

FRONTIER NEWS

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



RAY WILSON AND THE MYTH OF FRONTIER AIRLINES

For decades Ray Wilson has been credited as the founder of Frontier Airlines. New evidence indicates he was not. Here is Ray's brief biography and his statement that casts his role in doubt as Frontier's founder.

Raymond "Ray" Milton Wilson was born in Newton, Illinois, on September 2, 1900, and lived a quiet but busy farm life. He worked hard for his education, eventually working his way through the University of Illinois, where he joined the Reserve Officers Training Program (ROTC) to help with the costs of schooling. Ray graduated from this program with an Army Aviation Observer's rating and was chosen to be in the first flight school class to be held at Brooks Field in San Antonio, Texas.

In Denver, Ray worked with the Denver Gas & Electric Co. He continued flying, and became involved in

(Continued on page 26)



WINTER

2008

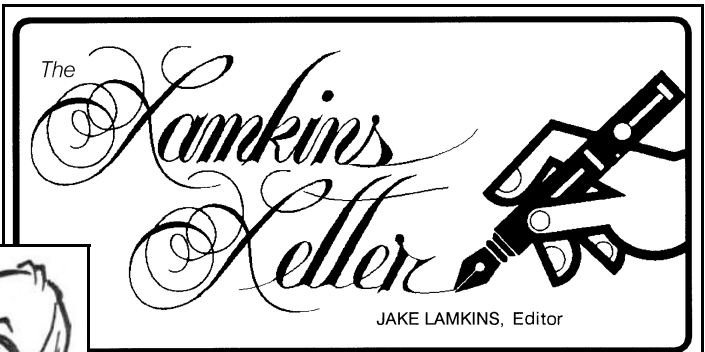
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The **FRONTIER NEWS** is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into 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 FLamily. 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 FLamily about the newsletter. Give a gift subscription. Mail checks to Jake Lamkins, FL NEWS, 1202 Scrimshaw Cove #4, Fayetteville, AR 72701. Thanks for your support.



Ed Schroeder sent a CD with copies of the great article about Frontier in the Jan/Feb 2002 AIRLINERS magazine. The magazine told him he could share it with FLolks if nothing was charged. Email me at Ex-FAL@yahoo.com and I'll email the article to you in a .jpg format. It's 13 pages at 2.31 megs in size. You probably should have a broadband internet connection to get it without any problems.

If you are looking for someone, I may be able to help. I've accumulated a lot of addresses and other contacts, both postal and email. Some are outdated and some I know to be current. Most I don't know. Anyway, if you're looking for someone in the FLamily, email me and I'll try to help. You can use an ad like Lina does below too. It will reach over 400 readers who may be able to help too. Her ad cost \$10 which goes into covering the costs of putting the newsletter together, mailing it and keeping the subscription rate as low as possible..

Recently, while cruising the web, I came across a book review at <http://books.google.com> that so intrigued me, I bought the book. It's titled Airline Deregulation and Laissez-Faire Mythology by Paul Stephen Dempsey and Andrew R. Goetz

I got my hardback copy of the book at Amazon Books, http://www.amazon.com/s/ref=nb_ss_b/102-2511278-4209732?url=search-alias%3Dstripbooks&field-keywords=airline+deregulation+and+laissez-faire for \$6 and the website showed 37 more copies available starting at \$.48 plus shipping of about \$4.

Some very kind things are said about FL and its employees while giving a good overview of what happened in 1986 as the elephants named UA CO and PX fought it out and the ants at FL got trampled.

Dempsey, was a University of Denver professor and served on the Board of the new Frontier Airlines. He knows his subject very well. I plan to publish some extracts from the book in future issues.

Several FLolks have commented how depressing and even tiresome it gets reading about the deaths in the FLamily. It's certainly a downer at times but I think we owe it to our old FLriends and co-workers to remember them as they pass away. Visit the obituary pages at the FL website and send notes of your memories about FLolks who have flown west. Every name is a person who had a vivid and full life which we shared a little.

Anyone knowing the whereabouts of Rita Rathbun, Mary Lou Williams or Vivian Call from the Frontier Stewardess Class of "58" please contact Lina Schow Lamsters at Lheartranch@westriv.com or PO Box 3, Stanton, N. D. 58571. Thanks loads, Lina

**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.**



**FRONTIER 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 at <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

May have been held in early January, 2007. Usually the first Saturday of the New year. No info on the event. Email not answered.

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

DALLAS-FT WORTH REUNION

No meeting in 2007. Jim emailed Oct 5, 2007, "We are planning to have something in the spring." Last held Friday, October 28, 2006, 6 pm at Los Vaqueros Restaurant, 2629 North Main St., Ft. Worth, TX.

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

DENVER GOLF TOURNAMENT

Held Fri, June 22, 2007 at 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, 1293 Revere St., Aurora, CO 80011, 303-364-3624, CKBoller@comcast.net

or Julie Dickman, 303-654-1116, DickmanRanch@aol.com

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-Euleess Road, North Richland Hills, TX
Contact: Jim Ford, 817-268-3954, JEFord15@comcast.net

DEN: Luncheon, every second Tuesday, 11:30am at Mr. Panda Chinese Restaurant (North Room), 2852 S. Havana, Aurora, CO
Contacts: Ace Avakian 303-688-3852, AceAvak@aol.com or Jim Hanson 303 750 6478, tntmillword@aol.com

SLC: Luncheon, every third Thursday, 11:30am at Chuck Arama Buffet, 744 East 400 South, Salt Lake City, UT
Contact: Jack Schade 801-277-5479,

CaptainJack20@juno.com

FAYETTEVILLE-FT.SMITH MEMORIAL PIGNIC

Done 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..." No info on 2008.
Contact: Rusty Lambert, 6633 Ann Drive, Murchison, TX, 903-852-3970, RustyLGolf@cs.com

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

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

It was held Saturday, September 22, 2007 4:30-8:30PM at Barry Platte Park

Contacts: Rose Dragen, mfragen@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. Need info for 2008.

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. Last 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

Please put a note in the Reunions Timetable for us. "Tucson Golf, Not final yet but looks good for a 3 day game at Keno Springs, Nogalas. May 19-20-21. More later.

Contacts: Rusty Lambert, Rustylgolf@cs.com

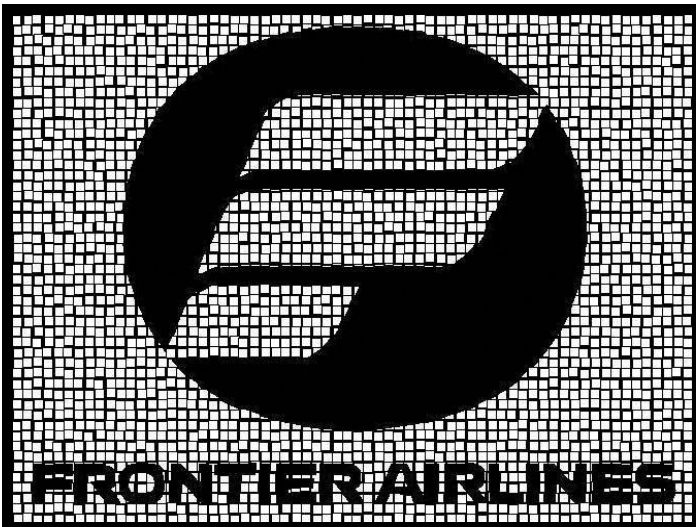
Ron Butler, 520-762-5084, RButler24@worldnet.att.net

FL MEMORABILIA

Many FLolks are interested in FL logo embossed products such as canholders, glasses, etc. Beverly Allen of Allen Advertising in DEN has the FL and CN logos on file. She can get about any kind of product embossed with FL & CN logos. Tom & Marg Hushka used her when they ran the DEN Reunion. Phone her at 1-800-382-5701.

REUNIONS NEWS

The FL reunion season starts soon. Please send your information in so it can be posted at the FL website, the online FL Club which now has over 650 members and in the FL newsletter. We need the info by March to get in the Spring issue of the newsletter.



GONE WEST

*We salute these FLriends 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 FALL 2007 ISSUE

Claire Almquist, DEN director of tariffs, 10/12/07, age 96
Bea Aragon, DEN communications manager, 8/27/07, age 65
Jerry Baltz, DAL STL station agent, 3/25/07, age 65
Fentress Bracewell, DEN board of directors, 6/13/07, age 85
Gordon Christensen, SLC Challenger assistant treasurer, 8/17/04, age 80
Roy Deeming, DEN manager-avionics, 9/6/07, age 84
Bob Hermann, DEN pilot, 3/15/07, age 78
Karen McBride Erenfeld, SLC DEN flight attendant, 5/26/02, age 49
John Houston, FTW MKC pilot, 7/17/07, age 72
Buck Jennings, FTW pilot, 6/10/86, age 62
Bob Johnson, RWL GXY station agent/manager, 7/25/07, age 82
Keith Johnson, DEN aircraft mechanic, 7/18/07, age 85
Kenny Kingdon, FTW pilot, 10/31/01, age 84
Sandy Kudlac, DEN pilot, 3/9/07, age 60
Bob Lambourne, SLC DEN pilot, 11/8/07, age 91
Ann Latimer, PHX DEN reservation agent, 12/4/07, age 90
Otis Lytle, JLN SGF station agent, 10/7/07, age 81
Becky Kesterson Morgan, PHX DEN reservation agent, 11/5/07, age 79
Dave Morris, RAP JAC DEN LAX station agent, 10/31/07, cancer
Dave Norland, DEN pilot, 11/28/07, age 71, Lou Gehrig's disease
Maxine Penner, DEN cleaner, 10/11/07, age 87, heart disease
Lenda Persiko, DEN FA manager, 11/28/07, age 86
Gary Pinson, MKC SLC JAC DEN station agent, 10/28/07, age 60
Dorothy Ray, DEN accounting clerk, 10/24/07, age 76
FO Smith, GSW DAL DFW DEN pilot, 11/2/07, age 77, heart attack

BOB HERMANN 1968 - 198?, PILOT, DEN

Gone West

F/O Bob Hermann 3-15-07

-Ace Avakian, aceavak@comcast.net

ROBERT E HERMANN, born 27 Jan 1929, died 15 Mar 2007, age 78, at 93923 (Carmel, Monterey, CA) 80247, SSN issued in Kansas

-SSDI

(R E HERMANN - Pilot seniority date of 2/19/68 on the 9/1/81 FL/ALPA seniority list. He is not on the 9/1/85 seniority list. I have not been able to find an obituary.)

FUNERARY TRIBUTES

Nelson Embleton was indeed a class act as a Dispatcher, a gracious gentleman & a warm friend.

Jim Bogan was a marvelous asset in Station Training because he taught what he very successfully performed as a Station Agent.

Lellon (L.D. or Dee) Kearns in my book is as close I believe that I will ever get to be associated with an individual immi- nently deserving of the accolade "Living Legend". Dee was every bit a "Renaissance Man" in the true sense of the definition plus being a marvelous fellow to work & socialize with, and to consider as being a true friend.

I first met Gerald "Gerry" Goss when he flew as a First Officer on a CV340, and later on a CV580 through Gunnison (GUC). 'Gerry" went on to enjoy an illustrious Flight career in FAL as a Captain. Having preceded "Gerry" by more than a few years into the Masonic Fraternity, I was delighted to be present when he received all of his "Blue Lodge" degrees in his Lodge in Aurora, CO.

If memory serves me correctly, prior to joining Frontier, Gerry was a Pilot for Capital Airlines which United Airlines merged into it's system in the early Nineteen Sixties. Gerry's election to not stay with UAL but to go out west & cast his lot with Frontier Airlines was indeed a marvelous & fortuitous stroke of luck for both himself & our Airline.

-Bob Pearson, penobscotbob@verizon.net

DOROTHY RAY

1968 - 1988, ACCOUNTING CLERK, DEN

I worked in payroll, was with frontier 20 years, left in July 1988, thru the bankruptcy. You may remember me as helping Tom Hushka with the Picnic every year as well as our dinners/dances with the Employees Club.

-Dorothy Ray, Bogiedlr@aol.com (2/10/04)

We were notified yesterday that Dorothy Ray passed away on Wednesday, October 24th. Her funeral will be Monday October 29th at 10:30 AM in Longmont at the Alhberg Funeral Home.

-Barb and Bill Monday, bandbmonday@comcast.net

OBITUARY: Dorothy L. Ray, March 3, 1931 - October 24, 2007. Dorothy of Johnstown, Colorado died October 24, 2007 at Hospice of Northern Colorado Care and Palliative Care Center, Greeley. She was 76. She was born March 3, 1931 in Erie, Colorado to John L. and Lela (Wilhelm) Wagner.

Dorothy married Gene W. Ray on March 16, 1952 in Raton, New Mexico. She moved to Denver in 1957, to Dacono in 1962, and to Johnstown in 1993 until her death.

She worked for Frontier Airlines for 20 years before becoming owner / operator of H & R Repair and Towing, in Johnstown for 26 years. She retired in 1998.

She was of Protestant faith. She was a member of Johnstown Chamber of Commerce. She was a Bronco fan and always concerned about things happening around her.

She is preceded in death by her husband, Gene W. Ray on Sept. 12, 1998 and a brother David Wagner.

She is survived by two sons, Johnny Ray and his wife Sandy of Longmont, Larry Ray and his girl friend Sandy Visnyei of Loveland; a daughter, Glenda Hughes of Johnstown; two brothers Richard Wagner and his wife Delores of Fort Collins, CO and James Wagner and his wife Joann of Longmont; four grandchildren, Brian Ray and his wife Sarah, Shelly Ray, Janel

Ray, and Shawn Hughes and his wife Tara; nine great grandchildren, Brandy, Alex, Brennen, Bailey, Dylan, Randy, Tyler, Christian, and Victoria

Visitation will be held from 2:00 – 5:00 pm Sunday, October 28, 2007 at Ahlberg Funeral Chapel. Funeral services will be held 10:30 AM, Monday, October 29, 2007 at Ahlberg Funeral Chapel. Interment at Foothills Gardens of Memory, a reception will be held at the Johnstown Firehouse 1000 Telep Ave following Interment.

[-http://www.ahlbergfuneralchapel.com](http://www.ahlbergfuneralchapel.com)

(D L RAY's accounting clerk seniority date of 4/1/68, emp # 07352, on the 1/1/86 FL/ALEA seniority list. Several of the accounting clerks continued working for months and months after the bankruptcy clearing up paperwork.)

ROY DEEMING

**1947 - 1985, AIRCRAFT MECHANIC,
MANAGER OF AVIONICS, DEN**

OBITUARY: Roy F Deeming, Date of death: September 06, 2007. Roy, 84, of Brownsburg, IN. died Thursday, September 6, 2007 at 2:20 p.m. He was born November 11, 1922 in Anita, Iowa, the son of Roy W. Deeming and Gwen (Luxford) Deeming. He served in the U. S. Navy during WWII and the Korean War.

He worked 35 years for Frontier Airlines as Manager of Avionics, 10 years as a mechanic for Emery Worldwide Airlines and 6 years as a Sales Associate for Lowe's. He received a Master Mechanics Award for 50 years as a licensed mechanic.

He is survived by his wife, Carolyn (Stoner) Deeming; his sons, Tim and his wife, Beate Deeming and their children, Tabitha and Alex of Dusseldorf, Germany, and Tom and Steve Deeming of Denver, CO; nephews, Jim and his wife, Linda Deeming and their children, Stephanie, Benjamin, Timothy, and Elizabeth of Berthoud, CO; Rich and his wife, Lisa Deeming and their children, Kai and Vanessa of Brighton, CO; his niece, Gina Lytton-Gay and her husband, Charles and their children, Arabella and Jamie of Studio City, CA.

He was preceded in death by his parents; his brother, James Deeming; and his first wife, Lois (Barr) Deeming. Private graveside services will be held Sunday, September 9, 2007 at the Oak Grove Cemetery, rural Palestine, IL, with Rev. Tom Akers officiating.

[-http://www.goodwinefuneralhomes.com](http://www.goodwinefuneralhomes.com)

Roy went to work for Monarch Air Lines in Denver, CO May 12, 1947, and retired in 1985.

-Ken Schultz, Wheat Ridge CO

FENTRESS BRACEWELL

1979 - 1985, BOARD OF DIRECTORS, DEN

OBITUARY: Fentress Bracewell, one of the founders of what is currently Bracewell & Giuliani LLP, died on June 13 in Houston after suffering from Alzheimer's disease for many years. He was 85. Mr. Bracewell attended Baylor University, where the man known as "Brace" to his friends met his future wife, Muriel, to whom he was married for 54 years.

After graduation from Baylor University Law School and service in the U.S. Navy, Fentress Bracewell, his father J.S. Bracewell, his brother Searcy Bracewell and Bert Tunks formed the firm of Bracewell & Tunks in 1945. Fentress Bracewell served the firm for many years as managing partner.

Receiving the Houston Boss of the Year Award from the Houston Secretaries Association meant much to him and reflected his salient characteristic of treating everyone he met with the same courtesy, cheer, and chivalry.

Fentress Bracewell served for many years on numerous public and private corporate boards including First Continental Life & Accident Insurance Company, Cemex, First Investors Financial Services Corporation (chairman), Union National Bank, San Jacinto Savings and Loan (chairman), Frontier Airlines, American Funeral Services (chairman), and the Broadway Plan of Church Finance.

In addition to Mr. Bracewell's wife, survivors include his son Brad Bracewell, daughter Lyn B. Phillips, and grandchildren, great-grandchildren, nephews and a niece.

