

FRONTIER NEWS

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



Challenger Airlines was one of Frontier's four predecessor airlines. The others were Monarch Airlines, Arizona Airways and Central Airlines. Does anyone know who the unidentified stewardess is in the above photo? Monarch had stewards which were phased out after the June 1, 1950 merger. See Donna Mars Gens note on page 15. Arizona was not flying scheduled service when merged. A review of the July 15, 1948 Challenger Airlines Employees Directory reveal these CHA employees and their positions then that are still with us: Mel Barnard, BIL station manager, Sam Grande, SLC captain, Bill Monday, WRL station manager, Jim Montgomery, CYS station manager, Jack Schade, SLC first officer and Tink Thiese, SLC mechanic. Are there others I've missed? Mel is 87 and lives in Tigard, OR, Sam's 92 and in DEN and Bill's also in DEN and age 85. Jim is now 91 and lives in DEN while both Jack (89) and Tink (85) are in SLC. All six subscribe to the FL News. More on Challenger on page 21 and in the Fall 2005 (#21) issue of the News which features Ken Schultz' eight page history of the carrier. It's posted at the FL website.



FALL

2010

#41



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.

**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.**



Thanks to Ruth Schultz for taking the photo of Ken used on the cover of the last issue and for the writing the burial note on page 11. See her note on this issue's page 13 asking for someone to take over Ken's work.

Someone asked me recently how I kept up with the money I get for the newsletter. It took awhile to get everything sorted out when I started in 2000. First thing I did was take the \$200 collected at the Aug, 2000 FYV-FSM Reunion and started a checking account. Every cent collected since then has gone into that account except cash which I keep in a bank bag with a tally record matching the one on the computer.

I created a database for every subscriber which has a notation for all the money they've given. Letters received with money have the envelope noted with date and amount and are kept in file boxes. Finally, dates and amounts are listed in the bank account check register. The two major expenses are printing and postage. Other expenses are computer and stationary supplies (ink cartridges, paper, envelopes, etc.)

It is so ironic to see the FL/UA merger finally going through after 24 years via the CO/UA merger.

I am thinking of starting a *Whatever happened to...* column about important FLolks who have dropped off the radar. For instance, whatever happened to Larry Martin, FL's last president. Send me your ideas for subjects and we'll see how it goes.

TABLE OF CONTENTS

Challenger Airlines.....	1
Lamkins Letter.....	2
Reunions.....	3
Gone West.....	4
Notes From FLolks.....	13
Tribute From A Daughter.....	17
Slow Down.....	18
Timetables.....	19
Early History.....	21
Tony Worden.....	24
Flight Simulator.....	26
Jetmates.....	27
Frontier Reports.....	28

**REUNIONS TIMETABLE**

This is the information we currently have.

Coordinators of FL events, please let us know the details.

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

BIL REUNION

No info on a 2010 event.

Contacts:

Dee Martenson, adsanta@bresnan.net

Bob Voight, voightr@aol.com

DEN GOLF TOURNAMENT

(CANCELLED) Friday, June 18, 2010 at Park Hill Golf Course

Contact: Bob Reisig, 303-920-2060, bojos2@gmail.com

DEN NIGHT-BEFORE-GET-TOGETHER

Took place Fri, Jun 18, 2010, at the Three Fountains Clubhouse

Contacts:

Bonnie Dahl, BCDahl777@msn.com

Ace Avakian, AvakAir@Gmail.com

DEN MAINTENANCE AND ENGINEERING PICNIC

Held Tue, Jun 15, 2010

Contacts:

Shirley Drnovsek - President, WowShirleyD@aol.com

Donald Cecil - Vice President, dhmececil@aol.com

Juanita Barajas - Secretary, falclub@hotmail.com

DEN REUNION PICNIC

Was Saturday, June 19, 2010 at the Aurora Reservoir on East Quincy Avenue

Contacts:

Carolyn Boller, 303-364-3624, CKBoller@comcast.net

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

DFW CN/FL REUNION

No info on a 2010 event.

Contact: Jim Ford, 817-268-3954, JEFord15@tx.rr.com

DFW FRONTIER BASH

No info on a 2010 event.

Contact: Rusty Lambert, 903-852-3970, RustyLGolf@cs.com

FTW CN/FL MECHANICS REUNION

No info on a 2010 event.

Contact: Brady White, ontopavia@aol.com, 817-913-9313

FYV-FSM MEMORIAL PIGNIC

Took place Saturday, August 21, 2010, 11am-5pm, FSM Burford Pavillion.

Contacts:

Phil Green, 479-783-2981, SusiGreen0609@aol.com

Jake Lamkins, 479-879-8358, ExFAL@Yahoo.com

GJT REUNION

No info on a 2010 event.

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

LNK REUNION

Saturday, Oct 2, 2010 at The Knolls Restaurant.

Contact: Cork Guenther, 402-798-2102, saylor@inetnebr.com

MCI FLIGHT CREW LAYOVER

Friday - Saturday, Oct 15 - 16, 2010.

Contacts:

Phil Stallings, RedRyder@tx.rr.com

JoDelle (Davidson) Burwell, jodelleburwell@comcast.net

Lisa Sachetta, lsachetta@yahoo.com

MCI REUNION

No info on a 2010 event.

Contact: Rose Dragen, 816-741-1995, mfragen@juno.com

PHX PICNIC

Sunday, November 7, 2010, 11:00 AM, Desert Breeze Park in Chandler, AZ.

Contacts:

Cyndy Camomile, 480-831-1660, cynhoff55@yahoo.com

Ginger Treptow, 480-813-4595, Peaches85233@q.com

SLC REUNION

Was Saturday, June 19, 2010, Saturday, 10am to 6pm. The address is 1070 West 5450 South.

Contacts:

Marlene Jensen Francis: MARSJF@aol.com, 801-302-1098,

Stan Covington: stanorpris@cs.com, 801-808-4264,

Don Anderton: 801-968-3225, DAnderton@qwest.net

Paul Farris: 479-770-6655, paulamos43@yahoo.com

STL REUNION

No info on a 2010 event.

Contacts:

Ceil Ponder, 314-428-9759

Kathy Benoist, 314-729-1810

TUS REUNION & GOLF OUTING

No info on a 2010 event.

Contacts:

Gary Mackie, 713-419-2559, garmac007@yahoo.com

Rusty Lambert, 903-852-3970, rustylgolf@cs.com

FL RETIRED PILOTS

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

DFW

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

Contact: Jim Ford, 817-268-3954, JEFord15@tx.rr.com

DEN

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

Contact: Ace Avakian, 303-688-3852, AvakAir@gmail.com

or Jim Hanson 303-750-6478, BlackCatVP54@msn.com

SLC

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

Contact: Jack Schade, 801-277-5479,

CaptainJack20@msn.com

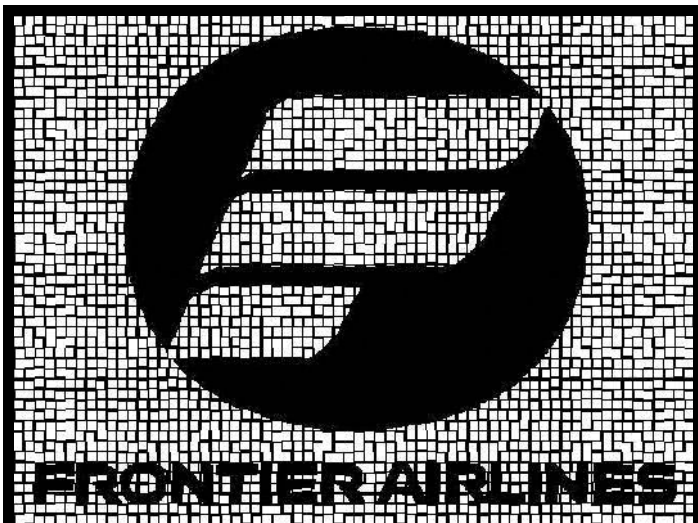
REUNIONS NEWS

The SLC FAL reunion was great! The weather was nice and the lunch was very good. About 70 people attended and everyone had a good time visiting and buying, as there was a raffle and an auction, with many great FAL items changing hands. A grand prize of 200 dollars cash was won by Todd Fuller.

-Paul Farris, paulamos43@yahoo.com

The FYV-FSM FL Reunion was a great success. 40 folks attended and feasted on BBQ, baked beans, fried chicken and trimmings plus potluck side dishes. Attending were pilots Bob Erdman, Rusty Lambert and Warren McLellan, station folks Paul Farris, Phil Green, Dave Grober, Richard Horn, Ed Jones, John Kelly, Harold Maxwell, Larry Thomas, Tony Worden, Robert Walker, Noel Holloman, Don Keener, Ralph Beecham, Jack Chambers, Jake Lamkins and mechanic Darwin Haudrich.

