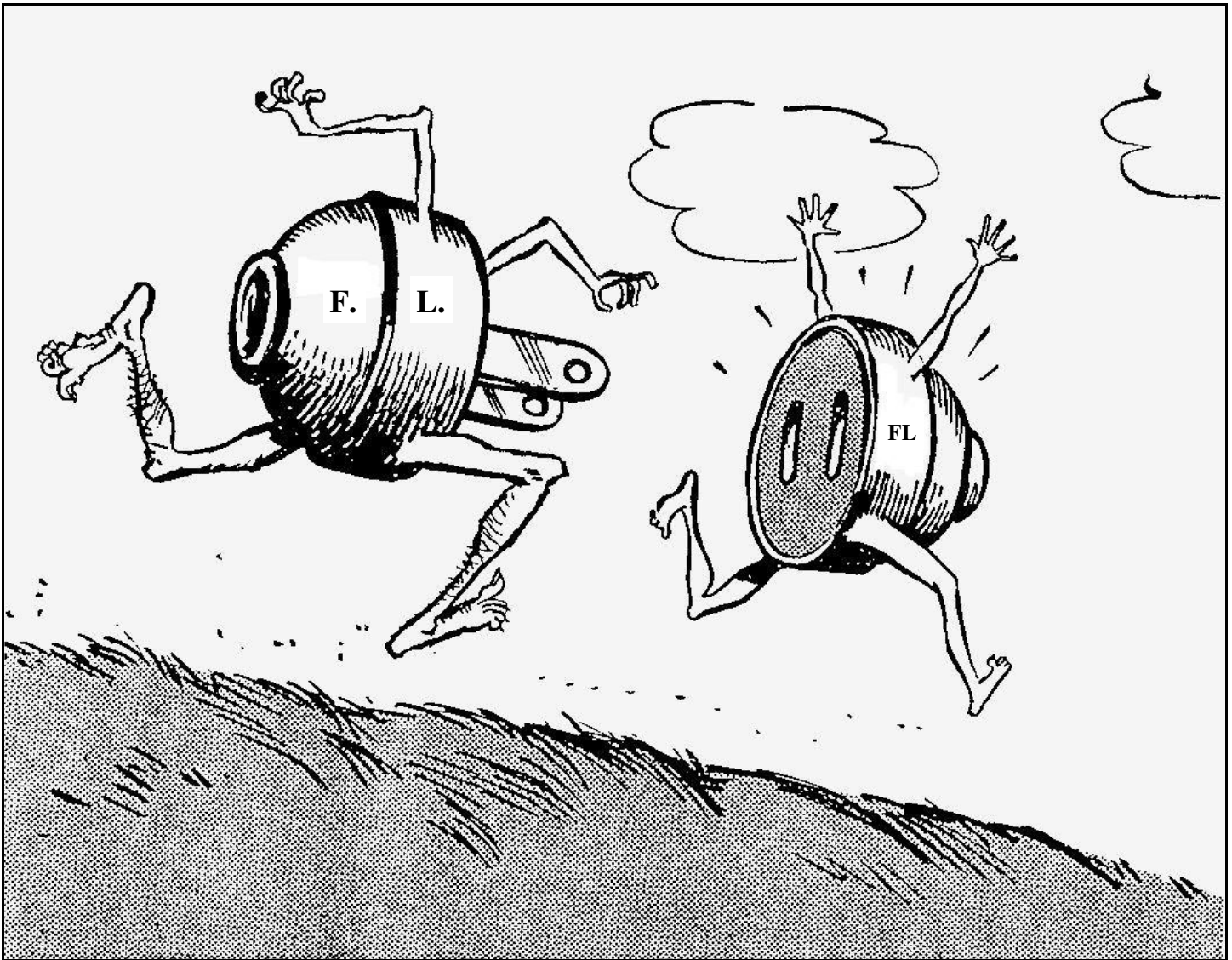
A drawing was held with over 50 winners with the prizes ranging from: a pass on the New Frontier; one and two night stays (Beaver Run @Breckenridge, Corner Stone B&B Omaha, Westin Hotel, DoubleTree Denver Tech Center); several \$25 gift certificates from Home Depot-Linen & Things- Outback Steakhouse; Restaurant gift certificates (Red Lobster, Romano's, Little India, White Fence Farm, Café on 3 Mardi Gras, Prime Rib Dinners for 2 Century Casino); prizes provided by Fitzgerald's Casino (duffle bag coolers w/radio's, bathrobe/slipper sets, hooded sweatshirts) and much more.

At the end of the drawing an auction was held with the proceeds going to the Denver Picnic fund. Items auctioned were: R.C. Gorman signed Frontier poster framed ready for hanging; beautiful natural-wood finished carved DC-3; ink-pen drawing of Frontier DC-3 plane #990; 1950 vintage metal Frontier emblem sign; Frontier wine glasses, etc. In addition a framed/matted copy of the Frontier logo's design that was used on this year's T-shirts that were sold at the picnic. The artist Craig Hansen donated it for the auction.