[-http://www.metrocorpconsult.com](http://www.metrocorpconsult.com)

(Fentress was on the Board per an article and photo in the 1980 annual report. He is also listed on the Board in the Annual Reports for 1979, 1981, 1982, 1983 and 1984. And he is listed as a Director on a letter to stockholders dated Nov. 1, 1985.)

KAREN MCBRIDE ERENFELD

1974 - 1985, FLIGHT ATTENDANT, SLC DEN

OBITUARY: Services for Karen Sue Erenfeld, 49, Englewood, Colo., will be at 10 a.m. Saturday at St. Mary's Catholic Church with the Rev. Thomas O'Toole and the Rev. John Vrana officiating. Interment will be at St. Mary's Cemetery.

Born May 1, 1953, in Elk City to Adrian G. and Darlene Schones McBride, she died May 26, 2002, in Littleton, Colo. She graduated from Sterling High School and attended modeling school in Denver. She had been a flight attendant with Frontier Airlines for 11 years. In 1999 she was youth director for St. Mary's Catholic Church

Survivors include a daughter, Lauren Erenfeld, Englewood; her mother, Darlene McBride, and a brother, Steven McBride, both of Ardmore; and a sister, Adriana Bivens, Fort Collins, Colo.

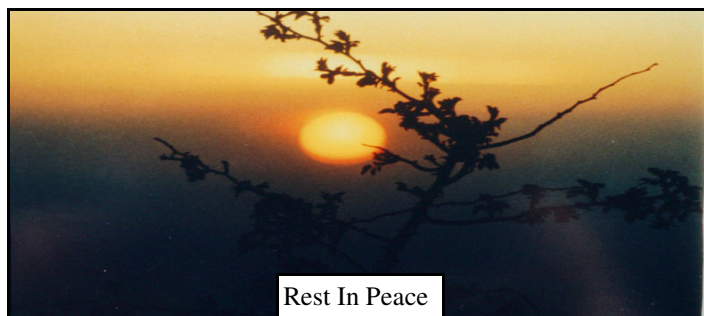
Memorials may be directed to the Karen Erenfeld Memorial Fund at First National Bank, 12th Avenue Branch, Ardmore, OK 73402. Rosary service will be at 7 p.m. this evening at Harvey-Douglas Chapel.

[-http://ardmoreite.com/stories/053102/obi_erenfeld.shtml](http://ardmoreite.com/stories/053102/obi_erenfeld.shtml)

I remember Karen McBride as she was domiciled in SLC. She was typical of the flight attendants at Frontier. Good looking, fun to be around and a great all around person.

-Ron Abfalter, southarmstudio@hotmail.com

(K MCBRIDE had a seniority date of 7/29/74 on the 2/1/81 FL/AFA seniority list.)



Rest In Peace

GONE WEST

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

KENNY KINGDON

1951 - 1967, PILOT, AMA MKC

OBITUARY: Kenneth Paul Kingdon, Memorial services will be at 10 a.m. Monday in St. Peter's Episcopal Church with the Rev. John Watson, rector, officiating. Arrangements are by Boxwell Brothers Funeral Home, 2820 Virginia Circle.

Mr. Kingdon was born in Cullom, Ill., and had been a resident of Amarillo since 1959. He was in the Air Force during World War II and retired as a captain after the war. He re-enlisted and served with the Air Force during the Korean War.

After his war service, he was a chemist for Sinclair Oil Co. before becoming a commercial airline pilot for Central Airlines which was later merged into Continental Airlines.

He retired in 1967 and was a member of St. Peter's Episcopal Church. He married Ann Kearley on Jan. 15, 1949, in Pasadena. Survivors include his wife; three sons, Kenneth Kingdon Jr. and Keith Edwin Kingdon, both of Houston, and Kevin Floyd Kingdon of Salt Lake City; two daughters, Kathryn Ann Tatum of Salt Lake City and Peggy Ann Jennings of Huntsville; two brothers, John Kingdon of St. Louis, Mich., and Edwin Kingdon of Trinity; nine grandchildren; and three great-grandchildren.

The family suggests memorials be to St. Peter's Episcopal Church, 4714 N.W. Fourth Ave., Amarillo, TX 79106.

Amarillo Globe-News, Nov. 4, 2001

I remember Kenny well. He and I flew quite a few trips in the 3 together. He lived in Amarillo TX, - the base was closed and we flew out of MKC. His favorite car was the VW bus. When we had a overnight in Amarillo, he and I would drive out and see the sights.

I would be a very rich man today if I had taken his advice back then and started small with mutual funds, but I am still better off flying with and knowing him. The years we flew were about 1964 and 1965.

-Grant Holmes, gholmesgrant@msn.com

KENNETH P KINGDON Born 12 Nov 1916, Died 31 Oct 2001 at 79106 (Amarillo, Potter, TX), SSN issued in Michigan
-SSDI

(An Aug 1963 CN Skyrider article says first officer RA Jennings married Kenny's daughter. Richard Jennings nickname was Buck - see next item)

BUCK JENNINGS

1962 - 1963, PILOT, FTW

My late husband worked for Central, I think in 1962-3. His name was Richard Jennings but he always went by Buck.

-Susan Jennings

RICHARD A JENNINGS 28 May 1924 10 Jun 1986 76104 (Fort Worth, Tarrant, TX) (none specified) 289-14-1855 Ohio
-SSDI

PEGGY ANN JENNINGS (Age: 63), HUNTSVILLE, TX
Relative

STEPHEN RENE JENNINGS (Age: 43), HUNTSVILLE, TX
Relatives

BUCK JENNINGS, RICHARD A JENNINGS

-Intelius.com

(RA Jennings was a first office in 1963 when he married Kenny Kingdon's daughter. Kingdon's obituary shows a daughter named Peggy Ann. Further web searching showed her son as Stephen Jennings and his father as Richard A. "Buck" Jennings. I have been unable to locate an obituary.)

GARY PINSON

1968 - 1986, STATION AGENT, SENIOR STATION AGENT, SLC DFW MKC HLN DEN JAC

I just got word that Gary Pinson passed away yesterday. Gary was a Senior Agent in Denver during the late 70s or early 80s. After Frontier he worked for United in Denver and retired a couple of years ago. He moved to Tampa Florida with his wife Vickie who transferred here. She is a Customer Service Representative. Gary suffered the past few years with some serious health issues. No details on services.

-John Dahl, John.Dahl@united.com

OBITUARY: PINSON, Gary, 60, died Sunday, October 28, 2007, in Brandon, Fla. He was born June 17, 1947, in Hays, Kansas, to Don and Naomi Pinson.

He had lived in Brandon for the past three years, after moving from Fort Lupton, Colo. Gary retired from United Airlines in 2004, after 17 years of service, and had worked for the old Frontier Airlines for 19 years until they closed in 1986.

He was preceded in death by his mother, Naomi Pinson, and his sister, Mary Ann Hammond. Survivors include his wife, Vickie; his father, Don F. Pinson; three children, Don Vaughan, Tausha Sills and Jamie Hadler; stepson, Jeremy Boudreaux; son-in-law, EP Hadler; and three grandchildren, Chad Vaughan, Ariel Vaughan and Avery Hadler.

No services will be held at this time, however, a celebration of life will take place next summer on the Poudre River in Colorado.

-Tampa Tribune, on 11/2/2007

I worked with Gary in MKC SLC & HLN. He was amazing. Gary could party all night and still be into work in the morning. Will miss you Gary.

-Dave Gabbart, gabby@ndsupernet.com

So sorry to hear about Gary. I had not heard that he was in bad health. He was at the SLC reunion in 05. I talked to him in May or June 06 and he said he had gone back to work because of the United pension being cut in half. Gary was working in SLC in '73 when I transferred there. He was a good friend. We traveled together some and worked together in SLC and MKC.

-Paul Farris, paulamos43@yahoo.com

The first time I met Gary, all of us in JAC were at a Jerry Jeff Walker concert. Gary had brought his 9 months pregnant wife to JAC in the hope that his first child would be born there. Such was his love for the place. Sure enough we had to rush her to the hospital and Gary's daughter was born that night accompanied by a group of happy FLolks. He was one of a kind.

-Linda Casey Hamala, Vette91@swiftwireless.com

Everyone who worked at FL in JAC during Gary's stint in Wyoming will remember him for packing in a lot of living and being a generous friend. He was one of a kind.

-Jim Kyte, Beijing China

(G Pinson, station agent seniority of 9/23/68 on the 1/1/86 FL/ALEA seniority list. Gary was a friend for many years. We shared many travels and adventures during the 1970s and 80s His JAC friend/co-worker Dave Morris died 3 days later. Read about Dave's grandson's dream about the two on page 11.)

BECKY KESTERSON MORGAN

1968 - 198?, RESERVATION AGENT, PHX DEN

Happy Belated 2003. I am sorry I had forgotten that my payment was due for the NEWS. I never would cancel intentionally as I really enjoy rearing about old FL friends. My best wishes for a healthy happy prosperous 2003. If you see Pat Roberts tell her Becky Kesterson Morgan said hello.

-Becky Morgan, Mayfield KY on 1/27/03

It is with great sadness that we announce the death of Rebecca (Becky) Kesterson Morgan. She passed away peacefully Monday afternoon, Nov 5, 2007 in Mayfield, Kentucky. Her husband of 18 years, Reeves Morgan, was at her side.

Rebecca had been ill with end stage lung disease for the last few years; her condition worsened this past month. Byrn Funeral Home in Mayfield is conducting the funeral arrangements; the funeral will be Thursday, November 8 at 11 am.

Thank you for all of your thoughts and prayers these past months. Rebecca will be greatly missed by her family and friends. We will all remember her wonderful sense of style, humor and devotion to her family and friends.

-Carol and Phil Morgan, pcmorgan@charter.net

OBITUARY: Rebecca Morgan, Wednesday, November 07, 2007. MAYFIELD, Ky. — Services for Rebecca Kesterson Morgan, 79, of Mayfield will be at 11 a.m. Thursday at Byrn Funeral Home with the Revs. John Polsgrove and Claudia Polsgrove officiating. Burial will be at Highland Park Cemetery. Mrs. Morgan died at 5:05 p.m. Monday at Jackson Purchase Medical Center.

She was a retired reservations clerk for Frontier Air and American West airlines. Mrs. Morgan was a member of First Christian Church and president of Christian Women's Fellowship.

Surviving are her husband, Dr. Allison Reeves Morgan; two stepsons, Dr. Philip Morgan of Walla Walla, Wash., and Dr. Al Morgan of Spokane, Wash.; two sisters, Virginia Pogue of Murray and Ruth Calhoun of Fairhope, Ala.; and four grandchildren.

-The Paducah Sun on Nov 11, 2007

Becky was in PHX and transferred to DEN when it closed. She left before 1986. Went to KY and married a high school sweetheart, Reeves Morgan, MD. They traveled and had a grand time. She had only one lung and asthma to boot.

-Dick Rohrmann, dickrohrmann@hotmail.com

(R B Kesterson, reservation agent seniority of 1/29/68, emp# 04904, on the 1/1/74 FL/ALEA seniority list.)

GORDON CHRISTENSEN

1947, CHALLENGER AIRLINES,
ASSISTANT TREASURER, SLC

OBITUARY: Gordon Howard Christensen; He was born March 21, 1924 a son of Christian Mathias and Edith Davis Christensen. Chris married his sweetheart Claralynn (Carrie) Hurlbut Nov. 14, 1947. He passed away August 17, 2004 in the arms of his loving wife, peacefully in his own bed.

Graduated from East High School. He served in the armed forces from 1942 to 1945. He was proud to have landed on Utah Beach. He was in a division of military intelligence helping liberate occupied France and Germany. He considered his military education one of the best experiences of his life.

Challenger Airlines hired Chris as a treasurer after the war while he attended the University of Utah, graduating with high

MORE GONE WEST

honors in Business as a CPA. He also achieved a specialty degree at Michigan University.

Chris was proud to have served as an Appellate Court Conferee with the IRS, where he traveled extensively teaching specialty tax conferences.

Chris, affectionately known as "Big Pop" was well loved and always had a story to tell ending with a joke to make you laugh.

Survived by wife Carrie; his sons, Dr. Frank H. Christensen M.D.P.C. (Dianne), Dr. Craig M. Christensen D.D.S. (Vicki); daughters Gail C. McNeil, Kim G. Jackson (Jack); eight grandchildren and six great-grandchildren with one on the way; brother Gerald N. Christensen (Lorna).

Memorial services will be Mon. Aug 23, 2004 at 11 a.m. at Larkin Sunset Lawn Mortuary, 2350 E. 1300 S.

-Deseret News on Aug 19, 2004

(According to the 9/3/1947 Challenger Airlines Stock Prospectus, C M Christensen was Treasurer and Gordon H. Christensen, Assistant Treasurer. He is shown elsewhere as an accountant for the company making \$3,000 annually. It appears his father was the treasurer and he assisted him. Have not been able to find any death info on his father.)

MAXINE PENNER

1974 - 1986, CLEANER, DEN

OBITUARY: Sterling, Alaska resident Maxine Marcella Penner, died Thursday, Oct. 11, 2007 at Central Peninsula Hospital following heart surgery three weeks before. She was 87. A celebration of Maxine's life will be held at a later date.

Maxine was born in Dearing, Kan. on July 3, 1920 to Kathryn Maude and LeRoy Marshall. She had lived in Sterling since 1986, after retiring from Frontier Airlines. She moved here with her husband, Dale Penner, who had retired from the Adolph Coors Brewery in Denver.

Maxine is remembered as a woman who loved to go camping and picnicking, even into her 80s. She was fond of saying, "The food always tastes better out here." Her neighbors delighted in seeing her walk most every day, snow or shine, with her husband Dale or her "pal" Judi dog. She was always ready for a game of cards or dice, and expected to win. Her greatest love, however, was for her family, and her favorite moments came when she was cooking a big meal to share with her children and grandchildren or joining them for a picnic at her favorite campsite on Skilak Lake.

She was preceded in death by two sisters and two brothers as well as her daughter Carolyn Sue Graffham and her grandson Jack Webb.

Maxine will be missed by all who knew her, but especially by her loving husband of 50 years, her sons and daughters-in-law, Mike and Denise Penner of Sterling, and Gary and Shannon Penner, also of Sterling; daughters and sons-in-law, Betty and "Moose" Gioski of Conroe, Texas, and Sharon and Mike Halcomb of St. Louis, Mo.; twin sister, Marguerite Russell of Coffeyville, Kan.; and grandchildren Samantha and Andrea Penner, Brad and Randy Penner, Brenda Gerhart and Cheryl Jean Nicolay.

-Peninsula Clarion on Oct 14, 2007

(M M PENNER, Cleaner seniority date of 5/30/74 on the 11/1/76 FL/IAM seniority list.)



BOB LAMBOURNE

1947 - 1976, PILOT, SLC DEN

Thank you for all your emails and messages while I'm in the VA Hospital. I'm doing better and hope to be home soon. Check 6.

-Bob Lambourne, rlambou667@aol.com, 12 Apr 2007

With regret, to inform you of the Gone West of Capt. Bob Lambourne 11-8-07. No details at this time.

-Ace Avakian, aceavak@comcast.net

OBITUARY: Robert Park (Bob) Lambourne, Born February 28, 1916, in Salt Lake City, UT of pioneer Mormon families. His mother's family crossed the plains with the handcart companies, and his father's ancestors emigrated from England to join Captain Holladay's wagon train company.

The Lambournes were active in Utah politics. Bob's father was Park Commissioner for the State of Utah and his uncle, John Cutler, was Governor. Robert's brother, Sidney, served six terms in public office as State Treasurer and State Auditor. Another uncle, Alfred Lambourne, was a renowned poet, and artist.

Bob attended the University of Utah on a track scholarship where he met his future wife, Ada Frances (Anne) Brackett, from Buhl, ID. They married in 1936 and moved to Los Angeles where Bob ran track and majored in electrical engineering at the University of Southern California. He gave up an opportunity to qualify for the Olympics to pursue his dream to be a pilot.

He and Anne moved to Canada where Robert received his flight training and commission from the Royal Canadian Air Force. He flew Spitfires, P-38s, and C-47s in World War II. In 1944, he transferred to the U.S. Army Air Corps as a Major and flew missions for the OSS. He was shot down while on a mission delivering top-secret documents; he night jumped into enemy territory and escaped with the help of the French underground. Robert was given membership in the Caterpillar Club and highly decorated by the U.S., Canadian, British, and French governments.

After the war, Bob flew as a Captain for Frontier Airlines. He retired in 1976.

Robert is survived by his children, Harry, Michelle, and Cherie, and two grandchildren, Harriett and Robert. His wife preceded him in death in 2006. Private services will be held at Ft. Logan National Cemetery.

-Denver Newspaper Agency on 11/12/2007

With the passing of Bob Lambourne, another true hero of WWII flies West. Bob was a gentleman, an excellent pilot and a pleasure to fly with. Have a good layover Bob. You will be missed.

-Jack Gibson (Bradenton, FL)

Our deepest condolences from the Broome family here in Colorado Springs. It was an honor to know your Dad and go "Hangar Flying" with him too. His vivid imagination and passion for flying allowed me to capture his emotions for aviation in the ethereal Starlite painting I created for him of his Frontier Boeing 737. Special Blessings,

-Rick Broome, www.rickbroome.com

Thanks to you Jake and all the Frontier Pilots who have remembered Dad.