-Jake Lamkins, ExFAL@yahoo.com



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>

Some years back I was doing some research in the archive book section of Brigham Young University. In reading about the old airmail pilots who flew the transcontinental mail between the years of 1918 and 1927, I came across an article explaining the term "Gone West." As the old airmail route continued its expansion from the east coast to the west, thirty-two pilots and nine mechanics lost their lives in the line of duty. Three hundred wrecked aircraft were strewn from the Allegheny Mountains known as "The Hell Stretch," across the open plains to the Rockies, the Wasatch, the Sierras into the west coast. When a pilot was over due, the term "Gone West" came into being. -Tex Searle, FL pilot

DEATHS REPORTED OR UPDATED SINCE THE SUMMER 2010 ISSUE

Margaret Allspach, DEN secretary, 10/25/06, age 88

Bob Barrett, MKC DFW OMA station agent, 3/28/09, age 68

Don Beach, DEN inspector, 7/24/10, age 85, stroke

Norm Blank, RAP OLU station agent, 6/16/10, age 71, COPD

Ted Couchman, 12/15/73, DEN reliability analyst-FAA coordinator, age 70, heart attack

Lloyd Fox, PHX DEN aircraft mechanic, 10/18/82, age 44, auto accident

Don Hamilton, DEN flight attendant, 5/13/08, age 53

Ike Hoover, DEN engineer, 7/3/10, age 84

Ken Hunt, GUC MTJ JLN ABQ station agent, 7/6/10, age 78

Bill Hull, OKC senior station agent, Nov69, age 36, heart attack

Jan Hyatt, DEN ticket counter agent, 2/24/08, age 65

Art Key, LAS senior station agent, 12/3/01, age 65

John Lyons, DFW station agent, 7/20/03, age 66

Raymond Mitchell, FYV senior station agent, 8/4/10, age 78

Jim Moran, DEN board of directors, Jul83, age 61

Art Trevithick, ABQ senior station agent, 1/24/06, age 78

R J Turner, GUP JAC LBL STL ICT GUC GEG station agent, senior station agent, 3/1/10, age 65, cancer

Jim Wyche, DEN pilot, VP-flight operations, 9/4/10, age 75

MARGARET ALLSPACH

1966 - 1983

SECRETARY

DEN

OBITUARY: Margaret E. Allspach, Denver. Preceded in death by her husband William. Survived by brother Edmund (Eileen) O'Connor and nieces and nephews. Funeral Mass, Friday 1 p.m. at St. Catherine of Siena Catholic Church, 4200 Federal Blvd. Interment, Fort Logan National Cemetery. In lieu of flowers, contributions to St. Catherine Church, Denver 80211.

-Denver Newspaper Agency on 11/1/2006

I was at the grievance board for Margaret's grievance (about 1983) in which she got the secretary's position she had bid and been denied. A younger and prettier secretary had been picked by the manager who apparently didn't know about seniority.

I recall vividly Margaret telling me softly "When I win this case, I'm going to the new job and tell that %\$#@! manager I'm retiring." To my knowledge, she did just that as she was nearing 65 years of age. She was a delight the short time I knew her. 100% union and madder than hell about being mistreated. ALEA got her some justice and I was proud to be part of it.

-Jake Lamkins, ExFAL@yahoo.com

(M ALLSPACH, Group K seniority date of 12/12/66, Emp # 00348, per 1/1/1974 FL/ALEA seniority list. Not on the 7/1/84 list. She would have been 65 in 1983 so that's probably when she retired.)

JAN HYATT

1967 - 1986

TICKET COUNTER AGENT

DEN

Jan Hyatt, who worked inflight and Denver customer service for many years and has moved to Florida and has had some serious medical setbacks but is responding well with several surgeries and chemo.

I talked to her a couple times after and during the hurricanes and she made it through them with minimal damage. I was hoping you could send her a THINKING of you card or a call or something. I know it would make her feel good to be remembered by Her FLfamily

-Eric Mason, on 10/5/04, ejm1147@hotmail.com

I just found out that Jan Hyatt who was a customer service agent in DEN for years passed away two years ago. I don't have the actual date but many many will remember her. She also worked onboard the flights when we had that service.. can't remember what it was called. Loved her very much - very sad to hear.

-Eric Mason, ejm1147@hotmail.com

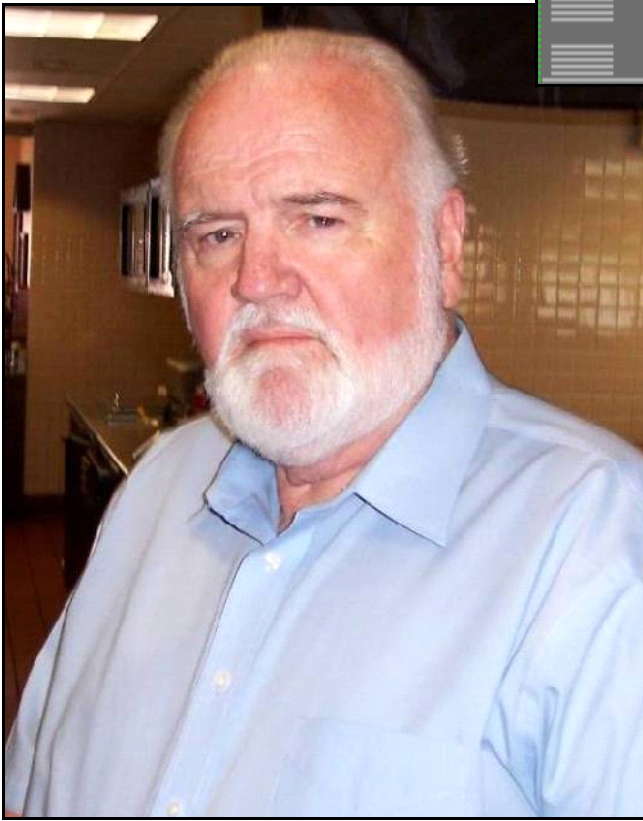
OBITUARY: Janice Hyatt, 65, of Merritt Island, died Sunday, Feb. 24. Arrangements by Wylie Baxley Merritt Island Funeral Home.

- FLORIDA TODAY on February 26, 2008

HYATT, JANICE L, Born 28 Aug 1942, Died 24 Feb 2008, Age 65, At 32952 (Merritt Island, Brevard, FL), SSN issued in Nebraska

-SSDI

(JANICE L HYATT, TCA emp# 03853 on the 8/9/86 DEN Station Personnel List. J L HYATT, TCA seniority date of 9/27/67, emp# 03853, on the 1/1/86 FL/ALEA seniority list. J.L. Hyatt on the ESOP Lost List dated 5/1/10)



RAYMOND MITCHELL

1956 - 1978

SENIOR STATION AGENT
FYV

We wanted to send you this since dad loved and cherished his years at the old Frontier Airlines. He was always telling us stories about the old days.

-Dwight Mitchell, Fayetteville AR

OBITUARY: Raymond Dwain Mitchell, 78, died Wednesday, August 4, 2010 in Fayetteville, Arkansas. He leaves his wife of 54 years, Daphina Mitchell; his son, Dwain Mitchell and wife Deanna Mitchell; his son, Dwight Mitchell and wife Brandy Mitchell; and one grandson, Jonathan Mitchell, all of Fayetteville.

Raymond was a charter member and deacon at Ridgeview Baptist Church and a lifelong participant and promoter of Southern Gospel Music in the region. He was a member of numerous quartets including The Ridgeviews, The Hartfords and others.

After graduating from Huntsville High School, he attended the University of Arkansas, earning a bachelor's degree in Education. His working life after school was full of adventure, including being stationed in Alaska during the Korean Conflict with the United States Air Force, teaching at Elkins High School, serving as a Washington County Deputy Sheriff, working for many years for Frontier Airlines at Drake field in Fayetteville Arkansas, and finally retiring from a long career in oil and gas marketing in Northwest Arkansas that started with Mitchell Oil Company.

Raymond had a love for family and friends, always ready for his chance to entertain with stories and singing, and when away from those he loved he had a passion for his flowerbeds, spending hours working in his short retirement years in his gardens.

Visitation with his family will be held on Friday, August 6 from 5 to 7 at Beard's Chapel, followed by a funeral at 10:00 a.m. on Saturday, August 7 at Ridgeview Baptist Church and interment at Fairview Memorial Gardens in Fayetteville.

IKE HOOVER

1975? - 1984?

ENGINEER
DEN

Ike peacefully passed away last night July 3rd about 11PM. Service has not been announced at this date.

Isaac (Ike) Hoover was employed in the early '60s by AA in TUL as an engineer. He was fired at AA because of a disagreement with AA's management. (can you imagine that). He left the airlines for a job with FAA in DCA.