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 by their donations, attendance and participation in the money making events. Tentative date for next year's picnic is ...Saturday June 28, 2008.

-Bill Monday, BandBMonday@comcast.net





FRANK LORENZO PURSUES FRONTIER AIRLINES

Newspaper headline from 1984

In 1990, Frank Lorenzo retired after 18 years at the helm of Texas International and later Texas Air and Continental Airlines, selling the majority of his Jet Capital Corporation to Scandinavian Airlines System. Shortly after Lorenzo left Continental, and after the 1990 Iraqi invasion of Kuwait with its dramatic effect on the price of jet fuel, the airline filed for its second bankruptcy inside of a decade. In 1991, ABC News anchor Barbara Walters called Lorenzo "the most hated man in America."

From 1985 to 1987 Chairman Frank Lorenzo fashioned a ragtag collection of disparate and sometimes dying carriers into the largest U.S. airline company (1986 revenues: \$4.4 billion). Besides Eastern, Texas Air ran Continental, which had absorbed New York Air, Frontier and People Express. All told, Lorenzo and his lieutenants oversaw 628 jets and 72,500 employees, ferrying 94 million passengers (roughly the combined populations of France and Spain) on more than 1 million flights each year.

His rise to the top was finally thwarted when Eastern Airlines collapsed in 1991 and a U.S. bankruptcy court ruled that Lorenzo was unfit to run the company. Lorenzo left the debacle with a vast personal fortune and tried to found a new airline called Friendship in 1993, but the U.S. Department of Transportation did not grant him

permission.

It's not often that a CEO is publicly castigated by Congress, but so bitter, prolonged and, ultimately, unnecessary was Frank Lorenzo's quarrel with Eastern Airlines' labor unions that on October 26, 1989, the Congressional Record noted: "Frank Lorenzo has sabotaged a distinguished airline and disrupted the lives of its employees."

Its creditors took Eastern to court, where federal bankruptcy Judge Burton Lifland eventually declared Lorenzo "not competent" to run the airline. "Frank was like Captain Ahab," recalled Carl Icahn, Lorenzo's counterpart at TWA. "He was obsessed with beating the unions." Eastern went out of business in 1991.

"I can't imagine a set of circumstances that would produce Chapter 11 for Eastern." Frank Lorenzo was quoted.

In 1993, a group of investors, including Lorenzo, tried to establish a new airline. However, the United States Department of Transportation, rejected the application because of Lorenzo's involvement. Lorenzo subsequently founded Savoy Capital, Inc., in the same Houston offices once housing Texas Air. Savoy is a private investment vehicle which invests the Lorenzo family's funds as well as those of selected outside investors. *-Internet websites*

FRONTIER REPORTS

(Costs are 15¢ per page to cover expenses for envelopes, postage & copying.)

Air Mail Route Info, excerpt from 1978 book, 20 pages
AZ Brief To CAB 1946, 42 pages
AZ-Monarch Merger Application 1949, 52 pages
AZ-Monarch Merger Application 1950, 32 pages
AZ Stock Offer 1948, 23 pages
Challenger Airlines Employees Directory, 7/15/48, 25 pages
Challenger Airlines Prospectus, 9/3/47, 37 pages
Challenger Airlines Prospectus, 8/4/48, 40 pages
Challenger Airlines Stockholders Report, 9/30/49, 8 pages
Central Airlines Packet, Articles & seniority list, 75 pages
CN Files on a CD, \$5
Convair Aircraft Packet, Articles & charts, 73 pages
DC-3 A/C Roster (inc. predecessors) & Check List, 11 pages
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FL ALEA Seniority List, 1/1/74, 30 pages
FL ALEA Seniority List, 7/1/84, 55 pages
FL ALEA Seniority List, 1/1/86, 48 pages
FL ALPA Seniority Lists, 1955-72-81-85, 37 pages
FL-CO Job Preservation & Litigation packet, 10/2/86, 66 pages
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FL IAM Seniority List, 11/1/74, 22 pages
FL IAM Seniority List, 11/1/76, 26 pages
FL NEWS printed back issues, \$2.50 each
FL NEWS back issues copied on a CD, \$3 each
FL Newsletters, May & Aug, '69 introducing 737s, 20 pages
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GRI Accident (12/21/62) Report & news clippings, 15 pages
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MLS Accident (3/12/64) Reports, news clippings, 41 pages
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Personnel Roster, Stations-Sales-FAs, 8/15/63, 6 pages
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Personnel Roster, Stations-Sales-FAs, 10/15/63, 6 pages
Personnel Roster, Stations-Sales-FAs, 12/15/63, 6 pages
Personnel Roster, Stations-Sales-FAs, 1/15/64, 6 pages
Personnel Roster, Stations-Sales-FAs, 2/15/64, 6 pages
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PHX Accident (4/21/57) Report & news clippings, 30 pages
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Telephone List, 6/12/67, 5 pages
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Telephone Directory, 1/1/70, 12 pages

FRONTIER AIRLINES



FRONTIER NEWS

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

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