-Harry and Cherie Lambourne, fal7272000@yahoo.com

MORE GONE WEST**OTIS LYTLE**1957 - 1985, STATION AGENT, BVO
DAL JLN SGF

I found this in the Joplin Globe online this a.m. Otis was one of the old CN fellers and was several years at JLN. We were both at JLN until they closed. Last several years he had been in a military/rest home at Mt Vernon and in failing health. Otis had no family left - all in all, it was kind of a sad thing. As you can tell by his rank he was a big military person and enjoyed it very well. He would do anything in the world to help you out.

-Jerry Pickering, JLPick@Columbus-KS.com

OBITUARY: Otis M. Lytle MOUNT VERNON, Mo. - Lt. Col. Otis M. Lytle Jr., 81, formerly of Sarcoxie, Mo., passed away Sunday, Oct. 7, 2007. He was a retired US Army officer. Graveside services will be at 2 p.m. Friday at Sarcoxie Cemetery. Arrangements are under the direction of Housh-Goodwin Funeral Home, Sarcoxie.

-Joplin Globe on 10-11-2007

That is sad news. I worked with Otis in JLN 1979-1982. The other old timers there at the time referred to him as "The Colonel" because of his rank of Lt. Col in the Army Reserves.

As I was the weight and balance instructor there in JLN at the time, Otis and I had frequent conversations about his quality control. He had a heart of gold and would pitch in and help whenever needed. He will be missed.

-Steve Burger, sburger@14wffe.com

(Otis started as a station agent 11/18/57. He was on the 7/1/84 seniority list but not the 1/1/86 list.)

KEITH JOHNSON

1967 - 1984, AIRCRAFT MECHANIC, DEN

OBITUARY: Keith E. Johnson, 85, of Noblesville died Wednesday, July 18, 2007, at Cambridge Manor in Indianapolis. Born June 26, 1922, in Smolan, Kan., he was the son of Earl and Esther (Stilley) Johnson.

He was a veteran of the U.S. Army, serving during WWII. He was an electronics technician for Frontier Airlines, retiring after 17 years.

Survivors include his daughter, Darla J. Johnson of Noblesville; son, Keith E. (wife, Diana) Johnson II of Fishers; grandchildren, Kaitlyn and Nicholas Johnson; sister, Maxine Kissinger of Beloit, Kan.; and brother, Don (wife, Bertha) Johnson of Topeka, Kan. He was preceded in death by his parents; and his wife, Ina M. Johnson.

Graveside service is 11 a.m. Monday at Elmwood Cemetery in Beloit, Kan. Burial will be at Elmwood Cemetery in Beloit, Kan. Arrangements were made by Randall & Roberts Funeral Homes.

-http://www.county29.net

Keith Johnson went to work for Frontier Airlines April 13, 1967 in Denver and worked in the Radio/Avionics Shop.

-Ken Schultz, Wheat Ridge CO

Keith Johnson went to work for Frontier Airlines April 13, 1967 in Denver and worked in the Radio/Avionics Shop.

-Ken Schultz, Wheat Ridge CO

KEITH E JOHNSON, born 26 Jun 1922, died 18 Jul 2007, age 85, at 46062, SSN issued in California

-SSDI

*"It was an honor to
know your Dad..."*

GEORGE VELDBOON

1951 - 1977, PILOT, SLC DEN

Cheryl & I enjoyed a nice evening with Vicky Veldboon who was here on a new FAL layover. She shared a box of photos and articles from her dad's memorabilia. I had not realized that George was a double ace! I flew with him and knew he had some success in the P-47, but not to the extent indicated in the photos and articles. Vicky is one of George's daughters. She is a great gal and flew with the old FAL and now is flying for the new FAL
-*Billy Walker, BillyWalker@cox.net*

UNSUNG WORLD WAR II ACE FINALLY GETS RECOGNITION

George Howard Veldboon was a quiet man, even shy, a friend said. Not until he died 10 days ago at the age of 57 did some of the people who knew him know that he was an ace twice over in World War II with a toll of 12 enemy planes shot down and 'innumerable' enemy trains and road vehicles destroyed.

Veldboon died July 27, 1980 at his home, 54 Lura St., Aurora, after what was described as a 'long illness.' Perhaps his illness stemmed from depression because he was no longer able to fly, Chick Stevens, editor of Frontier Airlines' magazine, said.

He was born March 13, 1923, in Sioux Falls, S.D. and attended school there. When World War II broke out, Veldboon, whose father had been a Royal Air Force pilot in World War I, didn't wait for the United States to get in. He enlisted in the Royal Canadian Air Force, learned to fly and for a year and a half taught gunnery and airmanship.

The war reached the United States and Veldboon transferred to the U.S. Army Air Force. Flying P-47 Thunderbolts with the 9th Air Force, he took part in 111 combat missions and shot down 12 enemy planes.

After the war he attended the University of Iowa, graduating in 1950. Frontier Airlines hired him in 1951 as a Douglas DC-3 co-pilot. During the Korean fighting, he went on leave to fly F-86 Sabrejets there. After he returned to Frontier, he moved up to become captain in the airline's Boeing 737 jetliners.

Some time during his later years with the company he fell and suffered a bad ankle break. It didn't heal properly. He wasn't able to move around well, and in 1977 he took early medical retirement. He had flown for Frontier for 26 years. He flew out of Salt Lake City until 1959, when he moved to Colorado. He moved to Aurora in 1966.

An indication of his quiet lifestyle shows through the fact that despite his outstanding war record, neither the Denver Post nor the Salt Lake City Tribune ever had a story about him.

He was buried in Fort Logan National Cemetery as quietly as he had lived. Veldboon was divorced.

Five children survive: two daughters, Vicky V. Holstein of Aurora, and Stacy J. Veldboon, of Lakeside, Calif, and three sons, Scott, of Arvada, and Steven G. and Bryan A., of Lakeside.
-*by Bob Jain, Denver Post Staff Writer on 8/6/1980*

In Memoriam: George Howard Veldboon, retired captain, July 26. Captain Veldboon served 25 years.

-*FL NEWS, August 1980*

GEORGE VELDBOON, Born 13 Mar 1923, Died Jul 1980. Age 57, At 80010 (Aurora, Arapahoe, CO), SSN issued in California

-*SSDI*

(*G H VELDBOON: Pilot seniority date of 7/27/51 on the 9/1/72 FL/ALPA seniority list.*)

BOB JOHNSON

1948, STATION AGENT,
STATION MANAGER, RWL GXY

OBITUARY: Robert T. Johnson, 1924-2007, Robert T. "Handlebar" Johnson, 82, died at Cheyenne Regional Medical Center in Cheyenne on July 25 after a very short illness.

Bob was born in Chicago to Arthur Charles Johnson and Mattie Cavett on Dec. 20, 1924. He and his brother were raised by their Uncle Jack and Aunt Zola in Bridgeport, Neb., after the death of both of their parents.

Bob was a master mason, Cheyenne Lodge No. 1 Ancient Free & Accepted Masons, a life member of the National Rifle Association, a member of the American Legion Post 6, Veterans of Foreign War Post 1881 and the Cheyenne Rifle and Pistol Club.

A longtime Wyoming resident, he dedicated more than 55 years of his life to aviation as an airline station agent, a Wyoming Army Guard helicopter pilot, a tower and flight service station operator and as a general aviation pilot.

Bob was inducted into the Wyoming Aviation Hall of Fame in 2004. In the spring of 1942 he enlisted in the United States Navy and served on the destroyer USS McLanahan DD615, until December of 1945.

He was station agent in Rawlins and Greeley, Colo., for Challenger Airlines which was a forerunner to Frontier Airlines. He enlisted in the Wyoming Army Guard where he flew Army L-21 Cubs, Cessna L-19 Bird Dogs, L-20 Beavers, L-17 Navions and L-19s. He liked to recount that he was the first helicopter pilot in the Wyoming Army Guard, receiving his certificate a minute-and-a-half before another Wyoming Army Guard pilot from Casper.

He was employed by the Civil Aviation Agency (CAA), which later became the Federal Aviation Agency (FAA) as a flight service operator in Tucson, Ariz., but returned to Wyoming as an air traffic controller at the Combined Station Tower here in Cheyenne in 1961. After he retired from the control tower in 1980 he furthered his interest in aviation by towing gliders at the Air Force Academy in Colorado Springs, Colo., and following that, at the Owl Canyon Gliderport north of Fort Collins, Colo.

In the early 1990s, he was the conductor on the Wyoming-Colorado Scenic Railroad, an excursion train, operating out of Laramie.

At the time of his death, Bob was retired but still very active. He was a dedicated family man who enjoyed life and was enthusiastic about everything in which he was involved. He is survived by his wife, Evalyn Johnson, whom he married Dec. 2, 1966, in Cheyenne; his brother, Arthur Johnson and his wife, Billie of Bridgeport, Neb.; three sons, Bobby Johnson and his wife, Natalie of Denver, Gerry Schmidt and his wife, Robin of Cheyenne and Gene Schmidt and his wife, Rhonda of Cheyenne; two daughters, Jere' Finley of Granby, Colo., and Anne Schmidt of Cheyenne.

Services will be 1 p.m. Thursday at the First Presbyterian Church at 22nd and Carey Ave. in Cheyenne.

-<http://www.wyomingnews.com/articles/2007/08/03/>

ROBERT T. JOHNSON

1626 ELEVENTH AVENUE, GREELEY, COLORADO

STATION MANAGER - GREELEY

RESIDENT TELEPHONE 1757-J

OFFICE TELEPHONE 1188

-*Challenger Airlines Employees Directory dated July 15, 1948*

LENDA PERSIKO

**1971 - 1986, ADMINISTRATIVE ASSISTANT
TO FLIGHT ATTENDANT MANAGER, DEN**

Lenda Persiko, Administrative Assistant to Flight Attendant Base Manager DEN, passed away November 28 at age 86. Lenda was a surrogate mother, older sister and good friend to many Flight Attendants and staff members.

Lenda spent her later years in a nursing home in Carbondale, CO, near her son, suffering from an Alzheimer-like illness. She died peacefully in her sleep of natural causes. She will be greatly missed by her family and friends.

-Judy King Demoney, cjdemoney@yahoo.com

This obituary came out in our email today here about Lenda Persiko who was in the FL in-flight office.

-Lynda Lane, Llane@flyfrontier.com

OBITUARY: Lenda Elias Persiko died Nov. 28, 2007, after a long illness. She was born Aug. 8, 1921, in Manchester, New Hampshire, to Deeb Elias and Wardi Abdenour. She married Fred Persiko in 1942 at Barksdale Field Military Base in Shreveport, Louisiana.

For the past seven years, she lived in Carbondale, close to her son Bo and his family. She first became enamored of the Roaring Fork Valley in the 1960s, and moved to Denver in 1967 with her husband. In Denver, she managed flight attendants for Frontier Airlines, and kept in touch with many of them after she retired.

When her Fred was the director of children's homes in the New York area, Lenda assisted in the care of hundreds of young people, many of whom regarded her as a foster mother into their adult lives.

Lenda enjoyed music and theater, gardening, and the volunteer work she did for many agencies. She taught ESL at one of Denver's community colleges and was a mentor and friend to many of her students. She loved the travels she shared with her husband to Europe, Mexico and all over the United States.

Before and after her retirement, she assisted families from several foreign countries when they came to Denver, and was an interpreter for Arabic-speaking visitors. She also cooked Middle Eastern food from her Lebanese heritage for them.

Lenda had a warm smile and rich greeting for everyone she encountered. Survivors include her sons Bo (Sue) Persiko, and Bob (Alexandra) Persiko of Maryland; foster son Joe Gugliardo of Denver; brother Abe (Sheila) Elias of New Jersey; sister-in-law Olly Elias of Massachusetts; eight grandchildren; two great-grandchildren ; three nephews; one niece; two great-nephews and two great-nieces. All were in close contact with her.

She was preceded in death by her husband Fred and brother Leo. A memorial service will be held at St. Luke's Episcopal Church, 1270 Poplar St., Denver, at 1 p.m. on Friday Dec. 7. In lieu of flowers, the family has requested that friends and colleagues give to their favorite charities in Lenda's name, or to Urban Peak, a residential program for children.

-Aspen Daily News

It has been years since we worked with you in Denver but we will never forget how wonderful and helpful you were to us. May God bless you and our thoughts are with your family at this time.

-Mary Ann Savinsky, Fort Lupton, CO

(L PERSIKO, Clerical seniority date of 9/1/71, emp# 10880, on the 1/1/74 FL/ALEA seniority group.)

DAVE NORLAND

1967 - 1986, PILOT, DEN

I just now talked to Carolyn Norland, Dave's wife, and leaned he has Lou Gehrig disease and hasn't been able to speak for almost a year now. He is in a hospice and from all indications, will be going west in a few days. Dave's date of hire: 6-5-67 Birthdate: 1-12-36.

-Ace Avakian, ACEAVAK@comcast.net - on 10/8/07

With deep regret, the Gone West of; Capt. Dave Norland 11-28-07. There will be a Celebration of Life of Dave on December 12th in Denver, Colorado with details of place & time, etc. forthcoming.

-Ace Avakian, ACEAVAK@comcast.net

OBITUARY: DAVID M. NORLAND, 70, Ormond Beach, a retired pilot for Continental Airlines, died Wednesday. A memorial service for David M. Norland, 70, Sea Harbor Drive, Ormond Beach, who died Wed., Nov. 28, 2007, will be 3:30 p.m. Thurs., Dec. 6, at Dale Woodward Chapel By The Sea, 1780 Oceanshore Blvd., Ormond Beach, with the Rev. Wiley Lowe officiating.

Mr. Norland was born in Grand Island, Neb., and moved to Florida in 1994 from Denver, Colo. He served in the Naval Reserve. A pilot for Frontier Airlines for 20 years, he later retired from Continental Airlines.

Mr. Norland was predeceased by his parents, Arthur B. and Pauline Frasier Norland and brother, James. He is survived by his wife of 17 years, Carolyn Cunningham Norland. In lieu of other remembrances, the family suggests donations to Florida Hospital Memorial Hospice, 770 W. Granada Blvd., Ste 304, Ormond Beach, FL 32174, or Odyssey Health Care Hospice, 149 S. Ridgewood Ave., Ste 600, Daytona Beach, FL 32114.

-Daytona Beach News-Journal on 12/4/2007

Dave & I had been friends prior to our becoming part of the Frontier family. Dave, along with Dave Kaplan and I flew out of Jeffco airport in the early 60s. Kaplan went to Frontier in '66, then Dave & Butch Carr in June of '67 with me in the June 5th class.

Dave met Butch Carr at Jeffco and they stayed close friends thru the CO experience. I flew Butch and his Dad to Jeffco from Stapleton where I was a salesman for the Piper distributor. A few weeks later, I went to work for Joe Roach at Jeffco. Joe later sponsored Dave with his P-51 Reno Air Race #76. Frontier Captain Jack McLaughlin was his Crew Chief. Jack could not only fly 'em, he has a great reputation as a mechanic.

Dave, Butch Carr & I used to lament that we should have gone to Frontier a year earlier when we had the chance. Kaplan finally convinced us that we'd still have fun and a future too by going with the airlines. All the airlines were hiring then, but the attraction to us was sitting in a forward facing seat and lots of take-offs and landings. We all felt the Frontier experience was the best of the best!

-Billy Walker, BillyWalker@cox.net

Sorry to hear about Dave. I will always cherish the memory of a ride in his P-51 when I was a young man. We took off from Jeffco and cruised through the foothills. Dave did a couple of rolls and a loop that caused me to start blacking out from the Gs. My sister Bonnie snapped a picture of me climbing out of the cockpit that I display with pride. Dave, thanks for the great memory. **-John Dahl, floridadahlhouse@yahoo.com**
(See page 17 for some Dave Norland stories.)

CLAIRE ALMQUIST

1947 - 1976, SUPERVISOR OF TARIFFS, MANAGER OF TARIFFS, DIRECTOR OF TARIFFS, DEN

Signe (an old friend of Claire Almquist) received a call from Ruth (sister to Claire) on Saturday - to tell her that Claire had passed away early Saturday morning. According to family - it was a peaceful death as well as a blessing as she has not had the quality of life in past 10 years. I have many good memories of Claire and Clark who I have always considered my mentors during my employ at FL.

-Barbara Miller, rwbmiller@netzero.net

OBITUARY: Claire M. Almquist, age 96, former Frontier Airlines employee, died 10/12/07 in Wayzata. Survived by sister, Ruth Grill of Plymouth; brother, Paul (Anne) Almquist of Farmington, NM; also many nieces & nephews. Memorial service 11 AM Friday, 11/23/07 at 201 E. 7th St., Hastings, with visitation 1 hr. prior to service. Interment County Line Cemetery, Goodhue, Co.

-MINNEAPOLIS STAR TRIBUNE on 10/21/07

Claire was one of a kind and truly a Frontier Gem and we all enjoyed knowing and working with her. She was a super, super person.

-Jeanne Hanson, jhanson839@msn.com

I remember Claire for her knowledge of the tariffs (those 15-20 lb tomes we used in the "old days"). Called "Squires Tariff" - the name Squires coming from the former Airline agent who master-minded them. For those who came after the computer age took over, it was necessary to determine the routing of your ticketing as the fare differed depending on routing. Although circuitous routing is common with today's fares (thru DFW, ATL, CHI, etc) back then each routing (which had a number) was a different fare whether direct or with other routing. Claire was very knowledgeable of those tariffs and was almost as familiar with them as Mr. Squires himself. If you used the incorrect routing you got a ticket error from accounting. For those who remember, there was not only a Passenger Tariff but also an Air Freight Tariff, each about the same size (and weight) and constantly being re-vised. Ah, the good ol days!