After many years in DC he was transferred to DEN as the # 2 man in the FAA's Rocky Mt. Regional office when it opened in the early 70s. In the mid seventies, FL was attempting to get approval to operate B737s into JAC which was going to require an act of Congress because of the noise concerns. FL's Bill Wayne met Ike and made a job for him at FL in the engineering dept under Bill Durlin.

Ike was forced to retire from FL '84?, just before the "designed collapse". In 1987 after CO reopened FL's DEN hangar as their major maint. center, they wisely hired Ike as a Sr. Structural Engineer here in DEN until his CO retirement in the early 90s.

Ike was a good personal friend of mine and neighbor and I'll miss him. He was an excellent wood worker and produced many fancy wooden bowls. We had many lunches together and house visits. We swapped many old "airline WAR" and industry horror stories. Mine started in the late 50s. Ike's went back to the early 50s, so we had a lot in common and similar backgrounds. However, Ike was a Navy pilot just after the war. In the late 40s, he flew tow targets missions in TBMs (Turkeys) out of Guam. He was a graduate of K State under the GI Bill.

-Otto Smith, osmith36622@comcast.net

OBITUARY: Issac H. Hoover, 84, died peacefully July 4, 2010 in Aurora, CO. "Ike" was born in Kansas on September 3, 1925 and raised by his mother and father, Maxine and Foster. He got his wings as a fighter pilot in the Navy - which began his career in aeronautical engineering. Ike spent many years with the FAA in Washington D.C. and transferred to Denver as Deputy Director of the Rocky Mountain Region.

After retiring from the FAA in 1980, he enjoyed working for Frontier and Continental Airlines, designing structural repairs to planes. Ike loved woodworking, travel and four-wheeling in the mountains of Colorado.

A wonderful father and husband, he was well loved by his family: wife of 23 years, Rosalie; children Cindy, Betsy, Ruth, John (Mary), Karen and Elizabeth; grandchildren Seth, Laura, Tyler, Kinsey, Dani, and Isaac; great grandson Foster; sister Phyllis, and former wife Elizabeth. He was preceded in death by his brother, Richard.

Ever since he was investigating a major plane crash in bitterly cold conditions and the Salvation Army was there providing generous assistance, this charity has been his favorite. In lieu of flowers or other gifts, the family requests memorial contributions be made to the Salvation Army.

-HoranCares.com

JIM MORAN
1974 - 1983
BOARD OF DIRECTORS
DEN

We deeply regret the death last July of James D. Moran, Chairman and Chief Executive Officer, The Flintkote Company, Stamford, Connecticut. A board member since 1974, he made substantial contributions to the guidance of Frontier, and he will be sorely missed.

-The 1983 FL Annual Report:

JAMES MORAN, Born 12 Feb 1922, Died Jul 1983, Age 61, At 06830 (Greenwich, Fairfield, CT), SSN issued in New York
-SSDI

(Jim was elected president of Flintkote in May 1971. Could not find an obituary.)

R J TURNER
1964 - 1986

STATION AGENT, SENIOR STATION AGENT
GUP JAC LBL STL ICT GUC GEG

Nice to see you're putting out the NEWS. Everything was nice except the obit section. Guess we're all getting along in years. I'm still in the topsy turvy airline industry (MCICO).

I will complete 39 years of service this June. It just isn't the same. There's no feeling of family & loyalty like we used to have. Oh well, times change I guess. I'm still married to my wonderful wife Cheryl. Both kids are doing just fine and still live in Washington state.

-RJ Turner, Camden Point, MO on 4/22/03

Still working for CO - hope to retire soon. Hope all's well with you.

-RJ Turner, Camden Point, MO on 6/4/07

Hope all is well with you. Still with CO - hope to retire soon. Best wishes,

-RJ Turner, Camden Point, MO on 4/21/08

My name is Cheryl Turner and I am writing to let you know that on March 1, 2010 RJ passed away in Camden Point, MO. He had battled cancer for over two years. He was born July 6, 1944 and joined the Frontier Family in June, 1964 in Gallop, NM. From there her worked in Jackson WY, North Platte NE, St. Louis MO, Wichita KS, Gunnison CO and Spokane WA.

After Frontier went under he joined the Continental team and transferred to Kansas City MO where he spent the last 16 years. He is survived by his wife Cheryl of Camden Point MO; daughter Kellie Woods and husband Mike of Spokane WA; son John Russell Turner of Spokane WA and grandson Wyatt James Turner

-Cheryl Turner, cherylmtturner@hotmail.com

I am dismayed at the news of RJ's passing. My sincerest condolences on your loss. I worked with RJ in St. Louis 1968-70 when we were both senior station agents. He was always a pleasure to work with - capable and with a good attitude.

-Jake Lamkins, ExFAL@yahoo.com

OBITUARY: R.J. Turner, 65, of Camden Point, Mo., passed away on Monday, March 1, 2010. Survivors include his wife, Cheryl; children John Russell Turner, and Kellie Woods and husband Mike, and grandson Wyatt James Turner. No scheduled services. Arrangements: Hixson-Klein Funeral Home, Gower.

-Kansas City Star on March 4, 2010

DON HAMILTON
1979 - 1986
FLIGHT ATTENDANT
DEN

Didn't see a listing for a friend - Don Hamilton - flight attendant who passed away a couple of years ago. I know Don started working around 1977. He retired with 29 years of service. He died in Kingwood, Tx. (maybe 3 yrs ago). Sorry, I'm terrible with dates.

-Astrid Gyger, asti57@yahoo.com

OBITUARY: Donald W. Hamilton, 53 of Kingwood, passed away Wednesday, May 13, 2008. He is survived by his wife Jackie A. Hamilton. Brother John F. Hamilton. Half-Sisters Janet Symons and Shirley DeBiase. Brother and Sister in Law Robert and Sandra Roggenbach. Nephews Johnny Hamilton, Brad, Brenton, Beau, and Ben Roggenbach. In Laws Jack and Alyce Roggenbach. Visitation will be Friday May 16, 2008 from 5:00pm til 8:00pm with a reciting of the Rosary at 7:30pm at Rosewood Funeral Home. Funeral Mass will be celebrated at 10:00am Saturday May 17, 2008 at St. Martha Catholic Church, 3702 Woodland Hills Dr. Kingwood, TX. In lieu of flowers donations can be made to the Ronald McDonald House, 1907 Holcombe Houston, TX 77030.

- Houston Chronicle on May 15, 2008

Donald Wayne Hamilton, born 20 Jul 1954, died 13 May 2008, age 53, at 77345 (Humble, Harris, TX), SSN issued in Colorado.

-SSDI

(D. W. Hamilton, FA seniority date of 4/16/79, emp# 15291, on the 2/1/86 FL/AFA seniority list.)

LLOYD FOX
1938 - 1982

AIRCRAFT MECHANIC
PHX DEN

I have noticed that there is one of the PHX mechanics who is not on the gone west lists His name is Lloyd Fox and he was killed in a car accident on his way to DEN to work after they closed the PHX base. This was in Sep of 1982. Perhaps this can be added in future issues. I was married to him for a very short time prior to this but that's another story.

-Linda Hamala, cvvette@hotmail.com

I worked with him in Phoenix, and yes, he was killed in a car crash in 1980. He suffered from narcolepsy and he went to sleep while driving his car and kissed a tree at around 70 MPH. The tree was unforgiving. His burial was in Dyersburg, TN."

-Vant Vickers, vvickers@gmail.com

I think it happened mid Sep of 82. They cut maintenance out of PHX in June and he took a LOA and went to Africa for 2 months to work for Nairobi Air or someone who had 737s. I know he worked swings so I don't think he had a lot of seniority.

-Linda Hamala, cvvette@hotmail.com

I also worked with Lloyd in PHX. I was a cleaner. Always smoked a pipe. I recall him saying he was a pilot for PRINAIR flying de Havilland Herons out of SJU, prior to working with us.

I found this info on www.findagrave.com: Lloyd V. Fox, Birth May 31, 1938, Death Oct. 18, 1982, Burial in Evergreen Cemetery, Erwin, Unicoi County, Tennessee. I recall his middle initial being "V", so although the dates are a little off, I'll bet it's him.

-Steve Smith, breakerboys@cox.net

DON BEACH**1966 - 1986****MECHANIC, INSPECTOR
DEN**

Virginia Beach called me this morning to let friends of Don Beach know that Don had a stroke last Saturday, July 24th and had passed away. The funeral service will be held on Monday August 2nd at 11:00 A.M. at the Mississippi Avenue Baptist Church, 13231 E. Mississippi Avenue in Aurora, CO. Burial will be at Ft. Logan, stage 3 at 2:15 P.M. Our love, prayers and sympathy go out to Virginia and the family from all the friends at Frontier Retirement Club.