-Kenneth Stewart, arkstewart@prodigy.net

(Claire started to work for Monarch Air Lines February 24, 1947 in the Tariffs Department. She was supervisor then manager then director of tariffs during her FL career 1947 - 1976. She was also a credit union officer and in 1969 was the only female director at FL and the only female tariff expert among the domestic air carriers. She retired in Sep 1976 when she turned 65. Her brother was longtime FMN station manager Paul Almquist who survives her. Aged 96 years, 1 month and 4 days, Claire is the 4th longest lived FL employee. Only Bob Goldwater, Ken Stevenson and Pappy Russell lived longer. My records show 39 FLOlks have lived to be 88 or older.)

DAVE MORRIS

1967 - 1985, STATION AGENT,
RAP COD JAC RIW DEN LAX

My name is David J. Morris, FL emp number 5832, station agent at Rapid City, Cody, Jackson, Riverton, Denver and Los Angeles. I am currently living in Millet, AB, Canada and have been working for the U S Inspection service.

I got the spring issue of the Frontier News from John Conner, Continental pilot who was flying thru Edmonton Int'l where I work. I am a U S Immigration Inspector.

MORE GONE WEST

I am glad to see so many people still tied together on the net. I have been fighting

prostate cancer for two years and hopefully I have it beat for awhile, but you never know. I have the worst type of them all and it really goes fast when it decides to flare up.

Anyway, I enjoy each day as it comes and hope that I have a few more years. Take care and keep your wings level.

-Dave Morris on 8/29/03, Millet, AB, Canada

I got an email from Dave Morris and he isn't doing to well. He has cancer and was told last week that he can no longer live alone. He is moving to CA to live with his daughter. He was up in Helena for quite a few years and ended up working for Homeland Security in some fashion. I think he did spend some time up in Canada. 'He is coming back to Worland to sell his house and move to his daughters place in CA.

-Ken Wientjes, Wientjeskj@cs.com

This is Jill, Dave's daughter. I am so sorry that we had not contacted you earlier. Bret and I have been doing our best but we have missed some people. I just logged on to dad's email today. He passed away from complications of his cancer on Halloween morning. My son and I were by his side. He did not suffer and went peacefully. My son, Bret, had a dream the morning before Dave died in which Tom Enger and Gary Pinson came to him, in their 1970s finery, and told him that Dad was going to go with them now. Are they still living? They then all loaded up into old pickup trucks and drove away. Dad was also smiling in his 70s hair and sideburns.

-Jill Morris on 12/9/07, Trmajke@gmail.com

(D J MORRIS, Station agent seniority date of 11/1/67, emp# 05832, on the 7/1/84 FL/ALEA seniority list. He retired when PX bought FL in 1985. Dave worked with Enger and Pinson in JAC. Pinson died 3 days before Dave - his obituary is on page 6. I have no info on Enger.)

ANN LATIMER

1968 - 198?, RESERVATION AGENT, PHX DEN

If you haven't heard, Ann Latimer passed away 12/4/07 at 0430. She was a lovely person. Kind to everyone and could make a complaining customer happy they called and ready to fly FL again.

-Dick Rohrmann, dickrohrmann@yahoo.com

OBITUARY: Annelle H. Latimer, 90, Graveside Service: 2 p.m. Dec. 6, 2007 at Restlawn Memorial Park Cemetery. Survived by sons Thomas C. & John D. Latimer, daughter Gerri Latimer. Directed by San Jose F.H. East.

-El Paso Times

For those of you who knew Ann, her funeral is on Friday at 1:00 pm in El Paso, Texas. Ann moved from Phoenix Reservations when we consolidated the offices to Denver. She was in her 90s at the time of her death.

-Carolyn Boller, ckboller@comcast.net

(A LATIMER: Reservation seniority date of 3/12/68, emp# 05159, on the 1/1/74 FL/ALEA seniority list. She is not on the 7/1/84 seniority list.)



SANDY KUDLAC

1978 - 1986, PILOT, DEN

Gone West: Capt. Sandy Kudlac 3-9-07, aka Milton Kudlac
-*Ace Avakian, aceavak@comcast.net*

Milton "Sandy" Kudlac, died unexpectedly March 9, 2007. Survived by his wife, Drenda and his son, Marc. Visitation, Tuesday, 4-7:00 PM, Celebration of Life, Wednesday, 10:00 AM, both at Horan and McConaty, 11150 E. Dartmouth Ave (at Parker Rd). Interment, US Air Force Academy, Colorado Springs. In lieu of flowers, contributions may be made to USO World Headquarters, Dept. WS, PO Box 96860, Washington, DC 20090-6860. Sign guestbook at Horanandmconaty.com

-*Denver Newspaper Agency on 3/13/2007.*

MILTON P KUDLAC, born 02 Dec 1946, died 10 Mar 2007, age 60, SSN issued in New York.

-*SSDI*

MILTON P. (SANDY) KUDLAC, died at his home in Denver, on 9 March 2007. He was born 2 Dec. 46 and joined the WyANG as a Capt. pilot in 1978, flew C-130B models and left WyANG as a Major in 1984.

-*www.wy.ngb.army.mil/PAO/retiree.pdf*

As a US Air Force Academy classmate of Sandy's, I remember him as friendly and valued classmate and officer. My heartfelt condolences to his wife and son. I will attempt to attend his celebration of life tomorrow.

-*Dr. Kirk Stewart (Niwot, CO)*

(*M P KUDLAC: Pilot seniority date of 6/26/78 on the 9/1/86 FL/ALPA seniority list*)

BEA ARAGON

1967 - 1986, COMMUNICATIONS COORDINATOR,
MANAGER-VOICE COMMUNICATIONS, DEN

The obituary for Bea Aragon was published in the Denver Post August 29, 2007. Bea was the Manager of Voice Communications at Frontier. She started to work for Frontier in May 1967. The Trevino Chapel also verified she worked for Frontier and said she died August 27, 2007.

-*Ken Schultz, Wheat Ridge CO*

OBITUARY: Beatrice Aragon, 65, Centennial. Rosary 1 p.m. Wednesday Trevino Chapel. Mass 2 p.m. Thursday Cathedral of the Immaculate Conception.

-*Denver Newspaper Agency on 8/29/2007.*

BEATRICE ARAGON, born 28 Dec, 1941, died 27 Aug 2007, age 65, at 80220 (Denver, Denver, CO), SSN issued in Colorado

-*SSDI*

Bea, we will truly miss you. We have such great memories of you.

-*Andy Chavez (Arvada, CO)*

(*Bea was Communications Coordinator in Ernie Desoto's office in the Nov 1977 FL Quick Reference Directory. She was listed as Manager - System Voice Communications thereafter in the 1978 - 1982 QRDs.*)

FRED O. SMITH

1961 - 1986, PILOT, GSW DAL DFW DEN

Jim Ford informed me that F. O. Smith passed away today from a heart attack. Funeral arrangements have not been finalized yet. More information when it is available.

-*Weldon Finney, weldonfinney@sbcglobal.net*

I saw this in the Farmersville TX weekly paper. Most of the folks called him FO but he'd answer to Fred too! Max Gardner

MORE GONE WEST

nicknamed him Ferdo! He came to CN about the same time as I started flying as Captain and so 'FO was my FO' quite a few times. He had a good sense of humor and even though he was a couple of years older than me he was eager to learn the airline job from me.

One day he got to counting up what little CEN was paying him and what he made with the Texas Air Guard and discovered he was making more than I was as Captain! We joked around alot and had some good times flying the line.

FO flew fighters with the Texas Guard until they changed over to KC-97s when he went to the Arkansas Air Guard where they were flying the F-84F. He was a fighter pilot at heart. He retired from the Guard as a bird Colonel, I believe. A great guy who brightened up many people's lives. He will be missed.

-*Frosty Frost, frosty1@hughes.net*

OBITUARY: Funeral services for Fred Olen Smith Sr., 77 of Blue Ridge, were held on Nov 6, 2007 at Blue Ridge Cemetery. The Rev. Larry Tinsley officiated. Interment followed at Blue Ridge Cemetery. Mr. Smith died Nov 2, 2007 in Blue Ridge.

He was born July 25, 1930 in Tulsa Okla. to Foy Olen and Emma Kenton Smith. He married Sue Grebe Smith on July 2, 1956 in Gladewater. He was an Air National Guard-Ark., and worked for Continental Airline as a pilot and was of the Methodist faith.

He is survived by his wife, Sue Smith; daughter, Dawn Gordey and husband Steve all of Blue Ridge; sister, Frances O. Waggoner of Longview; brother, James H. Smith of Irving. He was preceded in death by his son F.O. Smith Jr.

-*The Farmersville Times*

(*FO Smith: Seniority date 7/17/61 on the 9/1/86 FL/ALPA seniority list.*)

JERRY BALTZ

1962 - 1986, STATION AGENT, DAL STL

The ESOP couldn't have come at a better time!! Continental is threatening to terminate me because I haven't attended re-current training on working the ramp. Can you believe it? Some young punk in the training dept that wasn't born yet while I was working ramp is now threatening to terminate me for "Being un-qualified to work for Continental Airlines"!

Just today my assignment was acting Lead on two gates with a bunch of new-hires. We did everything perfect...no delays...no left off bags...no damaged aircraft!!

I know it may sound strange, but I haven't flown for many years due to a "Panic Disorder" that I have been under treatment for, for years. I cannot be cooped up like that! Give me the Great Outdoors!! If God meant for me to fly, He would have given me wings!! The Company offered me an alternative to drive the 10 hours to Cleveland for the training. But I ruptured a disc at L4-L5 on Dec 22, 2000. I underwent 2 MRI's and an epidural injection and months of therapy. I was only able to work for 4 months during 2001. May 23 until Sept 22.

By then the pain had gotten so bad, I had to get back to the doctor. More therapy! He recommended against surgery and released me to unrestricted duty on Jan 7, 2002. He said I would have to live with the pain! I have tried to but it has gotten to the point that I can't take it any longer! My lower back, left hip and leg bother me so much I find it difficult to enjoy anything..like gardening..cutting the grass...even sitting in church on Sunday. I have to get up and go outside and walk around to relieve the

pain. I have a doc appointment (CO doc) next Wed. I don't know what will come of that! But meanwhile, Jim Hargis (Lead), Denny Abraham (evening ops), and I continue to hold down the fort here in STL...as long as they allow us to!! No Union...No Good!!! Take care!

-Jerry Baltz, St. Louis MO on 4/18/02

I just received a reply to an email I sent to Jerry Baltz. It was from his wife Del. She told me Jerry died March 25th.

I worked with Jerry at Love Field (DAL) in the middle 60's during the CN days. We worked a 6pm to 2am shift. Everybody else was off duty about 10pm and it was just the two of us for about 4 hours. He was a real story teller and I never got tired of listening to him. We fished together quite a bit too when we were off duty. I really enjoyed spending time with him.

I'm not sure if he went back to STL first or if I transferred to LAW first but we lost contact soon after that. Then I got an email from him after I signed on to your FL website. We would email and chat online off/on. It wasn't unusual to not to hear from him for a month or two but I had wondered why I hadn't heard from him recently. I was totally surprised when I got the email from Del. I will miss him but I will never forget him.

-Ray Hall, RHall94969@aol.com

I really liked Jerry. He was good to work with. He excelled at rating air way bills and was also really good with the customers. Besides that he was just good guy. He was a vanguard of sorts. He had the first personal computer I ever saw. It was a Sinclair, made by Timex. Then the Commodore 64 and on and on. He was big into astronomy and built a rotating observatory on top of his detached garage. Built his own telescope, too. Painful loss to Jerry's family and all who knew him.

-Chuck Tisckos, ctisckos@hotmail.com

JERRY T BALTZ, born 04 Sep 1941, died 25 Mar 2007, age 65, at 63114 (Saint Louis, Saint Louis, MO), SSN issued in Missouri

-SSDI

(J T BALTZ, station agent seniority date of 8/13/62, emp# 00797, on the 1/1/86 FL/ALEA seniority list. Have not been able to get an obituary.)

JOHN HOUSTON

1962 - 1966, PILOT, FTW MKC

Captain John Murray Houston, 1932 - 2005, took his final flight July 17, 2005. An excellent aviator, John was a Senior Captain for Braniff International and maintained a love for flight throughout his life. Born in Oklahoma City, John began his flight career as a United States Army pilot and joined Braniff in 1966. John was also affiliated with Central Airlines, Jet Fleet, Jet East, Sun Air, Air Niagara, United and retired from Southwest Airlines as a Flight Operation Specialist.

John was a loving and generous husband and father, and will be sorely missed by his wife, Eileen, daughters Debra, Brenda & Linda, Son in Law Tim, grand-daughters Chanel & Megan and sisters Penny & Helen.

-<http://www.biseonline.com/2005obits.html>

JOHN M HOUSTON, born 24 Aug 1932, died 17 Jul 2005, age 74 at 75023 (Plano, Collin, TX), SSN issued in Oklahoma.

-SSDI

John Houston wasn't around CN very long before he landed a job with BN. I don't think CN was a destination for him but it provided him with some airline experience. He was a nice guy who always spoke well of 'Narrow Gauge Guys'.

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

Schkade is first FA retiree



Friends and family recently gathered to honor retired flight attendant Paula Schkade, pictured above.

"These have been great years," says Paula Schkade, Frontier's first flight attendant to officially retire from the company. "Leaving Frontier is like leaving family. I'm delighted to have had the experience of working with such fine people."

After joining Central Airlines in January 1961, Paula was based in Amarillo and Fort Worth, moving to Denver after the merger with Frontier in 1967. Since 1971 she has been based in the Dallas area.

Paula has spent her spare time the past three years renovating an 1884 Victorian home in the Historic Munger Place district in Dallas. The home has been featured on the cover of the **Dallas Weekend Guide**.

According to Ed Dunaway, director of consumer services, Paula's contributions to Frontier will be missed. During her years of service, she received many complimentary letters from passengers and never received a complaint.

-FL NEWS, Oct 1980

(I have an confirmed report that Paula Locke Schade died in 2002. Can anyone verify this info. The SSDI has a PAULA L SCHKADE, Born 24 Sep 1940, Died 19 Feb 2002, Age 61, At 75214 Dallas, TX, SSN issued in Oklahoma. Is this our Paula?

Paula worked at AMA GSW DEN DFW during her career. She was very business-like, efficient on her flights and was always waiting at the aircraft door for the weight & balance papers - she knew the importance of getting out on time.)

(Being a flight attendant requires walking backwards at steep angles, up and down cramped aisles, seven miles high, pushing and pulling 250-pound carts that are unexpectedly shaken and jostled by turbulence without notice, and getting tripped by passengers whose crossed legs and carry-on baggage creeps into the aisle. After work, it's walking on what seems like miles of non-yielding concrete floors or airport corridors, only to turn around and do it again the next day, and then the next. Foot problems are sometimes painful enough to be debilitating, but more often hurt just enough to be a chronic workplace nag - ignored at the start of a shift and nearly unbearable by the end.)

MANAGEMENT & OTHERS DECEASED LIST

- Wally Adams, DEN credit union manager, 11/2283, age 54
 C. Whitcomb Alden, board of directors, 4/7/98, age 82
 Claire Almquist, DEN director of tariffs, 10/12/07, age 96
 Virgil Alvey, DEN director-ground support service, 3/10/97, age 77
 Bea Aragon, DEN manager-voice communications, 8/27/07, age 65
 Robert Baker, need more info
 Bill Bates, DEN manager-central reservations, 5/16/00, age 71
 Ray Beall, DEN manager-line maintenance, Mar86, age 65
 William Beck, FTW GSW superintendent-quality control, 5/2/01, age 78
 Lou Berets, GJT station manager, 9/8/78, age 53
 Arlee Bethel, DEN manager-overhaul shop, 3/7/06, age 73
 Orvin Black, need info
 Doug Black, DEN manager-general ledger, May81, age 71
 Phil Blackwell, BFF CDR BIL maintenance station manager, 9/28/03, age 73
 Clay Blaylock, 3/14/99, age 70
 Jim Bogan, DEN manager-station training, 8/7/07, age 64
 Fred Bonfils, DEN co-founder-Monarch Airlines, 3/21/58, age 62
 Orval Bowen, DEN director-futures scheduling, 2/18/07, age 74
 Fentress Bracewell, DEN board of directors, 6/13/07, age 85
 Dan Brock, DEN vice president-traffic & sales, 5/29/05, age 89
 Don Brooks, 10/12/02, age 71
 Johnny Bulla, AZ Airways founder, 12/7/03, age 89
 Jack Burnell, DEN director of maintenance, 8/22/92, age 89
 Dave Burr, 4/9/97, age 68
 Jim Butler, TUS PHX manager, 3/19/06, age 85
 Tom Byrne, CN board member, 5/24/62, need info
 Sam Cales, PHX station manager, 6/20/02, age 67
 Vern Carlson, vice president-public affairs, May76, age 53
 Ray Chanuad, DEN director-communications, 3/3/04, age 85
 Dick Chouinard, DEN corporate safety engineer, 11/8/05, age 74
 Gordon Christensen, SLC Challenger assistant treasurer, 8/17/04, age 80
 John Clark Coe, DEN vice president-economic planning, 10/24/06, age 82
 Ralph Cole, DEN manager-passenger sales, 7/20/78, age 62
 Mike Conner, 2/29/00, age 63
 Dallas Copen, DEN director-schedules, 2/2/05, age 67
 Edith Cummings, DEN, need info, 12/19/04, age 86
 Dick Cummins, station manager, 5/14/93, age 59
 Wally Dahl, DEN manager-line maintenance, 11/24/04, age 60, cancer
 Frank Davidson, DEN director-fuel & communications, 5/29/03, age 86
 Hal S. Darr, DEN president, 6/21/55, age 61
 Hoadley Dean, RAP board of directors, 12/27/89, age 71
 Ken Dedrick, DEN director-telecommunications, 3/23/06, age 77
 Roy Deeming, DEN manager-avionics, 9/6/07, age 84
 Christy Denning, STL marketing rep, 12/13/79, age 32
 Ernie DeSoto, manager-system communications, 7/12/90, age 68
 Bob Dirksen, STL assistant manager, 11/8/87, age 52
 Jim Dixon, DEN vice president-schedule&traffic, 10/12/06, age 84
 Donald A. Duff, Challenger president, FL vice president, 11/14/52, age 47
 Ed Dunaway, DEN vice president-marketing services, 12/8/99, age 62
 Judith Bunn Eagle, 9/20/03, 63, need info
 Bob Eakle, DEN manager-electrical shop-EOS, 8/15/97, age 85
 Fred E. Elliott, DEN director-maintenance, 8/2/94, age 81
 Liz Enright, DEN buyer-purchasing agent, 5/31/03, age 72
 Al Feldman, DEN president, 8/9/81, age 53
 Gene Finkelstein, DEN director-advertising, 5/12/83
 Richard Fitzgerald, DEN DCA vice president-general counsel, 5/22/99, age 85
 George Forbes, LAR president-summit airways, 5/21/79, age 82
 Barney Foster, DEN director of purchasing, 5/7/88, age 75
 Oliver Frigon, DEN manager heavy maintenance, 6/13/88, age 74
 Clarence Fuller, DEN director maintenance planning, 6/2/00, age 80
 Bob Gallaway, DEN executive vice president, Oct86, age 52
 Eli Gallegos, DEN manager-maintenance administration, 2/9/05, age 82
 Charlie Gayles, DEN manager maintenance spares planning, 8/8/81, age 25
 Ed Gerhardt, DEN vice president public relations, 3/7/98, age 81
 Marvin Glantz, DEN purchasing, 10/4/87, age 56
 L.E. Glasgow, GSWCN president, Nov83, age 79
 Tollie Glaves, DEN superintendent of air mails, 2/20/87, age 93
 Paul Glover, DEN director-quality control, 9/19/04, age 81
 Bob Goldwater, board of directors, 11/4/06, age 96
 Dan Goodyear, DEN manager travel agency automation, 5/27/03, age 63
 John Griffiths, DEN director-properties, Apr85, age 71
 Elaine Cornelio Guinn, need info, 1/20/06, age 75
 Billy Hatfield, ACF DAL station manager, 7/25/00, age 68
 Don Hatfield, DEN director-industrial relations, 1/15/96, age 62
 Ham Hamilton, DEN purchasing, 6/27/99, age 85
 Wes Hamilton, SLC board of directors, 11/12/94, age 83
 Bill Heath, 9/24/81, age 55
 Charles Hirsig, founder-Summit Airways, 1/15/45, age 34
 Paul Hult, TUS manager, 10/23/93, age 71
 Sylvia Hurt, need more info
 Tom Hushka, DEN senior buyer, 5/26/02, age 74
 Fred Ireland, COS CN station manager, 1962, need info
 Danny Johnson, AMA station manager, 1/24/05, age 65
 Doyle Johnson, OKC station manager, 12/20/96, age 61
 Duane Johnson, DEN manager-ground maintenance, 5/10/99, age 61
 Paul Jones, CN/FL vice president, 4/26/97, age 72
 Keith Kahle, founder&president-Central Airlines, 7/4/97, age 87
 Les Keely, DEN vice president operations, 11/17/97, age 81
 Arnie Kihn, DEN STL maintenance supervisor, 6/9/07, age 68
 Earl Kimmel, DEN sales manager, 4/9/87, age 73
 Jerry Kitchen, DEN director-public relations, May87, age 74
 John Kosmicki, DEN manager-maintenance control, 10/18/06, age 81
 Tom Lamb, DEN vice president-schedules, 2/15/05, age 76

Bob Landon, manager maintenance station, 6/27/03, age 67
 Fred Lang, DEN auditor, 2/27/90, age 68
 Buz Larkin, DEN senior vice president-administration, 7/15/93, age 60
 Floyd Lauderman, DEN manager of stores, Jul82, age 70
 John Leavitt, DEN security investigator, 5/31/06, age 88
 Blaine Liles, DEN director- budget & cost analysis, 3/11/96, age 65
 John Lindsay, DEN vice president traffic&sales, 7/17/92, age 79
 Clyde Longhart, DEN director avionics, 9/24/89, age 76
 John Love, DEN board of directors, 1/21/02, age 85
 Chet Lubben, DEN director of sales, 6/17/04, 96
 Ron Macleod, DEN manager-traffic, 6/78, age 57
 George Maillet, DEN manager flight simulator, 3/29/88, age 66
 Guy Marchant, OKC FTW CN president, May76, age 80
 Marty Martin, LAS station manager, 6/5/07, age 66
 Frank Masi, DEN manager traffic procedures, 11/8/95, age 70
 Bud Maytag, DEN owner/president 1959-62, 9/25/90, age 64
 Kathleen McCormick, need more info
 James McEldowney, 2/26/99, age 84
 Bill McKenney, DEN regional marketing manager, 6/25/02, age 77
 Norma McLean, DEN log & inspection office, Jul82, age 51
 Bob Meisenbach, DEN director-base overhaul, 2/10/06, age 86
 Glendora Miller, need more info
 Ray Minniear, DEN vice president-operations, 5/25/97, age 83
 Mitch Mitchell, DEN operations manager, 6/22/80, age 59
 Nancy Hedrick Mitchell, 8/22/00, age 53
 William Mitchell, DEN vice president sales&service, 4/5/90, age 71
 John Morgan, DEN reservations supervisor, 7/17/03, need info
 Jim Moore, OKC DEN station manager, regional director, 6/15/99, age 66
 Charlie Murphy, DEN counsel to the president, 8/28/83, age 74
 Lamar Muse, GSW CN president, 2/5/07, age 86, cancer
 Donna Myers, DEN executive secretary, 1/23/01, age 85
 Mac Myhre, DEN president, 12/23/82, age 71
 Bill Nail, 1956?, need info
 Bud Naylor, DEN vice president maintenance, 5/26/97, age 76
 Rocky Nelson, AZ Airways founder-president, 3/6/51, age 46
 Pappy O'Drain, 12/4/95, age 72
 Joe O'Gorman, DEN president, 8/10/02, age 59, heart attack
 Al Olinger, DEN manager tech services training, 7/30/05, age 79
 Murray Parker, 11/21/80, age 57
 Lenda Persiko, DEN FA manager, 11/28/07, age 86
 Bob Pier, 5/14/95, age 69
 Jim Plier, DEN sales representative, 2/18/05, age 70
 John Pratt, DEN manager-powerplant engineering, 9/24/91, age 67
 Eleanor Randall, DEN vice president-revenue, 11/7/02, age 82
 Byers Rathbone, DEN director-system budgets, 9/4/98, age 85
 James Ray, OKC FTW CN president, 5/15/66, age 69
 Fred Rice, LAR sec/treasurer-Summit Airways, Jun89, age 85
 Floyd Rollins, station manager, 9/15/89, age 53
 Bob Rogers, DEN supervisor maintenance scheduling, 12/20/94, age 73
 Harry Russell, 4/11/03, DEN maintenance superintendent, age 89

Charlie Schenck, DEN manager-quality control-fuel, 11/13/04, age 73
 Bill Schlotthauer, maintenance foreman, 10/5/02, age 64
 Alan Schlosser, 2/21/99, age 82
 Warren Schuling, vice president-maintenance, 9/17/95, age 73
 Dey Scott, DEN warehouse supervisor, 2/12/58, age 64
 Walt Scott, 2/11/04, DEN manager-base shops, age 78
 Bill Shepherd, DEN buyer, 8/31/89, age 61
 Jim Shores, DEN director - stations, 7/6/84, age 60
 Bob Sicard, GSWCN vice president-maintenance, 2/20/06, age 89
 Larry Sills, DEN vice president-sales & marketing, Nov71, age 39, heart attack
 Rudy Skeen, DEN manager-station operations, 4/30/01, age 68, cancer
 George A. Smith, DEN vice president-finance, 11/20/96, age 83
 Ken Smith, DEN assistant to the president, Jul84, age 72
 Elton Snoke, DEN superintendant of stations, 1/15/73, age 51
 George Snyder, SLC Challenger president, 5/11/83, age 65
 James Stewart, CN Board of Directors, 7/2/97, age 89
 Ken Stevenson, DEN director-maintenance, 9/16/05, age 96
 Mattie Stibrich, need more info
 Bill Stohlton, DEN director-schedule administration, 7/28/05, age 66, cancer
 Ed Stone, GFK station manager, 8/27/05, age 55
 Doug Sullivan, DEN reservations manager, 11/30/05, age 59
 George Swonger, DEN supervisor maintenance scheduling, 11/7/76, age 60
 Sid Tolbert, ICT station manager, 12/5/72, age 37
 Stan Trudeau, 10/29/74, age 37
 Lee Urquhart, GSW CN director-purchasing, 12/24/98, age 76
 Dave Vaughan, FTW GSW director of maintenance, 1/8/99, age 88
 John Vittal, DEN manager reservation services, 8/24/03, age 86
 Russ Wageneck, FTW GSW vice president operations, 5/6/85, age 75
 Pres Walker, GJT board of directors, 5/28/71, age 62
 Stormy Weathers, DEN manager line maintenance, 1/6/95, age 69
 Sue West, DEN assistant credit union manager, 7/28/78, age 63
 Jim White, DEN director-production control, 1/25/05, age 87
 Harry Williams, DEN manager of purchasing, 3/1/03, age 80
 Ray Wilson, DEN Monarch founder-president, 5/11/79, age 78
 Bob Wood, CN board of directors, 7/1/93, age 82
 Charlie Wunder, DEN photographer, 7/29/58, age 51
 Elmajene Yantorno, DEN manager - passenger revenue, Jan85, age 55
 Ann Yanulavich, DEN manager - consumer affairs, 12/19/04, age 65



UNCLAIMED PENSIONS

I saw this "Unclaimed Pensions" article and it made reference to employees - FORMERLY IN THE AIRLINE INDUSTRY. The article came from CBS News.com. I thought that I would share it with you, in case there is interest amongst FLOlks.

-Darren Weeks, dbweeksfla@aol.com

A total of \$133 million in retirement benefits haven't been claimed, the federal agency that insures private pension plans reported Tuesday. The Pension Benefit Guaranty Corp. said 32,000 people are owed money. Individual benefits range from \$1 up to \$611,028. The average unclaimed benefit is about \$4,950.

"Although the vast majority of workers receive their full pension, sometimes people lose track of benefits earned with former employers," said Vince Snowbarger, the agency's interim director. The agency urged people who may have lost track of a pension earned during their career and think they may be owed retirement benefits to conduct a search using PBGC's online directory: www.pbgc.gov/search. People can search by their last name, company name or state where the company was headquartered, the PBGC said.

The states with the most missing pension participants and unclaimed pension money are:

New York, 6,885 people, accounting for \$37.49 million in unclaimed benefits.

California, 3,081 people, \$7.38 million.

New Jersey, 2,209 people, \$12.05 million.

Texas, 1,987 people, \$6.86 million.

Pennsylvania, 1,944 people, \$9.56 million.

Illinois, 1,629 people, \$8.75 million.

Florida, 1,629 people, \$7.14 million.

The PBGC insures pensions for 44 million workers and retirees. It was created in 1974 as a government insurance program for traditional, defined benefit pension plans. Those plans give retirees a fixed monthly amount based on salary and years of employment. Companies that sponsor these traditional pension plans pay insurance premiums to the agency. If a company cannot support its pension obligations, the agency takes over the plan and pays promised benefits up to certain limits.

To avoid missing out on your pension benefit, the PBGC advises workers to tell their employers when they move or change names. They also should hold on to any pension information they receive from their employer.

The agency's search tool identifies some 6,600 companies, many in the airline, steel, transportation, machinery, retail and financial services industries that closed pension plans in which some former workers could not be found, the agency said.

PILOT RETIREMENT AGE

U.S. airline pilots' mandatory retirement age would rise to 65 from 60, under legislation approved recently by the U.S. Senate.

The vote sends the proposal to President George W. Bush, whose administration has indicated support for raising the age. The House approved the plan unanimously on Dec. 11.

"With the President's signature, this measure will improve aviation safety, keep our most experienced pilots in the sky, and help address acute pilot shortages," said Paul Emens, chairman of Airline Pilots Against Age Discrimination.

The retirement age would be raised on international flights

with the condition that the other cockpit pilot would be younger than 60. On domestic flights, both pilots could be 60 to 65. The change would take effect immediately after Bush's signature.

"We're prepared" to implement the provision after it is signed, Federal Aviation Administration spokeswoman Laura Brown said.

Southwest Airlines Co. and JetBlue Airways Corp. in particular benefit from the change, and those two low-fare carriers pushed for it more aggressively than rivals. The two airlines don't have defined-benefit pension plans, which get more expensive to maintain as employees stay on the job longer.

Because airlines prepared schedules expecting pilots approaching the age of 60 to retire, it may take weeks or months to work those crew members into regular rotation after the bill is signed, said Basil Barimo, vice president for the Air Transport Association airline trade group.

"It's going to add some inefficiency in the near term," Barimo said. Carriers "end up with pilots who are not on the schedule that they are still paying." The cost will be small, however, as an average of only five pilots reach age 60 each day, he said.

The House voted Sept. 20 and Nov. 14, 2007 to increase the mandatory retirement age, and the Senate previously voted to raise it Sept. 12. Those plans got stuck in FAA and Transportation Department budget bills that have been held up by funding differences. The latest age-65 plan isn't tied to other issues.

The FAA, which set the age-60 rule in 1959 for safety reasons, concluded that there is no medical justification for the standard. Former FAA chief Marion Blakey said Jan. 30 that the agency will raise the age to 65 in a rule-making process.

U.S. lawmakers who back the higher retirement age have been trying to speed up the change, saying pilots are retiring each day the age-60 requirement continues.

"I am pleased to see that Congress has approved this provision because it is important to make sure our most senior and seasoned pilots remain in the system," Senator Ted Stevens, an Alaska Republican, said in a statement after the Senate action.

The Air Line Pilots Association, the largest U.S. pilots' union, in May switched to support of the age-65 retirement, ending three decades of opposition.

-<http://news.yahoo.com/s/bloomberg>

For nearly half a century, the federal government required commercial airline pilots to retire when they reached age 60. But a law passed this week by Congress and signed Thursday by the president extends that mandatory retirement date to age 65. The law doesn't apply to anyone who reached age 60 and retired before enactment.

The bill affects the airline industry far beyond pilots' ability to add five years to their career. Flying assignments, training dates, hiring plans and anticipated promotions have been built for decades on the assumption that when pilots on the payroll hit 60, they'd be out the door.

The movement gained backing when the International Civil Aviation Organization changed its rules in November 2006 to allow pilots to continue flying to age 65. That created the situation where older pilots on foreign-flagged carriers could fly aircraft into the United States, while older pilots with U.S.-based airlines were banned.

Critics had raised safety concerns regarding older pilots, but airline officials said all pilots go through stringent testing to prove their ability to be safe, and that won't change.

An issue that airlines and pilot leaders have worried about is how a later retirement date would hurt the careers of younger pilots, who had counted on improving their pay as they moved up to bigger airplanes or from first officer to captain and were ready to bid for better trips, vacations and days off. The longer careers for the oldest pilots mean more time with lower seniority for the younger ones.

[-http://www.dallasnews.com](http://www.dallasnews.com)

Ending an airline industry controversy that has smoldered for a half-century, President Bush signed a bill Thursday (12/13/07) that raises the retirement age for commercial pilots to 65 from 60, a standard observed by the rest of the world.

Pilots say the new law reflects the reality that today's 60-year-olds are physically fit enough to continue flying, and their experience shouldn't be taken out of the cockpit.

The new law doesn't allow pilots who've already turned 60 to reclaim their jobs or seniority, the all-important airline pecking order that establishes work assignments and compensation.

Pilots who've already retired would be allowed to resume their careers, provided they return as lowly new hires, assigned as co-pilots on a carrier's smallest aircraft. It ends a debate that began in the late 1950s, when the federal government first mandated that pilots retire by age 60.

The new law gives pilots who've lost much of their pensions to airline bankruptcies five more years to recapture lost income and will help airlines deal with a growing shortage of pilots, advocates say.

Older pilots who worked for carriers that scrapped their employee pension plans, such as United Airlines or US Airways, were hurt by the age 60 rule because the Pension Benefit Guaranty Corp., the quasi-government agency that assumed control of the pension plans, has a rule that cuts retirement benefits for those who leave the workforce before age 65.

But extending the working lives of older pilots could have financial consequences for their younger peers, especially those who've been unable to move into larger aircraft and higher-paying jobs during a recent slump as airlines shrank their aircraft fleets and canceled orders for new planes.