-Golda Aden, Aurora CO

Don was an inspector in the Instrument Shop which was part of the Avionics Group. DOH 2/1/1966 - DOB 7/8/1925.

-Leo Schuster, leoschuster@comcast.net

OBITUARY: Donald Beach, 85, passed away July 24, 2010. Beloved husband of Virginia for 65yrs; loving father of Jill Anderson (Gunnar), Judy Engel (Don), and Jewel Beach; loving grandfather of Ben, Chad, Erika (Aaron); loving great grandfather of Natalie. Brothers: Louis Beach, Robert Bieri, and Bob Beach all of PA. He served as a quartermaster on the carrier Santee during WWII and was honorably discharged from the Navy Air Force. He worked for Continental Airlines 10 yrs and Frontier Airlines 20 yrs. retiring as an Instrument Inspector. In his working retirement Don was a transporter for Hertz for 8 yrs. He was a private pilot and enjoyed skiing. Don was deeply loved by family and friends. A memorial service will be held at Mississippi Avenue Baptist Church, Monday, Aug 2 at 11:00 AM; Internment with Navy honors at Ft. Logan Cemetery.

-Denver Post on July 31, 2010

(D BEACH, MECHANIC, Instrument Shop, Per 7/1/67 Maintenance Personnel Roster. D BEACH, Aircraft mechanic seniority date of 2/1/66 on the 11/1/76 FL/IAM seniority list.)

JOHN LYONS**197? - 198?****STATION AGENT
DAL DFW**

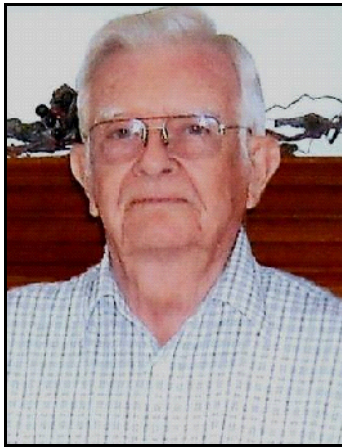
Here is info on John Lyons, who worked at DFW in the early 80s. He worked FT SA at DFW, and also worked FT at Mary Kay as a warehouse manager, and lived in Farmers Branch, a suburb of Dallas.

-Harry Sparks, kn4s@kn4s.com

OBITUARY: John Charles Lyons, age 66, of Wagner, died Sunday, July 20, 2003 at Avera McKennan Hospital in Sioux Falls, SD. Mass of the Christian Burial will be held at 10:00 AM Wednesday, July 23, 2003 at St. John the Baptist Catholic Church in Wagner. Burial will be at St. John's Catholic Cemetery, rural Wagner, with military honors. Visitation will be from 12 noon to 5:00 PM Tuesday at the Crosby-Jaeger Funeral Home in Wagner, followed by a rosary-wake service at the church at 7:30.

-Argus Leader (Sioux Falls, SD) on July 22, 2003

John worked at DAL/DFW - forget when he started but am sure it was in late 70s. He was a private person but a heck of a

**MORE GONE WEST**

good friend. Knew he moved back to SD to be with his family and lost track of him then.

-Bill Kirkley, bkirkley@flash.net

LYONS, JOHN C, born 24 Aug 1936, died 20 Jul 2003, age 66, at 57380 (Wagner, Charles Mix, SD), SSN issued in CO.

-SSDI

(Need more info on John such as dates with FL and a photo. John C. Lyons on the FL ESOP Lost List dated 5/1/10. Cannot find him on ALEA seniority lists.)

TED COUCHMAN**1960 - 1972****RELIABILITY ANALYST-FAA COORDINATOR
GSW DEN**

COUCHMAN, THEODORE, born 24 Aug 1903, died Dec 1973, age 70, at 74133 (Tulsa, Tulsa, OK), SSN issued in Texas.

-SSDI

Posted at the FL Club: I found Ted Couchman in the SSDI and need more info. Ted retired in 1972 as FL's Reliability Analyst-FAA Coordinator. It appears he died a year later at age 70 in TUL. I cannot find anything about his death in the Jan - Apr 1974 FL NEWS. Post any info you have.

-Jake Lamkins, ExFAL@yahoo.com

I saw you were looking for information on Ted Couchman and since I live in Tulsa, I called the main library and they emailed me a copy of his obituary. Apparently he died on 12/15/1973 and the obit appeared in the Tulsa Daily World on 12/17/1973.

The microfilm was a bit scratched but it is readable especially if you print it off it is a little better except the one line that names one of his sisters, I tried to make out the name by enlarging it but I still could not make it out. Anyway, I hope this helps you. Keep up the good work.

-Vickie Pinson, pinsonvl@yahoo.com

OBITUARY: Theodore Couchman, 70, retired airline analyst of Tulsa, Oklahoma died Saturday of an apparent heart attack in his home. He was pronounced dead on arrival at St. Francis Hospital. He served as a test pilot for Braniff Airlines in his early career, served as chief airworthiness inspector for Federal Aeronautics Administration for 15 years, and served as analyst and surveillance supervisor for Frontier Airlines for 14 years before retiring.

He was a member of the OX 5, an airline organization for long standing recognition by the airline industry. He belonged to the National Association of Watch and Clock Collectors, Inc. and received many awards for his collection. He was a member of the Boston Avenue Methodist Church, having participated in the construction, a member of the Elks Lodge and the Salaam Club.

He is survived by his widow, Inez, daughter of the late Sol H. Bayouth, of the home; two daughters, Mrs. John Unmertz of Tulsa, and Mrs. Alan Hoge of Bowie, Maryland; two sisters, Mrs. Irene Lewis and Woodie Couchman of Springfield, Missouri; four grandchildren. Services are scheduled for 11:30 am Monday at Moore's Eastlawn Chapel. Interment at Ridgelawn Cemetery, Collinsville, Oklahoma.

-Tulsa Daily World on December 17, 1973

(Many thanks to Vickie for her vital assistance. She works for UA at TUL and is the widow of FL station agent Gary Pinson who passed away 10/28/07. He had worked for UA after FL's demise until his retirement in 2004. Vickie's help proves how the FLamily Network benefits us all.)

ART KEY**1957 - 1986****STATION AGENT, SENIOR STATION AGENT
LBF OMA LAS**

We received a call from Rose Key (Art Key was Sr. Agent LAS) asking if we knew Dick Caradori who called her after seeing Art's name in a FAL bulletin. Not sure what it was, your news letter or something else.

She misplaced Dick Caradori's phone number and the phone number he gave her to call regarding a request for information regarding Art. Do you have any idea what this might be? Art died several years ago and Rose does not have a computer.

-Chuck Fahrenholz, FAHCHAS@aol.com

Arthur M. Key is on the FL ESOP Lost List dated 5/1/10. That may be what was seen. His widow would have some money coming. Info is on the FL website at <http://fal-l.tripod.com/ESOP2002-LostList.html>

Didn't know he had died - do you have any details such as date, obituary, etc. I don't have anything on Dick Caradori.

-Jake Lamkins, ExFAL@yahoo.com

Art Key was also a SSA in Omaha, as was Dick Caradori.

-Mary Harter, grandma_boat@tconl.com

ARTHUR M KEY, born 13 Dec 1935, died 03 Dec 2001, age 65 at 89014 (Henderson, Clark, NV), SSN issued in Indiana.

-SSDI

(A M KEY, station agent seniority date of 5/16/57, emp# 04907, on the 1/1/86 FL/ALEA seniority list. Does anyone have more info on Art.)

KEN HUNT**1956 - 1986****STATION AGENT
GUC MTJ JLN ABQ**

Ken Hunt, age 78, passed away on Tuesday morning, July 6, 2010, at his Montrose residence. Visit the website, sign the online register and send condolences to Ken's family at www.SunsetMesaFuneralDirectors.com. Arrangements are under the direction of Sunset Mesa Funeral Directors.

Ken worked for Frontier from May 1956 - Aug 1986. Station Agent at Gunnison for several years and then transferred to Montrose as a Station Agent.

-Darwin Kerr, djkerr@npgcable.com

OBITUARY: Kenneth L. Hunt (April 20, 1932 - July 6, 2010) Longtime Montrose resident, Ken Hunt, age 78, passed away peacefully at home on Tuesday morning, July 6, 2010.

Kenneth LeRoy Hunt was born on April 20, 1932 in La-Grange, Missouri to parents, Harry C. & Catherine (Cox) Hunt. Following his high school education, Ken joined the United States Air Force. He served 4 years, 3 of which were on tour in Germany.

Ken was stationed in Ohio and met Roberta Ann Piersol, who worked at Wright Patterson Air Force base. They married on December 17, 1955 in Monroe City, Missouri and had the privilege of sharing 54 years of marriage together.