Others worry safety may be compromised since pilots in their 60s may find it tougher to battle fatigue or rebound from jet lag than younger colleagues.

"The reality is no one knows what would happen with large number of 65-year-old pilots in the cockpits of modern commercial airlines operating in today's demanding environment," wrote Captain Lloyd Hill, president of the Allied Pilots Association, in a letter urging Bush to veto the bill. His union, which represents pilots at American Airlines, opposed changing the retirement age.

However, both the FAA and international regulators have dismissed safety issues, determining there's no statistical proof older pilots pose a greater risk than younger, less-experienced peers.

"There's no safety issue; there never has been," said Denny Holman, 57, who's a Boeing 777 captain for United Airlines and an advocate of later retirement. "I take two physicals a year. Every nine months, I go back to our training center and take check rides. At any point, an air carrier inspector can jump on my airplane and observe me flying."

The move to rewrite pilot retirement rules gained momentum in November 2006, when the U.S. government first allowed overseas carriers to fly into the U.S. with pilots over the age of 60 at the controls. This created a politically untenable situation, since for-

eign pilots or Americans flying for international carriers were granted a right denied to pilots flying for U.S. airlines.

Citing that discrepancy, both the Federal Aviation Administration and the nation's largest pilots union, the Air Line Pilots Association, eventually supported changing the retirement age.

[-http://www.chicagotribune.com/business](http://www.chicagotribune.com/business)

DAVE NORLAND STORIES

Back when Dave Norland was a young First Officer he was involved in a baaaaaad motorcycle accident. Among his many injuries was the severance of one of his ears. But to save it, it was attached to his abdomen to keep it healthy until such time as the wound on his head had healed enough to successfully re-attach it. After recovering from the rest of his injuries, he was back flying the line again.

We had a new Flight Attendant along on a 580 trip and when she came up to that noisy cockpit and asked what beverage we would like, Dave would act like he couldn't hear her and she would repeat the question in a louder voice, nearly shouting it out. Meanwhile Dave would be unbuttoning his shirt, exposing his ear and turning sideways while shouting for her to talk into his ear so he could hear her! The look on her face was priceless and we all had a good laugh. He had that ear on his belly for about 6 months, if I remember correctly. He was kiddingly called the 'Van Gough of Frontier Airlines'. Dave was a one of a kind and will be missed by everyone.

[-Frosty Frost, Frosty1@hughes.net](mailto:FrostyFrost,Frosty1@hughes.net)

Dave Norland's P-51D "No Name Dame," is currently owned and operated by NASCAR owner Jack Roush. It has been painstakingly restored and is painted up to represent the 357th Fighter Group's "Gentleman Jim." It was flown by Capt. Jim Browning during WWII. Browning was killed in a mid-air with an ME-262. "Gentleman Jim" can be seen flying each summer at various airshows all over the United States. It is a beautiful Mustang!

[-Jim Baumann, JetPower580@aol.com](mailto:JimBaumann,JetPower580@aol.com)

That's a great story about Dave, there are probably 20 or 30 of us who witnessed and undoubtedly remember this one: We had just been 'captured' by Continental in late 86 and were all down in Houston going through indoctrination. The atmosphere was much like a POW camp, we were told exactly what to do and how to do it in no uncertain terms. The head of the emergency procedures program was an autocratic German named Ted Rousch who ran the program with an iron fist and displayed no sense of humor whatever.

We were going through water survival training in the big pool and we had to each put on a life vest, pull the lanyard to inflate it, get into the raft, sit down, get up and out the other side. Then we had to get a couple of new CO2 cartridges, and replace the ones we had used when inflating the vest. Someone had accidentally put an adult cartridge into a child's vest and Dave picked it up at random, and put it on. When he pulled the lanyard, that side of the vest exploded with the sound of a shotgun blast. Dave fell to the floor and started screaming 'My ear, my ear' at the top of his voice. When Rousch rushed over and bent down to ask if he was alright, Dave pulled back the hair from over his ear and moaned "Does this look like I am alright?" Rousch nearly fainted. All of us who knew Dave were howling with laughter. It was probably the funniest spontaneous thing I have ever seen in my life. He will be missed.

[-Mike Hampton, CV580@kc.rr.com](mailto:MikeHampton,CV580@kc.rr.com)

Notes From FLolks

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

I came with Monarch in Oct of 1948 and checked out as Capt. Feb of 1951. (I turned age 26 in Jan of that year.) I flew my last DC3 trip with FL on Dec 31, 1965. On that day, I transferred a 580 from PHX-TUS then flew the DC3 from TUS-PHX-TUS-PHX. My copilot was HB Wrasse.

I flew the last DC3 flight (Flt 10) from PHX-PRC-FLG-INW-GUP-FMN then deadheaded back to PHX on flt 309, a CV340. This was July 31, 1964. My copilot was Del Harty.

I flew the first jet transport between STL and LAS (a B727-200). I was a reserve Capt for 25 years and became a regular when I went to DAL in 1973. I returned to DEN in 1983 where I was flying the MD-80.

I retired in 1985 but came back as a flight instructor/check airman for FAL till the very end in 1986 when the company went under. Ev Aden retired in May of 1981. I became number one when Jug Jella retired in Sept of that year.

I was the first and only pilot that completed 35 years with FAL. I proudly wore my 35 year wings. I ended up with 38 years with the company.

I have been writing the Frontier Retired Pilots' newsletter (a quarterly) for the past 18 years. I am writing a book of my experiences with Frontier. It is the story of a kid that grew up in New York City with a dream. The kid that solo'd an airplane at age 16 - went through the aviation cadet program with the Air Corps (Class of 44G -Luke Field) and after instructing a while, joined (and grew up with) FL.

The first stewardess at FL ever to be fired for being married was Janet Jackson. She was asked to come back (by Gordon Lincoln) and set a precedent and all the married stews came out of the woodwork. Janet and I have been married for over 39 years.

-Ace Avakian, AceAvak@comcast.net

(Ace is a treasure trove of FL history - I hope he writes his book. I look forward to his articles in the FARPA quarterly newsletter. Subscription info is on page 3.)

I have a short one for you regarding Ace. Ace was deadheaded from DEN to DFW. Seems that he was sitting next to a guy that was explaining how the airplane operated to Ace and suggested that if Ace wanted to know about anything and how these jets worked to just ask him because his daughter was a Flight Attendant he knew how these things worked and could explain them to him. On several occasions during the trip the Flight Attendants working the trip came by and said hello to Ace and talked to him from time to time. The Man said to Ace "These people seem to know you". Very embarrassed for the man Ace replied, "yes, I sort of fly their airplanes for them".

-Dan McCauley, San Diego CO

Please keep the News coming. It's our connection to the good old days. As you know Gary left us in May. He loved his years with Frontier and looked forward to each issue of the News. Working for Frontier was not like "work" but more of a daily social gathering. Our oldest grandson just started flying for Northwest but I'm afraid he'll never experience what you guys did. You're doing a good job and a great service. Thanks,
-Norma McCarrel, Bountiful UT

Billy Walker sent me the websites for all the airlines that became FL. I was reading the part about the number of seats on the CV580 at 50 and that it could hold 53. We DID fly it with 53 for many years with 1 'stewardess'. We sat on a rear-facing metal fold-up jump seat, next to the left exit door. The slide

wasn't even automatic, or inflatable, in those days. We had to instruct some live bodies to shimmy down the

slide and then to hold it while we sent the other passengers out the door onto the slide.

I am heavily into AFA Safety now and I can't even believe what was allowed then. When the regulation was changed to '1 flight attendant per 50 seats', that horrible metal seat was removed, the slide became an automatic, inflatable slide and 1 seat was removed adjacent to the last exit window (row 7 or 8) on each side of the a/c. We then occupied the last row window seat next to the door, forward facing like everyone else. I am very happy for the improvements we have now. All we need now is armor.

-Pat Williams-Harter, safetypat1@cox.net

My name is David Klacik and I worked at SMF, GUP, SCK and ORD. Started with Mimi Buckstead in SMF where she trained me. I was there from 1980 - 1986. I started as a temp station agent in SMF. Got on permanent working the Convair 580s in GUP. I went from there to SCK, back to SMF and then just shortly before bankruptcy I took a senior station agent position at ORD. All good memories.

After Frontier I got a job wiith CableData, a company that use to ship a lot of freight on FL. I worked in their travel department for a while and then they trained me to be a computer programmer. Transitioned through many jobs there over 12 years and then in 1999 I went to work for an upstart that we were fortunate enough to sell even after the big stock downward spiral. Have stayed on with the buying company (C-COR) and we were just purchased by Arris.

-Dave Klacik, dklacik@yahoo.com

My check for \$10.00 for Frontier News will be in today's mail. Thanks for all you have done to make this truly a "walk down memory lane".

I've been down for sometime. What with two kinds of cancer, I'm just holding my own. But I do enjoy reading about my fellow "classmates".

Just as soon as I get to feeling better I want to get copies of Personnel Rosters for Stations 4/15/66 and 1/15/64 as well as other ALEA Seniority Lists 1/1/86 , 7/1/84, and 2/1/65.

Do you know anyone that would have a cap emblem of the "Old Arrow" and the "New Crescent"? for sale?

-Kerry Allen, kerrynree@yahoo.com

I have learned so many things from the Frontier News that I wouldn't know if it wasn't for your hard work and dedication.

-Ted Roybal, Colorado Springs CO

Thanks for all the updates on FL folks, just wish I knew more of them from my short tenure 1968-69 at FL. That's OK though, it gave me the DC-3, CV-600 and CV-580 along with learning all about MO, KS, OK, CO, NE, MT, WY, AK, TX. flatland and mountain flying, not to mention the crews and other ancillary folks involved in a great company.

I am recovering from a mishap of cleaning windows which resulted in the ladder going south and me, sans parachute, decending to the concrete. Result, one broken femur in two places. Prognosis good but no weight allowed on the leg for about 10-12 week. My wonderful wife, Sue, aka Sue Cahill Gilmore, FL FA 1974-1985 is tending me far beyond my worth.

-Frank von Geysso, fvongeyso@vaughns.com

I've been trying to locate some old FL employees and also check some date of hires. My original DOH was 2-21-59 but I lost about 4 yrs when managing the President's Assistant program. I think my DOH changed for bidding shifts, vac etc. to 2-03-63. Pass purposes remained 2-21-59.

-Vince Davis, rocky_top@frontiernet.net

(V S DAVIS: Station agent seniority date of 2/21/59 on the 8/1/66 FL/ALEA seniority list, station agent seniority date of 2/3/63, emp# 01768, on the 1/1/86 FL/ALEA seniority list.)

I truly enjoy reading about Frontier and some of the people I once knew.

-Mary Palkowski Bircher, Dover PA

(Mary was a FA 1958-1968 and was Supervisor of Stewardess Training when she left FL to get married.)

Sorry I missed the party in Ft. Smith this year. We built a new house and moved in March. I sold the house and 5 acres - too much work - we have 1 acre here. But not much to mow or clean. Sure hated moving, but it gave me a chance to unload 30 years of junk.

We love the new house now that we are getting used to it. Kind of like living in a hotel for awhile - where are the cups? What did you do with my socks? What does this switch do?

I will be 75 years old on Christmas Day. Thanks for all you do to keep the FLfamily together. I truly believe we had the best group of people that ever worked for one company.

Have you ever had any contact with Lewis Johnston (HOT LIT OKC)? He came to LIT when HOT closed - then OKC when LIT closed.

-Jack Chambers, shirleyandjack@aol.com

(Jack's station agent seniority date was 6/13/57 and he was in LIT most of his career. Lewis' station agent seniority date was 4/3/56. Anyone with info on him, let me know.)

I'm enjoying getting the newsletters. They bring back a lot of good & bad memories - mostly good. Sorry, however, to read about so many that have flown west. Thank you for continuing to give us info about the old Frontier and the people that made it so special.

-Kathy Hines, Aurora CO

(Kathy's FA seniority date was 12/12/59 and she's still flying at CO - yes, that's 48 years of flying! FL FA Ellen Quinn with two months more seniority is still flying there too. Former FL FA Bonnie Dahl, who's got only 45 years, figures there are about 100 former FL FAs flying at CO.)

I have had two sessions with Chemotherapy and last Friday the nurse called to tell me that my blood test was very good. My third session begin Tuesday and who knows the results. For some reason which I feel is the many prayers that are being said from all over.

To give you an idea of the treatment schedule it is well planned. The Monday prior to the first day of Chemo requires that a blood test be accomplished as well as an X-ray. Next day being Tuesday is DAY 1 of 13 days. This is e day that chemo begins. Wednesday being Day 2 you get a chemo shot in the arm.

I didn't lose all my hair nor have I had any pain, nausea, vomiting and so on. The cancer treatments do have an effect with my Parkinson's. I have difficulty walking and talking. It would be tough instructing ground training. LOL

-Frank Meyer, F86Meyer@aol.com

(Latest word is that Frank's cancer is in remission - see next)

It's friends like you and so many friends that I have at our beloved FRONTIER AIRLINES, it just overwhelms me. Looking at the bright side of chemotherapy I haven't had to shave since last August. Of course, if I grew a beard, same thing, but you look great with your beard. Do you dress up like Santa at Christmas. You are SANTA CLAUS year round by keeping the Spirit of FRONTIER alive and we all appreciate your hard work and enthusiasm.

-Baldy Frank Meyer, F86Meyer@aol.com

(Frank, who's 79, spent 9 years at UPS flight operations after FL, retired in 1995 and lives in Grove OK. You could write several books about his adventures flying fighter jets in the Korean War and elsewhere. He did such a great job at FL's flight training department, he was voted an "honorary captain" by the pilot group.)

I worked a s Relief Agent back between 1951 and 1955, based in Farmington and later in Phoenix and then again in Farmington. It was a great time with all those 12 DC-3's. I'm now 83 years young, but I remember it as if it were yesterday. I wouldn't have missed it for the world.

-Ed Baker, bimbo1924@hotmail.com

(It's always a pleasure to hear from Ed and find him hanging in there. For those who don't know, Ed sent me a packet of info several years ago about his 5 years with FL. I made a FL Report out of it and it includes seniority lists, rosters, and Ed's amazing 7 page chronology of a FL relief agent's life on the road. Ordering info is on the back page.)

I was in Inflight....Flight Attendant, Inflight Training Instructor, and Manager of Inflight Training....started in Dallas , and wound up at Stapleton. 1979-1986.

Now I am with Southwest at Love Field....Inflight Supervisor for the Dallas base [you probably remember flying out of Love Field!]. We have over 1000 Flight Attendants based here, about 750 Pilots. One of our Flight Attendants in DAL is J.E. Jeanes....he and I were just a few weeks apart in seniority and we both flew out of DFW and DEN. Still love the crazy industry!

-Hector Barrera, hebdfw@yahoo.com

I offer sympathies to our lost FLfamily FLOWN west - it is so sad to think the makers of our company history are no longer with us. It just depresses me to only read obits every time I log on to the FL Club.

I would love to have the Leo Schusters of the company write or have someone help them write about the early days and how we did business.

Just how many traveling Relief Agents do you know at the current airlines, or ground mechanics that would drive from station to station to overhaul belt loaders or high lifts. High lifts, what the heck are those [:)] . The Negotiation team for work rules and keeping our paychecks growing.....The Dick Chiounards, and Al Olingers that traveled to keep us operationally safe there had to be scores of more support people I am not mentioning.

There has to be hundreds of operational stories from the stations around the system. I have vague memories of Bob Fish telling me about the rudder locks on the DC-3 and one time in PHX a flight took off (?) with the rudder locked, they came around using throttle and landed to release the rudder....(See page 22. More about the bungies giving away in the heat - seems like it had to do with the landing gear..... Hand typing TSL's cuz the W/B system was sooooo sloooowww - so the next

hop could do their weight & balance.

Lets get a few of these stories rolling, and get some smiles on our faces.....I'll start with the very next posting.....

All the best for the New Year to all!

-Dennis Casadoro, dcasadoro@comcast.net

(Great idea! Send your stories to me or post at the FL Club. Dennis, worked as a station agent at PHX ICT RKS MSP and hired on 10/19/78. After FL he went to work for Boeing Aircraft in the SEA area.

Rudder locks were also known as gust locks, rudder chocks and control battens. They prevented wind causing the rudder to move. They were an important part of the pre-departure inspection that agents had to do before clearing the aircraft for departure and saluting the captain off. There was a flag on the lock to help see it and make sure the it had been removed.

The major cause of the FL DC-3 crash at DEN on Dec 21, 1967 was failure to remove the rudder lock - see Page 22.. When you removed the lock before departure, you moved the rudder slowly back and forth. This moved the control stick in the cockpit and the pilot knew the lock was removed.

We had a new and enthusiastic agent in FYV about 1965. He had been told how important it was to remove the rudder lock. So, when he removed his first lock, he moved the rudder vigorously back and forth. Moments later the captain, somewhat bent over and holding himself, staggered off the aircraft loudly asking, "Which one of you &%\$#@s!! wagged the rudder!!")

Bonnie Bias told me a story, years ago, that had me rolling on the floor laughing (ROFL). I cannot remember the details exactly, but it went something like this.....It had to do with a fresh new hire FA on a DC-3. There was no Pax on this particular leg, and the copilot hopped off and told the FA he was going to use the facilities before take off. The Capt. called her up to the front angrily and said that it was time to leave, and he was leaving without the FO to be on time. He told her to go close the entry door and stay seated in the aft the whole leg and not to come forward for weight and balance since there was no pax. He told her not to move from her seat until he instructed to upon landing. She asked about the F/O and Capt said, to hell with him, I do not need him in this sunny weather.