Following getting married, Ken and Bobbie moved to Colorado, settling in Gunnison. While completing his education at Western State College, Ken and Bobbie started their family and to their union were born three children, Keith, Sharon and Kevin. Ken graduated from Western State with a bachelor's degree in Business Administration. In 1962, the family moved to

Montrose and settled to raise their family.

During this period, 1956 through 1986, Ken worked for Frontier Airlines and relocated several times including assignments in Gunnison, Colorado, Montrose, Colorado, Joplin, Missouri and Albuquerque, New Mexico - returning to retire to Montrose in 1987.

He is survived by his loving family; wife, Bobbie Hunt of the family home in Montrose; his children, Keith Hunt and wife, Terri, of Montrose; Kevin Hunt and wife, Connie of Olathe; Sharon Solheim and husband, Mark of Palmer Lake, Colorado; grandchildren, Jani, Suzanne, Justin, Alana, Rhenna and Sarah along with great grandchildren, Isabella and Regan. Ken is also survived by his sisters, Charlotte Spurgeon of Canton, Missouri and Shirley Greening of Montrose, Colorado.

A memorial service will be officiated by Hospice Chaplain, Don Barr on Saturday, July 10, 2010 at Sunset Mesa Funeral Directors at 10:00 A.M.. The service will conclude at the funeral home chapel.

-Sunset Mesa Funeral Directors website

(K L HUNT, station agent seniority date of 5/26/56, emp# 03821, on the 1/1/86 FL/ALEA seniority list.)

BILL HULL**1951 - 1969****STATION AGENT, ASSISTANT STATION MANAGER
TUL OKC**

Don Keener told me at the FYV FSM Reunion that Bill Hull died of a heart attack about a year after the merger of CN/FL when he was 35 years old. Harold Maxwell verified it. Bill was OKC ASM at the time.

-Jake Lamkins, ExFAL@yahoo.com

(8/21/10)

HULL, WILLIAM 07 Jan 1933 Nov 1969 36 (not specified) (none specified) California 551-36-6897

-SSDI

(W E HULL, Company seniority date of 8/15/51, TUL, on the 5/18/53 Station Seniority List. The 1/1/62 CN station agent seniority list has William E. Hull as OKC assistant station manager and #3 on the list. The SSDI listing above is the closest to the age 35 mentioned by Don Keener. I will go with that until an obituary or more info comes in. Was Bill from California? Send any info you have about Bill.)

BOB BARRETT**1966 - 1986****STATION AGENT
MKC DFW OMA**

I wanted to let you know that Bob passed away 3/28/2009. He was 68 yrs old. He worked in Omaha when Frontier filed bankruptcy back in the 80s.

Previously he had worked at DFW and then prior to that Kansas City. He originally started with Central Airlines. Anyhow, just wanted to let you know. You can take him off the mailing list.

-Sue Barrett, Omaha NE

ROBERT DANA BARRETT, born 11 May 1940, died 28 Mar 2009, age 78, at 68147 (Bellevue, Sarpy, NE), SSN issued in Nebraska

-SSDI

(R D BARRETT, station agent seniority date of 2/18/66, emp# 00808, on the 1/1/86 FL/ALEA seniority list.)

NORM BLANK**1960 - 1968****STATION AGENT****RAP OLU**

Enclosed is my check for subscription renewal. I am also enclosing a Obit for Frontier Station Agent Norm Blank.

-Jerry Schultz, lischul@megavision.com

OBITUARY: Norman P. Blank, 71, of Grand Island, died Wednesday, June 16, 2010, at Saint Francis Medical Center surrounded by his loving family.

Service will be held at 11 a.m. Tuesday, at the Peace Lutheran Church at Columbus. The Rev. Michael Klatt will officiate. There will be no visitation as Norman's family is honoring his wish for cremation. Burial of ashes will be at a later date at the Pine Lawn Cemetery of Rapid City, S.D.

Mr. Blank was born on Feb. 21, 1939, in Madison, the son of Frank and Amelia (Long) Blank. Survivors are wife, Nancy; children and their spouses, Sandy and Mike Krei, of Norfolk, Kathy and John Steffes, of Grand Island, and Ron and Janine Blank, of Hutchinson, Kan.; brother and sister-in-law, Don and Lillian Blank, of Madison; sister and brother-in-law, Mayme and Mel Klein, of Madison.

Norman grew up in Madison, receiving his education at Madison High School, graduating in 1956. He served his country in the United States Air Force from 1956 to 1960.

He was united in marriage to Nancy K. Fravel on Nov. 14, 1959. Following the military, they stayed in Rapid City, S.D. where Norman worked for Frontier Airlines, moving to Columbus in 1967. In 1968 he began working for Allied Tour and Travel retiring in 1996. From 1996-2000 they owned and operated 7-Mile Mini Mart south of Columbus.

In 2000 the couple retired to the Black Hills. In 2004 they became full time RVers. In Dec. 2009 the couple moved back to Grand Island.

-Columbus Telegram, on Friday, June 18, 2010

(N P Blank, station agent seniority date of 12-3-60 on the 8/1/66 FL/ALEA seniority list.)

ART TREVITHICK**1952 - 1985****SENIOR STATION AGENT, STATION MANAGER****GUC ABQ**

OBITUARY: Arthur Trevithick, 78, a resident of Albuquerque, died Tuesday, January 24, 2006. He is survived by his wife, Mary Trevithick. Also surviving him are three sons; one daughter; nine grandchildren; eight great-grandchildren; nine stepchildren; and nine step-grandchildren. He was preceded in death by his first wife, Evelyn Louise in 1978.

Arthur served in the Army in Korea and retired from Frontier Airlines. Cremation has taken place and Services will be held on Saturday, January 28, 2006 at 10:00 a.m. at VFW Post 401, 2011 Girard Blvd. SE. In lieu of flowers, donations should be made to the VFW ROTC Program. French Mortuary, Inc. 10500 Lomas Blvd. NE 275-3500

-Albuquerque Journal on Thu January 26, 2006

Thanks for the info about Art Trevithick. I did not know he had passed away. I worked with Art from 1964 until his

**MORE GONE WEST**

retirement. Art was also station manager in Gunnison before coming to ABQ as a senior agent. I believe he succeeded Walt Albany as manager in GUC. I think Art came to ABQ when the company closed down the GUC station because only DC-3s could get in and out of that short-runway, high-altitude airport and we were going to the CV340 aircraft. Art also came to ABQ while we were still in the old terminal. We moved into the new one in 1965. I have no idea what ever happened to Art after he retired.

-Mac McElhaney, wmcclhaney@sbcglobal.net

(A TREVITHICK, station agent seniority date of 4/3/52, emp# 08527, on the 7/1/84 FL/ALEA seniority list. He is not on the 1/1/86 list. I will assume he retired in 1985.)

ALAN SCHLOSSER**1955 - 197?****STATION AGENT****CEZ ABQ**

OBITUARY: Alan Schlosser, 82, a resident of Albuquerque, passed away Sunday, February 21, 1999. He is survived by his wife of 59 years, Lillian of Albuquerque; son, Don and wife, Colleen of Los Lunas; grandchildren, Matthew, Luke, Nova Dawn; and brother, Guy Schlosser of Shidler, OK. He was preceded in death by his parents, Charles and Ellen Murheid Schlosser; and five brothers, Delbert, Bob, Wes, Herb and Leo.

Mr. Schlosser was in the U.S. Army 2nd Armored Division during WWII and was a member of American Legion Post 49. He was born in Crawford County, Illinois where he lived until moving to Cortez, Colorado in 1956.

He moved to Albuquerque in 1957 and was a longtime Frontier Airlines employee and former unit manager of Bellamah Corporation. He retired to Mesa, Arizona in 1977 and relocated to Albuquerque in 1995.

A memorial service will be held at St. Paul's United Methodist Church, 9500 Constitution NE on Wednesday, February 24, 1999 at 10:00 a.m. Interment will be for the family at the Santa Fe National Cemetery.

-Albuquerque Journal on February 24, 1999

ALAN SCHLOSSER, Born: 08 Aug 1916, Died: 21 Feb 1999, age 82, At: 87113 (Albuquerque, Bernalillo, NM), SSN issued in Illinois

-SSDI

(A. Schlosser, station agent seniority date of 11-12-55 per 3/1/62 and 8/1/66 FL/ALEA seniority lists. He is not on the 1/1/74 seniority list. Need more info on when Alan left FL, a photo, etc.)



JIM WYCHE

1961 - 1985

PILOT, VP-FLIGHT OPS
GSW DAL DFW DEN

I just received word from John Winter that Capt Jim Wyche passed away today in a DEN hospital. Great person, could not be a better man to work with.

-GeneMcCaleb,
ann_gene@hotmail.com

OBITUARY: JIMMIE P. WYCHE 75, passed away September 4, 2010. Beloved husband of Janet for 34 years; loving father of Lisa (Jared) Williams, Lindsay (Michael) Ryan, Kristy Wyche, Stephanie Wyche, Laura Wyche, Jimmie Wyche, Jr., and Lisa (Philip) Lewis; and proud grandfather of 7. Jimmie served in the US Air Force, was Director of Operations for Skyways International, was cofounder and retired as executive Vice President of (new) Frontier Airlines. Rosary Service, Wednesday, September 8, 7:30 PM; and Funeral Mass Thursday, September 9, 10:30 AM, both at All Saints Catholic Church, 2559 S. Federal Blvd., Denver, CO 80219. In lieu of flowers, contributions may be made to The Children's Hospital Foundation, 13123 E. 16th Ave., Box 45, Aurora, CO 80045.

-Denver Post on September 8, 2010

Jimmie P. Wyche has been Executive Vice President-Operations of the Company since August 1995. Prior to that he had been Vice President-Flight Operations of the Company since its inception in February 1994.

From 1989 to early 1994 Mr. Wyche was a jet captain with Skyways International, headquartered in Houston, Texas. From 1987 to 1989, he served as Director-Flight Operations with Ports of Call, a Denver-based charter airline.

He served in various capacities with the former Frontier Airlines, Inc. between 1961 and 1985, starting as a pilot and then in a succession of management positions including Assistant Chief Pilot, Chief Pilot and Vice President-Flight Operations. He has over 15,500 flying hours.

Mr. Wyche retired as an officer of the Company on June 22, 2001.

-F9 Annual Reports

Jim flew as my co-pilot on the DC-3 when he was a new hire. Later he was the Check Pilot when I got my IOE time checking out on the 737. We spent hours as cohorts in ALPA work and later as adversaries when he went up the steps in management at Frontier. We remained good friends throughout all those years. Jim was always the gentleman and was an excellent pilot. His honesty, fairness and integrity were never in question.

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

I had the pleasure of knowing, working with and for Jim Wyche since joining Central Airlines in April 1964. Jim was an excellent aviator and a fair and ethical Management Pilot. He was also one of the smartest men I have ever been around. Jim was a rare and unique person and was highly respected by all that knew him.

-Jack Gibson, Clayton, North Carolina

(J P WYCHE, Pilot seniority date of 2/9/61 on the 9/1/85 FL/ALPA seniority list. He's not on the 9/1/86 list.)



RYLAND STEPS DOWN

by Scott E. Dial, The Stapleton InnerLine dated Nov 19, 1984

The resignation of Glen Ryland and the appointment of M.C. "Hank" Lund as president of Frontier Airlines has set off a series of tremors that still reverberates around the halls of the company, down the concourses of the airports, and through the offices of travel agents everywhere.

After the initial shock waves subsided, however, the one word used to describe the feelings of the people discussing the move was "optimism."

Ryland, who apparently resigned under pressure from the board of Frontier Holdings; was also the target for bitter criticism from Frontier labor unions. Lund will apparently, enjoy the sort of honeymoon with the board and unions that a newly elected U.S. President enjoys with the Senate and House of Representatives.

Lorraine Loflin, chairperson for the Frontier chapter of the Association of Flight Attendants (AFA), when asked about her opinion of the move, replied. "Optimism!" "I'm the eternal optimist anyway," she continued. "Over the years. Mr. Ryland has been a very positive factor for Frontier. But I think Mr. Lund is a very positive factor also."

Don Osmondson, chairman of the Frontier Employee Coalition (FEC) and member of the Frontier Chapter of the Air Line Pilots Association (ALPA), offered these comments on Ryland's resignation. "Mr. Ryland has been a driving force in Frontier but we are still in good shape (with the appointment of Lund). And I think that while we are sorry to see Mr. Ryland step down, we think the change is necessary, and we are very positive about our future."

Lund has moved very quickly to make the transition as smooth as possible and to win the confidence of Frontier employees as well as travel agents. "He (Lund) was in our office only a few hours after his appointment," noted Frontier reservationist, Phyliss Kent. "It's really impressive to see the president walking through your office and talking with employees."

Other Frontier employees related similar stories. Another reservations agent told Stapleton InnerLine, "It reminds me of a story I read about (quarterback) Earl Morrall when he was traded to the Baltimore Colts. He walked into every room in the training camp, shook hands and introduced himself to every player. And you'll remember that the Colts' confidence became so strong behind Morrall that he eventually led them to a Super Bowl victory over the Cowboys. People really respond to the personal touch. Particularly people who have been as divided as we have about what is best for the future of this company. This is a positive step for Frontier."

Travel agents are also optimistic about Frontier's future under Lund. "I've known Hank Lund for a long time. He knows every aspect of the industry," said Dave Smith, Apollo Travel. "He has a particularly strong background in marketing. When he was vice president of marketing for Frontier Airlines, he had a very high profile as far as agents were concerned. When he became president of Frontier Horizon, he continued to make calls on travel agents. That's a practice you do not see from any other president of any other airline I know."

Last week Lund addressed a meeting of the American Society of Travel Agents (ASTA) in Las Vegas. Everyone who attended that meeting was overwhelmingly impressed by his attitude towards the travel agents.