So the FA obliged, and closed up the door, and strapped in. In the mean time the FO snuck around back, and climbed in through the front cargo hold or window.. (This is the part I forgot) Pre-arrangements were made at the next stop for this situation. The flight took off, and hopped over to the next station(10-15 minute leg), and landed.

The F/O did the reverse, snuck around and hopped on an awaiting ground vehicle. The ground crew opened the door, and the Capt. announced that the FA could get up now. At that moment the ground vehicle screeched up as if it drove the same leg, and out hopped the F/O playing this whole angry thing for leaving him at the former stop. The FA did not know what to do, as she was following Captains instructions. Later they all came clean and a good laugh was had by all..

-Dennis Casadoro, dcasadoro@comcast.net

Only the facts are distorted to protect the innocent. Remember how in the airline biz, the rumor mill was more rapid than a speeding jet? :) The general timing is correct as it has been a while. I was a 3rd man on the B737 doing my "2nd officer" when the pilot union was having at it with the company.

Notes From FLolks

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

Being more than a little bored, I was on the night hawk from DEN to STL. We left late out of Denver, and sometimes we would just sleep on the plane and come back to DEN in the a.m.. More sleep than

going to the hotel.

I decided one night to stir the pot. Picked up the mike and broadcast on company freq about 200 miles out of Denver at 30,000+ feet, so it was picked up by a lot of stations. "This is American 1, 747 Hawaii bound. Does any Frontier station hear me. (Duh) I just saw the Frontier pilot list on our bulletin board in NY and it looks like we are going to merge.". "Anyone know anything about that?"

The radio just went into a buzz - I didn't realize so many places still had anyone near the radio at that time. Next morning I flew back to Denver, went into the pilot room and the place was ablaze - "we are merging with American."

For the 1st few minutes I got all warm and happy, "a merger with American!!", until I heard the source was an American 747, and realized the commotion I had created. Needless to say I didn't mention the real source. I would have been strung and quartered on the spot.

-Jim Actor, JActor7377@aol.com

OLDEST FLIGHT ATTENDANT?

Bob Reardon, at age 82, has no intention of giving up the title of Northwest's longest-serving flight attendant and #1 on the FA seniority list. After 55 years of working the aisles of Northwest Airlines planes, Reardon keeps a full-time schedule as purser in charge of the cabin crew on the airline's international flights.

His affinity for his job is fueled by some basic factors widely viewed as keys for a fulfilling work life: control over your schedule, a sense of responsibility, a job that complements your personal life and the ability to walk away if you want to.

As purser, Reardon is the lead flight attendant on Northwest's 747-400s, its largest aircraft. They seat 403 passengers and require a cabin crew of at least 12. In his job, he communicates with the pilots in the cockpit and makes sure the cabin service flows smoothly. He smoothes over disputes, extinguishes potentially hostile situations with passengers. He tends to ill passengers. He prepares incident reports and customs documents. He also tries to keep morale up, imploring workers not to take out their frustrations on each other. He does a lot more morale boosting these days as flight attendants are mired in a labor war with Northwest.

The job is a lot more physical than the public realizes, said John Murray, a Northwest flight attendant for 37 years. Just being in a pressurized cabin for a 12-hour flight takes a toll. "That's what amazes me - that he could still do it," Murray said.

Reardon began his career with Northwest in 1951 with a mind to take a year and a half break from his post-graduate studies in French and Spanish literature at the University of Minnesota. Studying was getting tiring and he needed a change of pace. At that time, the plan was to return to school after his break and then pursue a career as a foreign-service officer. "I liked the job so much that I didn't want to quit," he said. "A year would go by, another year would go by. After 20 years, I said, 'Well, I guess it's permanent.'

(Sent by Bill & Barb Monday. Go to <http://www.topix.com/forum/city/crookston-mn/TP4F5N07BH6DEFM90> for more info on Bob.)



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FRONTIER OPENS TWO EL PASO ROUTES



FRONTIER'S PRESIDENT, Lewis W. Dymond, cuts the ribbon of the airline's first flight from El Paso to Salt Lake City. Also pictured are representatives from the two cities: from El Paso, Elsworth Green, executive vice president and general manager Chamber of Commerce; Maurice Hill, first vice president of Chamber of Commerce; and Walter Schade, vice chairman of the Aviation Board; and from Salt Lake City, Marion M. Fidler, member of the Chamber of Commerce Governors Board; and R. W. Harris, vice president of El Paso Natural Gas.

Board Directors Told Profits Reach Record

Frontier Airlines' net profit, after taxes, for the first six months of 1963 soared 137 per cent to a total of \$402,814 as compared with \$170,309 for the same period in 1962, Lewis W. Dymond told company board members at a meeting in El Paso, Texas. This is the best six months' financial report ever received by the airline in its 16-year history, he said.

PASSENGER LOADS INCREASE

Dymond stated that Frontier's amazing profit could be traced to increased passenger loads and improved efficiencies within the company. He pointed out that Frontier's passenger load had an increase of 37 per cent to 234,074 during the first half of 1963 as opposed to 171,623 for the same period of 1962. It was also noted that operating profits spiraled upwards 374 per cent from \$193,076 last year to \$914,605 for the first half of 1963.

Referring to Frontier's financial picture as compared with all airlines, Dymond stated that Frontier was one of only two local carriers to show a profit in the first quarter of 1963 and after the first five months of the year ranked second among all local airlines on a comparative profit basis.

(Continued on Page Eleven)

New Service Airlinks Four Cities To System

With inaugural flights on July 10 Frontier Airlines successfully added the long-awaited airlinks between Denver and Salt Lake City to its system. This new service is part of the Southwestern Area Local Service Case awarded to Frontier earlier this year by the Civil Aeronautics Board.

In addition to El Paso, Alamogordo/Holloman Air Force Base, Colorado Springs and Santa Fe were awarded to Frontier by the CAB decision—a decision almost three years in the making.

CONVAIR SERVICE

El Paso, the keystone city of the new service, is now air-linked through Convair service to Salt Lake City and Billings via Farmington and Grand Junction on the western edge of Frontier's system and Denver via intermediate stops on the eastern edge.

Alamogordo/Holloman Air Force Base will also be air-linked by Convairs to Salt Lake City and to Denver, via intermediate points.

Colorado Springs is, of course, airlinked with Denver and other Frontier points north. It also has direct Convair service to Phoenix and Tucson.

Santa Fe, Frontier's fourth new city, is now provided with daily Convair flights to Denver and to Tucson and Phoenix in the Valley of the Sun, plus other convenient services.

On the eve of Frontier's first flight from El Paso the city's Chamber of Commerce hosted a dinner for airline officials and some 150 civic leaders. Among the Frontier personnel who attended were Lewis W. Dymond, president; C. M. Britt, vice president of sales and service; Richard Fitzgerald, vice president-legal and secretary; William Groody, treasurer; Vern Carlson, assistant to the president; Edward H. Gerhardt, director of publicity; Kenneth Smith, director of sales; James Montgomery, director-customer service; Elton Snoke, manager of stations and Bill Rowley, district sales manager for the El Paso area.

DYMOND'S ADDRESS

Climaxing the dinner program were the remarks of Mr. Dymond. He pointed out that Frontier has enjoyed outstanding financial success during the past months and that he expected the addition of El Paso and the other new cities would help the airline's progress. He emphasized Frontier's confidence in El Paso's support by stressing that the airline had accepted the new El Paso routes on a non-subsidy basis.

(Continued on Page Nine)

RUDDER LOCK TRAGEDIES

(*Aka gust lock, rudder chock or control batten*)

NTSB REPORT: Accident Description Status: Final

Date: 21 DEC 1967, Time: 16.00 MST, Type: Douglas DC-3C, Operator: Frontier Airlines, Registration: N65276 Msn / C/n: 19202, Year built: 1943, Total airframe hrs: 49282 hours, Engines: 2 Pratt & Whitney R-1830-92, Crew: 2 fatalities / 2 on board, Passengers: 0 fatalities / 0 on board, Total: 2 fatalities / 2 on board. Airplane damage: Written off. Location: Denver-Stapleton International Airport, CO (DEN) (USA) Phase: Take-off, Nature: Domestic Scheduled Passenger, Departure airport: Denver-Stapleton International Airport, CO. Destination airport: Scottsbluff, NE. Flightnumber: 2610

Remarks:

On December 21, 1967, Frontier Airlines had a backlog of more than 100,000 pounds of air freight which they were attempting to move during the busy pre-holiday period. Because of this, employees and equipment were pressed into service in a maximum effort to move the freight. Although Frontier did not use its DC-3 equipment in all-cargo operations, the passenger seats of N65276 were removed and the DC-3C was assigned to operate as all-cargo Flight 2610, from the Stapleton International Airport at Denver, Colorado to Rapid City, South Dakota, with an en route stop at Scottsbluff, Nebraska. About 1100 MST the aircraft was moved from the company hangar to the airport freight terminal for loading.

About 1030, a Frontier radio communicator who knew how to prepare weight manifests was assigned to prepare the manifest for Flight 2610. He was given the operating and pit weight maximums for the aircraft. The dispatch office prepared a dispatch release for the flight. At 1100 and 1400 the employee called the freight office for specific loading information from which to execute the weight manifest. He was told both times that the information was not yet ready and would be furnished to him later. When this employee's shift ended at 1430 he still had not received the information. He then went off duty, neglecting to inform his relief of the status of the situation. In the meantime N65276 was being loaded. An air cargo service employee listed the cargo before it was loaded and tied down and later totaled its weight. No one engaged in the loading could recall that the cargo was placed in the aircraft according to any formal preloading schedule.

The first officer came to the air cargo office about the time the cargo listing was being totaled. He was asked if a weight manifest were needed and he replied, "No, we have our release, that's enough." When he reached the aircraft some of the loading remained to be done and he authorized the loaders to use some of the space left in the fuselage for an aisle to accommodate this cargo. The first officer bearded the aircraft, took the left pilot's seat and had started both engines by the time the captain arrived and got aboard. Just before the flight started to taxi out and while the captain was getting settled in his seat, a Frontier station agent began to remove the control battens and landing gear pins. When he started to remove a gear pin before the pilot signaled that hydraulic pressure on the gear was up, another station agent stopped him and took over.

The latter agent subsequently stated that there was no batten on the left elevator and he did not check the right one because it was customary to install the device on the left elevator when only one batten was used. He said that after he finished, he gave

the crew a departure salute and that at no time did he see any of the controls move or any indication from the first officer that any of the controls were not movable.

Flight 2610, appropriately cleared, left the loading area at 1544 and about 1559 began takeoff using runway 35. Weather conditions were: scattered clouds at 5,000 feet, visibility 60 miles and the wind 270 degrees at 16 knots. According to eyewitnesses, the takeoff appeared normal until after the aircraft became airborne. At this time it entered an increasingly steep climb attitude to an estimated deck angle of 50 to 60 degrees. About 300 feet above the surface, the aircraft rolled to its left and entered a steep nose-down left turning descent and crashed off the left side of the runway. The aircraft burst into flames at impact.

Probable Cause:

The failure of the crew to perform a pre-takeoff control check resulting in takeoff with the elevators immobilized by a control batten.

Follow-up / safety actions:

A major contributing factor in this accident were weaknesses in the airline operating system which were in part the result of a lack of management capability and depth to meet the problems associated with the airlines' current merger with Central Air Lines.

-<http://aviation-safety.net/database/1967/671221-0.htm>

Rocky Crane and Rick Cochran were killed and the aircraft destroyed on take-off December 21, 1967. Rick was the twin brother of Captain Dick Cochran who retired as a senior MD-80 captain. (*Dick died 2/12/07, age 72, of cancer.*) They were the sons of a pioneer pilot who was involved with Lowry AFB in its early years. He was also a pioneer aerial photographer.

The seats had been removed to use the aircraft to relieve a heavy back up of cargo. FL was not approved for this. It was a blustery day and someone improperly installed a rudder lock on the elevator (allowing some control movement). Then on lift off, a heavy 55 gallon drum of paint broke loose and headed for the tail end. The change of center of gravity coupled with the loss of full elevator control prevented the crew from saving the airplane. They had, apparently, quickly, realized this as they repositioned the trim in the opposite of normal trim to get the nose of the aircraft down. Alas, it was not enough. The airplane stalled, crashed and burned.

-[Billy Walker, BillyWalker@cox.net](mailto:BillyWalker@cox.net)

On 26 January 1947, a KLM Douglas Dakota crashed after takeoff from Copenhagen killing all 22 onboard, including Prince Gustaf Adolf of Sweden. The delayed KLM flight from Amsterdam had landed at Copenhagen for a routine stop before continuing to Stockholm. Soon after the Douglas DC-3 aircraft took off, it climbed to an altitude of about 50 metres (150 feet), stalled, and plummeted nose-first to the ground where it exploded on impact. Also aboard the ill-fated flight was American singer and actress Grace Moore. The investigation showed that the crash had been caused by a forgotten rudder lock. Short of time, the captain never performed his checklist and took off not realizing the lock was still in place.

-<http://flickr.com/photos/sftrajan/1929806424/>

My first airline job was as a DC3 F/O. We installed aileron and rudder chocks in gusty conditions and when parked overnight. The rudder of the DC3 is huge with no damping or hydraulic assists. In strong winds it was difficult to control when

turning during taxiing, and many a time we used a rudder chock until lined up for takeoff. when it would be removed. Later airline a/c have more sophisticated lock systems built in. The rudder chocks are inserted on the control surface and prevent movement even on the control hinge.

[-http://www.pprune.org](http://www.pprune.org)

Jimmy Earle was MTSU's basketball coach when the University of Evansville team's flight crashed en route to Nashville and ultimately Murfreesboro on Dec. 13, 1977, for a game against the Blue Raiders. Exactly 30 years later, Earle still recalls the shock that accompanied the infamous crash.

Evansville's DC-3 charter plane crashed just 90 seconds after takeoff from Dress Regional Airport in Evansville, Ind., at 7:22 p.m. on Dec. 13, 1977, about 24 hours before the team's scheduled tipoff at MTSU's Murphy Center.

The crash killed all 29 people aboard, including the 14-man basketball team, coach Bobby Watson, staff, supporters and flight crew.

[-http://www.dnj.com/apps](http://www.dnj.com/apps)

It was foggy, windy, and rainy, but not snowing, when the Evansville team got on board for the 7:20 p.m. departure of Air Indiana flight 216 on Dec. 13, 1977. There were 29 passengers on board, including the crew of three. The crew did not do a good job of calculating the weight on board and there was too much weight in the tail. Someone also forgot to remove the rudder lock, which, combined with the improper weight distribution, caused the tail of the plane to spin out of control shortly after takeoff.

-From the book Digger Phelps's Tales From The Notre Dame Hardwood By Digger Phelps

NTSB Identification: DCA78AA001, FILE 3-4093

DATE 12/13/77

Aircraft: DOUGLAS DC-3, registration: N51071

14 CFR Part 135 Nonscheduled operation of NATIONAL JET
Event occurred Tuesday, December 13, 1977 in EVANSVILLE,
IN, LOCATION EVANSVILLE, IN

AIRCRAFT DATA DOUGLAS DC-3

FATAL INJURIES CREW-3 PX-26

PILOT DATA: AIRLINE TRANSPORT, AGE 42,

9100 TOTAL HOURS, 4600 IN TYPE, INSTRUMENT
RATED. PHASE OF OPERATION: COLLISION WITH
GROUND/WATER: UNCONTROLLED

PROBABLE CAUSE(S): INADEQUATE PREFLIGHT
PREPARATION AND/OR PLANNING

MISCELLANEOUS FACTOR(S) - GUST LOCKS ENGAGED

- IMPROPERLY LOADED AIRCRAFT-WEIGHT - AND/OR
C.G. FIRE AFTER IMPACT

REMARKS- RUDDER, R AIL CTL LOCKS INSTALLED.
REAR CENTER/GRAVITY AFT OF OPTIMUM RANGE
BUT FORWARD OF REARMOST LIMIT.

[-http://www.nts.gov/ntsb/brief.asp?ev_id=43822&key=0](http://www.nts.gov/ntsb/brief.asp?ev_id=43822&key=0)

A plane loaded with college basketball players and team supporters was trying to turn back with a sputtering engine in rain and dense fog when it crashed into a muddy hillside killing all 29 aboard, witnesses said. The crash of the chartered twin-engine DC-3 Tuesday night wiped out the entire 14-man University of Evansville basketball team and its coach. In addition, the three crew members and 11 other persons were among the dead.

[-http://www3.gendisasters.com/indiana/3653/evansville,-evansville-basketball-team-crash,-dec-1977](http://www3.gendisasters.com/indiana/3653/evansville,-evansville-basketball-team-crash,-dec-1977)





Sunliner News

Vol. 11—No. 3-4

Published by Frontier Airlines

May, 1962

LEWIS DYMOND ELECTED FRONTIER'S PRESIDENT!



LEWIS W. DYMOND is Frontier Airlines' new president. Following the annual stockholders meeting held in Denver on April 10, the Board of Directors elected Mr. Dymond to head the airline as chief executive officer and also named him as a member of the new Board.