Continued on page 12

GONE WEST: MANAGEMENT

Bill Acker, DEN manager-line maintenance, 4/20/09, age 91
 Wally Adams, DEN credit union manager, 11/22/83, 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-grd support service, 3/10/97, age 77
 Lyle Anderson, DEN reservations supervisor, 7/26/09, age 73
 Bea Aragon, DEN manager-voice com, 8/27/07, age 65
 Robert Baker, need more info
 Mervin Bagan, FTW lawyer, 4/10/82, age 62
 Bill Bates, DEN manager-central reservations, 5/16/00, age 71
 Ray Beall, DEN manager-line maintenance, Mar86, age 65
 William Beck, GSW manager-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
 Doug Black, DEN manager-general ledger, May81, age 71
 Phil Blackwell, BIL maintenance manager, 9/28/03, age 73
 Clay Blaylock, DEN director-military sales, 3/14/99, age 70
 Jim Bogan, DEN manager-station training, 8/7/07, age 64
 Fred Bonfils, DEN 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
 Bill Bray, FTW legal, 9/15/87, age 84, heart attack
 Dan Brock, DEN vice president-traffic & sales, 5/29/05, age 89
 Don Brooks, DEN cargo sales representative, 10/12/02, age 71
 Lorie Brown, SLC, need info, 5/1/09, age 48, cancer
 Johnny Bulla, AZ Airways founder, 12/7/03, age 89
 Jack Burnell, DEN director of maintenance, 8/22/92, age 89
 Dave Burr, DEN director-properties & facilities, 4/9/97, age 68
 Royal "RJ" Burt, DEN TUS station manager, 3/22/09, age 85
 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, DEN vp-public affairs, May76, age 53
 Carolyn Carrier, DEN coord-personnel records, 6/15/10, age 72
 Ray Chanuad, DEN director-communications, 3/3/04, age 85
 Dick Chouinard, DEN corp safety engineer, 11/8/05, age 74
 Gordon Christensen, SLC CHA asst treasurer, 8/17/04, age 80
 John Clark Coe, DEN vp-economic planning, 10/24/06, age 82
 Ralph Cole, DEN manager-passenger sales, 7/20/78, age 62
 Mike Conner, DEN staff manager, 2/29/00, age 63, lung failure
 Dallas Copen, DEN director-schedules, 2/2/05, age 67
 Jeffrey Corsiglia, Need info, 4/19/04, age 56
 Ted Couchman, DEN reliability analyst, 12/15/73, age 70, heart
 Edith Cummings, DEN, need info, 12/19/04, age 86
 Dick Cummins, station manager, 5/14/93, age 59
 Wally Dahl, DEN manager-line maint, 11/24/04, age 60, cancer
 Frank Davidson, DEN director-fuel & comm, 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-telecomm, 3/23/06, age 77
 Roy Deeming, DEN manager-avionics, 9/6/07, age 84, cancer
 Christy Denning, STL marketing rep, 12/13/79, age 32
 Ernie DeSoto, manager-system comm, 7/12/90, age 68
 Bob Dirksen, STL assistant manager, 11/8/87, age 52
 Jim Dixson, DEN vp-schedule&traffic, 10/12/06, age 84
 Donald A. Duff, Challenger president, FL vp, 11/14/52, age 47
 Ed Dunaway, DEN vp-marketing services, 12/8/99, age 62
 Bill Durlin, DEN vp-engineer & quality control, 8/1/08, age 82
 Lew Dymond, DEN 4th president, 7/28/08, age 88, pneumonia
 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 vp-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
 Carl Foster, 6/26/98, SLC DEN regional manager, age 75
 Oliver Frigon, DEN manager maintenance, 6/13/88, age 74
 Clarence Fuller, DEN director maint planning, 6/2/00, age 80
 Bob Galloway, DEN executive vice president, Oct86, age 52
 Eli Gallegos, DEN manager-maint admin, 2/9/05, age 82
 Charlie Gayles, DEN manager-maint planning, 8/8/81, age 25
 Ed Gerhardt, DEN vp public relations, 3/7/98, age 81
 Larry Gilbert, FSD station manager, 8/4/09, age 62
 Ron Gildea, regional manager, 3/20/90, age 62
 Marvin Glantz, DEN purchasing, 10/4/87, age 56
 L.E. Glasgow, GSWCN president, Nov83, age 79
 Tollie Graves, 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 agencies, 5/27/03, age 63
 John Griffiths, DEN director-properties, Apr85, age 71
 Elaine Cornelio Guinn, need info, 1/20/06, age 75
 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, DEN manager-special projects, 9/24/81, age 55
 Charlie Hirsig, LAR Summit Air, 1/15/45, age 34, a/c crash
 Paul Hult, TUS manager, 10/23/93, age 71
 Sylvia Hurt, need more info
 Tom Hushka, DEN senior buyer, 3/26/02, 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 maint, 5/10/99, age 61
 Wayne Johnston, DEN payroll manager, 12/6/64, age 26, auto accident
 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
 Georgie Kern, position unknown, 3/6/09, age 77
 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
 Errol Klein, DEN JAMTO manager & MKC sales, 11/23/08, age 71
 John Kosmicki, DEN manager-maintenance control, 10/18/06, age 81
 Gene Lamansky, DEN assistant treasurer, Jul78, age 49
 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
 Marv Larson, DEN director-accounting, 1/25/09, age 85
 Floyd Lauderdale, DEN manager of stores, Jul82, age 70
 Jean Lawless, DEN industrial nurse, 4/25/08, age 81
 John Leavitt, DEN security investigator, 5/31/06, age 88
 Mike Leonard, DEN director-marketing, 7/6/09, age 67, heart attack
 Louis Leverone, DEN chairman of the board, 3/15/57, age 76
 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
 Boyd Loucks, GSW crew schedule superintendent, 11/28/96, age 64
 John Love, DEN board of directors, 1/21/02, age 85
 Chet Lubben, DEN director of sales, 6/17/04, age 95
 Ron Macleod, DEN manager-traffic, 6/78, age 57
 Jeff Mahan, DEN GSW VP-Operations, 1960-1965, 10/13/06, age 83
 George Mailliet, 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, 9/23/90, age 64
 Tom McCartin, DEN vice president-materiel, 6/18/09, age 83
 Edwin McDonald, board of directors, 7/14/72, age 75
 James McEldowney, Arizona Airways co-founder, 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
 Merle Mennenga, DEN manager-radio overhaul, 5/13/08, age 76
 Glendora Miller, need more info
 Ray Minniear, DEN vice president-operations, 5/25/97, age 83
 Bill Mitchell, DEN vice president-sales & service, 4/5/90, age 71
 Mitch Mitchell, DEN operations manager, 6/22/80, age 59
 Nancy Hedrick Mitchell, MCI secretary, 8/22/00, age 53
 John Morgan, KCK manager-reservations, 7/17/03, age 64, heart
 Jim Moran, DEN board of directors, Jul83, age 61
 Dallas Mortensen, DEN director-quality assurance, 5/27/09, age 77
 Diane Lewis Moore, DEN senior buyer, 1/9/04, age 51, leukemia
 Jim Moore, DEN 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, GSW CN superintendent-stations, need info
 Bud Naylor, DEN vice president maintenance, 5/26/97, age 76
 Rocky Nelson, AZ Airways founder-president, 3/6/51, age 46
 Tim O'Connor, AZ Airways co-founder, 11/4/08, age 88
 Pappy O'Drain, DEN manager-properties/contracts 12/4/95, age 72
 Joe O'Gorman, DEN president, 8/10/02, age 59, heart attack
 Tom O'Neil, FL & RKO General board of directors, 3/14/98, age 82
 Al Olinger, DEN manager tech services training, 7/30/05, age 79
 Murray Parker, DEN security guard, 11/21/80, age 57
 Jim Pliler, DEN sales representative, 2/18/05, age 70
 Lenda Persiko, DEN FA manager, 11/28/07, age 86
 Karen Pollak, DEN executive secretary, 10/17/08, age 64, diabetes
 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, LAW ABQ station manager, 9/15/89, age 53
 Bob Rogers, DEN supervisor maint 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
 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 vp-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 admin, 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, 11/7/76, age 60
 Clark Terrill, GSW director-purchasing, 8/11/09, age 87
 Lowell Thomas, DEN board of directors, 8/29/81, age 89
 Sid Tolbert, ICT station manager, 12/5/72, age 37
 Stan Trudeau, DEN SATO manager, 10/29/74, age 37
 Lee Urquhart, GSW CN director-purchasing, 12/24/98, age 76
 Anne Vanderpool, COD security, 11/1/08, age 84
 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, 5/28/70, age 57

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

RYLAND RESIGNS (continued from page 10)

C o n r a d
 Blomberg,

Regatta Travel and president of the Rocky Mountain Chapter of ASTA, later noted in a newsletter that he interpreted Lunds remarks "as a green light (for agents) to sell Frontier."

Many agents had become leery of Frontier's future after an October memo from Ryland warning that if wage and cost cuts could not be effected, the airline might be liquidated. Travelers fearing that they might be stranded, like Continental passengers, when that airline filed bankruptcy a year ago, began asking travel agents not to book them on Frontier.

Betty Wilcox, World Vision Travel noted: "A lot of clients called and said 'We're not going to let what happened to Continental (passengers) happen to us. Please change our ticket.' That fear can be laid to rest now."

Lund went to great efforts to dispel the specter of liquidation. "I didn't accept this job to preside over its liquidation. I don't want to hear that word any more, and I won't talk about it." He later pledged, "Frontier Airlines intends to continue its present level - today, tomorrow, through the holiday season, and into the future of corporate profitability."

Another problem Lund must face in the near future is the wage and other cost cuts that must be faced in order to make Frontier competitive with other low cost airlines including Continental. The same press conference at which Ryland's resignation and Lund's appointment were announced, the question of cuts was raised by reporters.

M.G. O'Neil, chairman and CEO of GenCorp and board member of Frontier Holdings was asked: "What sort of cuts will you mandate to the unions?" O'Neil smiled and replied, "We don't mandate to unions, we negotiate with them."

Many employees concede that massive concessions may be needed to keep Frontier jets in the skies. And most are willing to negotiate with the company.

One way to assuage the pain of pay cuts might be an Employee Stock Ownership Trust (ESOT). And O'Neil addressed that possibility. "We may ask for a lot (of cuts) but only what we think is absolutely necessary. Like the employees, we (Frontier Holdings) want to maximize opportunities and job security. An unprofitable airline cannot do these things."

"One of the areas we are exploring with the employees coalition is the possibility of an ESOT. It is a procedure where Frontier borrows enough money to buyout all shareholders. ESOT has certain tax advantages which might make this a possibility. I might add, RKO and Frontier management are solidly behind this program."

Bouyed by the prospects of a workable ESOT and the leadership of a new president, most Frontier employees interviewed felt that the tremors that have shaken the airline so violently in the past few years might subside for awhile. At least long enough for the unions and other employees to see what direction Frontier will take under its new president M.C. "Hank" Lund.

Notes From FLolks

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

Is anyone going to continue the "We Remember" list? If so, I would be glad to provide a copy of the spreadsheet.



I have a new image to add to the Central Airlines group. I believe this one is by far the best of the bunch. It's another Convair 240 in the red and blue paint, but at a much better angle, and this is very clean and detailed. This one is dedicated not only to my granddad, (CN/FL pilot) Hal Grogg, but also my uncle Mitch, who passed away early last month. He was a huge inspiration to me, and he is dearly missed.

As I was going through the FAL obituaries I ran across another very familiar name: Gordon Bourland. Many, many years ago my uncle Mitch, uncle Tim, and my dad all pooled their money together and bought an Aronica Chief from a gentleman who lived out in Justin, Texas, who's name unfortunately escapes my recollection. Among only a couple of neighbors who lived near this gentleman, Gordon Bourland's hanger was right next door. It was then that I first met him, and at the time I was only about 14 or 15 years old. He was as kind a man as I had ever met, and I just knew he must have had quite a history in aviation. Some time later I had the fortune of bumping into him again while shopping at the grocery store I worked. Being more mature this time I felt more comfortable talking with him about his flying days, and upon seeing my interest in it he very graciously offered to teach me how to fly. Unfortunately I only got to take lessons for a short time due to both time and money deficiencies, which to this day are ever present.