Mr. Dymond was formerly with National Airlines where he held the position of Vice President of Operations, Maintenance and Engineering. During his nearly 24 years with National he worked his way up through maintenance, station operations, flight dispatch and piloting. As a pilot he has logged over 3,200 hours flying time on the line for National and is rated on DC-4, DC-6 and DC-7 equipment.

A native of Lansing, Michigan, Mr. Dymond moved to Florida in his teens. He joined National in 1938 when the company had only 55 employees. By attending night law school at the University of Miami he earned his L.L.B. degree cum laude. He is a member of Phi Kappa Phi, honor society, Phi Alpha Delta, legal fraternity, and the Florida and Dade County Bar Associations. Active in Masonry, Mr. Dymond is a Past Master of the Masonic Lodge, 32nd Degree Consistory and Shriner. Who's Who in America has featured him for the past two years.

Swan Named Chairman and Pistell Co-Chairman of Board

Following final negotiations in late March by The Goldfield Consolidated Mines Company of New York, Reno and San Francisco approximately two-thirds of the outstanding stock was acquired for controlling interest in Frontier Airlines. Purchase price for the 625,000 shares held by L. B. Maytag, Jr., former president of the airline, and his associates was \$3,000,000.

Two weeks later on April 10 a stockholders' meeting was held at Frontier's general offices in Denver. At that time a new nine-man Board of Directors was elected and a new president, Mr. Lewis W. Dymond, was named chief executive officer of the company.

Elected chairman of the new Board of Directors was Willis A. Swan. Mr. Swan of San Francisco holds the positions of president of Goldfield and of Getchell Mine, Inc. with active mining operations near Golconda, Nevada. Co-chairman of the new Board is Richard C. Pistell of New York City. He is also chairman of the Board of Directors of a number of other companies which include Goldfield, Getchell Mine, Inc. and Pistell, Inc., an investment banking firm in New York.

Other members of the Board include Frontier's new president, Mr. Dymond, and these additional six businessmen: Frontier's new secretary and general counsel, Barry S. Cohen of New York is also a director, secretary and treasurer of Goldfield and a director of Getchell Mine, Inc. From Asheville, North Carolina, is C. Whitcomb Alden, Jr., a financial consultant, director and vice president of

(Continued on Page Two)



NEW BOARD OF DIRECTORS (back row, left to right) are C. Whitcomb Alden, Gordon D. Brown, Hoadley Dean and Barry S. Cohen, and (front row, left to right) Richard C. Pistell, Lewis W. Dymond and Willis A. Swan. Mr. Joseph Friedman is not pictured.



Sunliner News

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SEPT.—OCT., 1963

FRONTIER PLANES CARRY NEW COLORS



INDIAN PRINCESS AIDS VACATIONLAND PROMOTION

DENVER, Colorado—Frontier, with the aid of TWA and a Princess from the Arapahoe Indians, has launched the first stage of a nationwide promotional program for its \$100 Vacationland Fare. The first phase of the broad Frontier program opened in Pittsburgh, Pa., Columbus and Dayton, Ohio, and Indianapolis, Ind. in the middle of Sept.

Princess Elizabeth Whiteman of the Arapahoe Indians from Wind River Reservation near Riverton, Wyo., was selected by Frontier from a field of other Indian maidens to make the promotional tour of the East. Besides explaining the \$100 Fare she acted as an official good will ambassador from the people of the West to the people of the East.

The \$100 Vacationland Fare, good for 30 days of unlimited travel on Frontier's system, was designed to attract travelers from east of the Mississippi and foreign countries to the scenic West. It is part of the airline's participation in the Federal government's "Visit U. S. A." program.

The initial phase of the Frontier-TWA promotion was designed to better acquaint travel editors, travel agents, civic officials and the public in general with the benefits of the \$100 fare. First stop on the promotional tour was Pittsburgh where Princess Whiteman, Frontier stewardess La Vonne

(Continued on page three)

New Frontier Look

Change has become an everyday word, especially in the field of aviation. Knowing this, Frontier Airlines asked its advertising agency, Broyles, Allebaugh & Davis, to explore the idea of modernizing the look of its aircraft. And that is what they and Donna Stine, chief artist for the new design, have done.

It didn't take just minutes. Time and work and ideas were involved. Artists sketched and designers gave their reactions and opinions. Then they had it. The agency came up with our New Look containing strong, contemporary colors and a sleeker, more forward appearance for our traditional crescent and arrow.

Frontier, too, liked the New Look and the new colors—fresh, rich turquoise complemented by metallic gold and black. We accepted the design and our operations and maintenance department immediately went to work. Frontier's Richard Cantwell, with the help of Miss Stine, scaled the paint job up from sketch size to full Convair size; then the painters went to work. The first two aircraft are now finished and another is in the shop. Others will follow until the job is completed.

So our New Look is now a reality. Plans are also underway for new interiors to coordinate with the all-new exteriors. Our new colors and symbols will soon be evident in our advertising material and displays, from our match books to billboards. There's been *another* change in the aviation field.

(Continued from page 1)

the organization of the 120th Observation Squadron of the Colorado National Guard in 1924. Ray became the permanent duty officer of the 120th Squadron and he flew charter flights in his spare time.

He obtained his commercial license in 1927, and in 1929 became a full-time commercial flyer, working with the ill-fated Curtiss-Wright Flying Service as operations manager, chief pilot and head instructor. The Great Depression closed this operation in 1931. From 1929 to 1941, Ray piloted the "Christmas Cross" a 20x30 foot cross attached to the underside of a plane, through the skies over Denver each Christmas Eve. He later barnstormed from Denver throughout the area to attract customers. He flew "penny-a-pound" flights, which introduced many folks to the fun of flying.

While he managed the Park Hill Airport, he opened the highly successful Ray Wilson Flight School in Denver, Colorado with his partner, Major F. W. Bonfils, nephew of the co-founder of The Denver Post and business manager of that newspaper. He later relocated the school to Chickasha, Oklahoma at the start of WWII. It was a military pilot training school called Wilson & Bonfils or W&B. Many of the former staff at W & B went back to Denver after the war and worked with Ray. Ron Baker still coordinates reunions of the W & B group at Chickasha, OK. There are over 750 on his mailing list. Johnny Myers for several years was one of the flight leaders at W & B and flew at Monarch and Frontier for many years.

Wilson dreamed of establishing scheduled air service throughout the rugged Rocky Mountains. But it wasn't until after the war that Wilson's dream became a reality. Prior to World War II he applied to the Civil Aeronautics Board (CAB), under Ray Wilson, Inc. for permission to operate an airline. He planned for terminals in Denver, Colorado; Albuquerque, New Mexico; and Salt Lake City, Utah. After the war, the CAB granted Wilson his application. In June 1946, Wilson changed the name of the company to Monarch Airlines - named after Monarch Pass.

Monarch Pass, elevation 11,312 feet, is a high mountain pass in the Rocky Mountains of south-central Colorado. The pass is located on the continental divide at the southern end of the Sawatch Range along the border between Gunnison and Chaffee counties, approximately 25 miles (40 km) west of the town of Salida and east of Gunnison.

Monarch Airlines' birth dates back to the days when pilots used railroad tracks to navigate and flew into mountains as often as they flew over them. Wilson was granted permission by the Civil Aeronautics Board in 1946 to begin flights from Denver to Albuquerque and Salt Lake City with intermediate stops. The airline only had two pilots and used two C-47 Army surplus planes converted into DC-3s. Monarch started scheduled air service on November 27, 1946 with a flight from Denver to Durango.

Monarch Airlines was off to a rocky start. After one year of operation, the airline was losing \$15,000 a month despite the fact that it was carrying more freight than any feeder airline in the country. Businessmen were skeptical of flying and sending freight by air. Banks didn't consider an airline a good risk and wouldn't lend money.

Near bankruptcy, Wilson went searching for a deep-pocket investor and found multimillionaire Harold "Hal" S. Darr, a businessman from Chicago, president of Scott Radio Laborato-



ries. In return for 51 percent of the airline's stock and the title of president, Darr agreed to pay off Monarch's debt. Hal assumed financial control over Monarch in February 1947 and became president in April of the same year. Wilson acted as executive vice president / general manager and continued to run day-to-day operations. But he had lost control of the company he had founded.

Charles Hirsig, II, an entrepreneur from Laramie, Wyoming, incorporated Summit Airways and received approval from the Civil Aeronautics Board for a route with terminals in Denver, Colorado; Salt Lake City, Utah; and Billings, Montana. But Hirsig died in an aircraft crash in 1945 and Summit never commenced operations. George Snyder of Salt Lake City, Utah bought the dormant Civil Aeronautics Board certificate for Hirsig's route and changed the name to Challenger Airlines. The renamed airline began service on May 3, 1947 out of Salt Lake City.

Rocky Nelson and the other owners of Arizona Airways originally intended to operate a flight school when they started in 1942. But by 1945, they decided to raise money for an airline and on March 17, 1946 began intra-state service on three routes out of Phoenix. The company applied to the Civil Aeronautics Board for a scheduled route. The CAB approved the route with the provision that the company locate stable financial backing but they never were able to find it.

The merger of Monarch, Challenger, and Arizona Airways created Frontier Airlines, which began serving the public on June 1, 1950. The merger gave Frontier 4,000 miles of route and established Denver as a key hub for the Rocky Mountain area. The three airlines merged in hopes of financial stability due to the ability to offer extensive service. The newly formed Frontier served 40 cities in seven states of the Rocky Mountain and Southwest region of the United States and its service extended from Canada in the north to the Mexican border in the south. The passenger airplane industry proved to be a risky and expensive enterprise. Pioneering airlines such as Frontier created a new infrastructure with the purchase of land, airplanes, construction of buildings, terminals and runways.

In 1947, Monarch Airlines carried 28,000 passengers and by 1951, Frontier had flown 102,000 passengers. The new airline succeeded because it serviced a part of the country that had been ignored by the rest of the airline industry. The 1950s started with Frontier making most of its money from mail and freight. But gradually passenger revenue started to dominate the company's earnings. To increase the number of passengers, Frontier focused on marketing and advertising. Frontier added vacation destinations that allowed competitive business throughout the year.

Internally, Frontier experienced problems due to tensions between Darr and Wilson, which had existed since the beginning of their business relationship. When asked in a 1978 interview about the merger of the three airlines that created Frontier, Wilson replied that he knew nothing of the transaction and Darr had never consulted him. Darr, in bad health, promoted C. A. Myhre, former vice-president to president of the Company and instructed Myhre to fire Wilson in December 1954.

Wilson, then Frontier's vice president of operations, sold his interest in the line and severed all ties with the airline. He became general manager of Loma Uranium Co., and later served as Denver's Director of Aviation from 1961 to 1969 and aviation advisor to the Public Utilities Commission in Denver. He was honored by the OX-5 Hall of Fame and Colorado Aviation Historical Society. Ray M. Wilson died on May 11, 1979 in Denver, CO at age 78.

Darr died June 21, 1955 at age 61. He was president of Monarch/Frontier 1947 - 1953. Since the days when he was a pilot in World War I, Darr maintained an active interest in all phases of aviation. At the time of his death he was active in the management and operation of Marana Air Base, one of the nation's largest primary training schools for Air Force pilots.

He, not Ray Wilson, founded Frontier Airlines if the above underlined statement by Wilson posted at the Denver Public Library website is true.

After Darr's death, L.B. Maytag became President of Frontier in 1955 after his family acquired controlling interest in the airline.

(This article was compiled by Jake Lamkins. The information is from several sources; including an article in the Aug 29, 1986 DENVER POST by Mark Tatge, the DEN Public Library website, SUNLINER TIMES, Ron Baker, Ken Schultz and the Colorado Aviation Historical Society website.)



Today's Monarch Airlines operates both charter and scheduled services, branded Monarch and Monarch Scheduled respectively. The airline, based at Luton in the United Kingdom, operates one of the most well-equipped fleets in the skies today comprising 17 Airbus and 7 Boeing aircraft.

Founded in 1968, Monarch Airlines is part of the Monarch group of companies together with Monarch Aircraft Engineering Ltd and tour operators Cosmos and seat-only specialists Avro. Monarch is one of the UK's largest leisure airlines and the principal independent supplier of charter seats to tour operators large and small, flying to around 100 destinations across Europe, America, Africa and Asia from the UK's principal and regional airports.

Monarch Scheduled is the scheduled service division of Monarch Airlines offering services from Birmingham, London Luton, London Gatwick and Manchester Airports to destinations in Spain, Italy, Portugal and Gibraltar.

(There was also a Monarch Air Service founded at MDW in 1932, closed in 1997, that became the longest, continuously managed fixed-based aviation company in U.S. history. It flew non-sked C-46s and DC-3s at one point)

DEEP THOUGHTS

For Those Who Take Life Too Seriously

1. Save the whales. Collect the whole set.
2. A day without sunshine is like... Night.
3. On the other hand, you have different fingers
4. 42.7 percent of all statistics are made up on the spot.
5. 99 percent of lawyers give the rest a bad name.
6. Remember, half the people you know are below average.
7. He who laughs last thinks slowest.
8. Depression is merely anger without enthusiasm.
9. The early bird may get the worm, but the second mouse gets the cheese.
10. Support bacteria. They're the only culture some people have.
11. A clear conscience is usually the sign of a bad memory.
12. Change is inevitable, except from vending machines.
13. If you think nobody cares, try missing a couple of payments.
14. How many of you believe in psycho-kinesis? Raise my hand.
15. OK, so what's the speed of dark?
16. When everything is coming your way, you're in the wrong lane.
17. Hard work pays off in the future. Laziness pays off now.
18. Every one has a photographic memory. Some just don't have film.
19. How much deeper would the ocean be without sponges?
20. Eagles may soar, but weasels don't get sucked into jet engines.
21. What happens if you get scared half to death twice?
22. If you can't repair your brakes, make your horn louder.
23. Why do psychics have to ask you for your name?
24. Inside every older person is a younger person wondering what the &^%\$#! happened.
25. Just remember -- if the world didn't suck, we would all fall off.
26. Light travels faster than sound. That's why some people appear bright until you hear them speak.
27. Life is like a jar of jalapenos. What you do today, might burn your butt tomorrow.
28. If you want your dreams to come true, don't oversleep.
29. The smallest good deed is better than the grandest intention.
30. Of all the things you wear, your expression is the most important.
31. The best vitamin for making friends is B1.
32. The 10 Commandments are not multiple choices.
33. The happiness of your life depends on the quality of your thoughts.
34. Minds are like parachutes - they only function when OPEN.
35. Ideas won't work unless YOU do.
36. One thing you can't recycle is wasted time.
37. One who lacks the courage to start has already finished.
38. The heaviest thing to carry is a grudge.
39. Don't learn safety rules by accident.
40. We lie the loudest when we lie to ourselves.
41. Jumping to conclusions can be bad exercise.
42. A turtle makes progress when it sticks its head out.
43. One thing you can give and still keep is your word.
44. A friend walks in when everyone else walks out.
45. The pursuit of happiness is the chase of a lifetime!

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
CN Corporate History, Boards of Directors 1944-67, 66 pages
CN Files on a CD, \$5
CN Inauguration Brochure, Dec 1954, 5 pages
CN Open House Brochure, Sep 1959, 5 pages
CN Packet, Articles & seniority list, 75 pages
Convair Aircraft Packet, Articles & charts, 73 pages
DC-3 A/C Roster (inc. predecessors) & Check List, 11 pages
DEN Accident (12/21/67) Report & news clippings, 11 pages
DEN station roster, 6/1/70, 5 pages
DEN station roster, 8/9/86, 12 pages
FLamily files on a CD, \$5
FL 1955 Timetable/Srty-Personnel Lists, 43 pages
FL AFA Seniority List, 2/1/81, 17 pages
FL AFA Seniority List, 2/1/86, 15 pages
FL ALEA Seniority List, 2/1/65, 7 pages
FL ALEA Seniority List, 1/1/66, 8 pages
FL ALEA Seniority List, 8/1/66, 10 pages
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 ALPA Seniority List, 9/1/86, 11 pages
FL-CO Job Preservation & Litigation packet, 10/2/86, 66 pages
FL Files on a CD, \$5 each
FL History & Stuff on a CD, \$5
FL History, articles, photos, etc. , 47 pages
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
FL Obituaries on a CD, \$5
FL TWU Seniority Lists, dispatchers 1966-68 , 7 pages
FL's Death, articles & essays, 63 pages
GRI Accident (12/21/62) Report & news clippings, 15 pages
GXY Incident (11/24/71) Beech 99 engine lost, 16 pages
Ken Schultz' Obituary List (Rev. 6/9/07), 11 pages
MLS Accident (3/12/64) Reports, news clippings, 41 pages
MLS Accident (3/12/64) Reports on a CD, \$5 each
Personnel Roster, Stations-Sales-FAs, 8/15/63, 6 pages
Personnel Roster, Stations-Sales-FAs, 9/15/63, 6 pages
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
Personnel Roster, Stations-Sales-FAs, 3/15/64, 6 pages
Personnel Roster, Stations-Sales-FAs, 4/15/66, 6 pages
Personnel Roster, Stations-Sales-FAs, 7/15/66, 7 pages
PHX Accident (4/21/57) Report & news clippings, 30 pages
PHX Accident (4/21/57) Reports on a CD, \$5 each
Quick Reference Directory, Nov 77, 13 pages
Quick Reference Directory, Jan 83, 18 pages
Telephone List, 6/12/67, 5 pages
Telephone List, 11/25/85, 6 pages
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

JAKE LAMKINS, Editor - Publisher

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