Gordon had a hanger out at "Justin Time" airport (pre-Alliance days). I'm sure anyone who knew him knew of that beautiful red Waco, in which I myself had the privilege of flying in. In my eyes Gordon was a true pilot; a legend to be sure. He had once mentioned he flew for Central Airlines back in the grand old days, but being ever the humble and understated man he was, he failed to mention that he was THE pilot - seniority number ONE! I had no idea about that until I found him on the FAL Obituary page just the other day. He suffered a stroke a short time after I flew under him, and died some time later. Of all the people I've had the sincere honor of knowing Gordon was among the very top of the list.

-David Grogg, d_grogg@yahoo.com

(David is very talented and has sent a several CN/FL simulations which I plan to post on a webpage when completed. Some of them are already posted on the obituaries of CN/FL pilots.)

I would like to thank you for dedicating the Summer 2010 issue to my husband, Ken. As you know Frontier was his passion.

provide a copy of the spreadsheet.

It might interest you to know that when Ken and I got married in 1997, he did not know how to use a computer. I changed that in a hurry. Computers have been an important part of my life since 1972, back in the days of the mainframe. Ken was very interested in the various spreadsheets and databases that I created for various purposes, and asked if I would show him how to create one. He told me what he wanted, and so I created the original "We Remember" spreadsheet for him. Then I taught him how to enter the data and to make whatever adjustments he wished. He was a very fast learner and took over from there.

I do hope someone will continue where he left off. I have a two-car garage full of Ken's collections and thought they might be interested. My phone is 303-403-1494 (but be very patient, I have a very hard time, especially at first until I know to whom I am speaking.)

-Ruth Schultz, SchultzRK@aol.com

(I too hope someone in the DEN area can take over what Ken was doing. Contact Ruth if you're able to help.)

Here's my two year renewal, although some of us can probably relate to Tony Illich's remark about not even buying green bananas anymore.

I have Tex Searle's book and really enjoyed it. I learned about it from a retired Western/Delta flight attendant.

When asked I have to remember to say I was a flight attendant for the ORIGINAL FAL.

-Janamarie Key Dugle, F.A. 1961-1986, Delta, CO

Looks like my subscriptions about to run out. Didn't I just send a check? Like the old folks said, time just flies by.

Insurance man asked me the other day how long I planned to live. I told him 25-30 year more so you have to keep writing so will have something to read. That would put me past 100. Tony Illich wrote you that he didn't buy green bananas anymore. It's only a number and it's a good thing we don't know when it is up.

-Arnie Hadler, Pine AZ

I was just remembering the old days...the night we were cleaning the 737 in LNK and SSA Jim Ashley came running on board and right into the cockpit where you were in the captain's seat with microphone in hand yelling, "MAYDAY... MAYDAY... GRAB YOUR A&&... WE ARE GOING TO CRASH!"

LNK tower didn't think that was funny, but we all sure did. (except Ashley). You came out of that seat pale as a ghost.

-Gene Hoskovec, Glendale AZ

LOL, Yes, I was caught red handed for sure! Ash and I became good friends after that.

-Robert Walker, RKWalker5@aol.com

I remember those days sending load reports with only a 20 minute flt LNK-OMA and having to send maybe a couple atimes to get it right. (I wasn't a very good typer) and all the other agents headed for the coffee shop. You learned to be a good typer or read the teletype tape.

-Gene Hoskovec, Glendale AZ

Hope this note finds you and yours well and enjoying the good life in good old "Fatalburg". I still have fond memories of flying the old DC-3 into Drake Field as a young/green co-pilot. Seems like yesterday but was over 46 years ago. Anyway, just wanted

to thank you for all the good work you do keeping those memories alive for those of us that worked for one of the greatest little airlines ever!

-Jack Gibson, DOH 13Apr1964, Central emp# 2944, Frontier emp# 3113, caphootjeg@earthlink.net

Cal Reese phoned (623-566-3975) for a chat and he told me about how the DEN station was started and that he's now 83 years old. Before FL, Monarch had been handled in DEN by WA and CO handled Challenger. After the merger June 1, 1950 a group started up the station.

Participants included Elton Snoke, Jim Montgomery, Cal Reese, Jerry Fox, Bill Bates and John Carpenter. Cal is married to Chuck Demoney's ex-wife.

He hired Chuck whom he talked to recently and is not doing so well. Chuck was 71 last Jan and is having blood clots and other problems.

Cal talked about how he was the last sales service manager in PHX because they had a pilot/FA domicile and a res office behind the ticket counter. PHX was #2 in boardings on the system. Cal was the DEN manager earlier. Then FL pulled the domiciles and res office and the position was a station manager.

Cal sounded good and I encouraged him to jot down his memories as they occurred to him and mail them to me. He used to send me some great letters of reminiscence.

-Jake Lamkins, ExFAL@yahoo.com

After I sent you my article (in the Spring edition) about "The Golden Years of Flying", and how you did not have to be a member of the flight crew to enjoy reading it, the thought suddenly came to me that I could qualify as a flight crew member, because I was once a stewardess. Granted, only a short time, actually hardly any time at all, but it still counted, I think, at least it should have, right?

I don't remember all the details and that could be the result of the aging process as everything else is blamed on these days at my age! It was sometime in 1959 at Bismarck, ND:

The flight called in range, and the captain said the stew (still stewardess in those days) wasn't feeling well and would have to get off at BIS, and not continue the flight to MOT, and that would mean one of us station agents (that's what we were called in those days, before we got a little more sophisticated and became sales/service Agents and whatever else). Okay, which one of us would that be? I don't remember which one of us volunteered; in fact I don't think anyone did. I don't recall drawing straws, so what was the method of selection? It wasn't based on who was the oldest or the youngest, and for sure it wasn't who was the best looking one in a skirt!, so what was it?

I know you have all heard the word SENIORITY, or even better low on the Totem Pole, and who would that be; you guessed it - yours truly! I don't remember all the details, such as the flight no. and crew names (George Meshko's name comes to mind when I think of who the captain was, but not sure), not even the stew that I was replacing! Well the plane landed, the stew got off and I got on and away we went on my "big adventure" as a crew member and my inaugural flight as a Stew!

I can't say it was coffee, tea, or me as I went about my on-board flight duties. I don't think a wig and skirt would have made a difference. I don't think there were more than 3 or 4 passengers on board. Hopefully, I offered them something to drink. I do remember riding up front for awhile, which was a first for me and provided that birdseye view of things. On our

layover we went to the Airport Cafe and I remember having something to drink. I'm sure the captain bought it, after all I was just a lowly station agent, ha,ha! Then we were off for the return flight to BIS. I got off, the plane continued on and that was the end of my career as a member of the flight crew. One thing though, who became the stew after I got off? She may have felt better by then and got back on. Anyone out there remember the details on all of this?

P.S. When the day comes that I will join those who Flew West, will I be listed in two different categories?

-Jeff Mills, formerley of BIS & LNK, miss2mr@yahoo.com

(Good story, Jeff. Thanks for sending it. I've heard of other station agents required to do the same. Had an agent here in FYV and another in FSM who've talked of it. Station agents were routinely expected to anything and everything except fix'em or fly'em - a rule that was sometimes bent. I fixed a pesky warning light on a CV580 in JAC one summer by crawling into Pit 3 with a screwdriver and a headfull of instructions from the captain. We got it out 10 minutes late but the captain made it up and all 50 passengers made their connections in SLC. We felt pretty good about that. The alternative was a cancelled flight and 50 passengers up the creek as ALL flights were full during the summer at JAC except the scenic flights to WYS.)

Please give me information of sign up for newsletter. Frontier Emp No. 10062, Denver 1969 Station Agent, Gallup 1970 Station Agent, Omaha 1971-1973 Station Agent, Denver 1974-1980 Senior Agent - Supervisor- Asst. Manager, 1980-85 City Manager Durango, 1985 Manager - opened Rockford Ill.

-Ron Berg, talarosh@aol.com

I used to work for Tom Lamb at Frontier Airlines in Schedules and Tariff for many years. I acquired several large photos during that time and had them framed. I am interested in selling three of them and wondered if you would be interested in buying any of them or know of anyone who might be interested. The ones I have are as follows, they are all full color:

1. 737/33 by Richard R. Broome, 26-1/2" by 32" including frame, Red and White
2. Convair 580 by Richard R. Broome, 22" by 24" including frame, "End of an Era", Red and White
3. 727, 21-1/2" by 17", Blue and White

I look forward to hearing from anyone interested.

-Hazel Pender, hpender1@msn.com, (303) 366-0351

Here is a Captain Bert Hall tidbit that you might be able to use. Bert Hall was the captain on Challenger flight 2 from Denver to Billings on that morning in 1947. I was the agent on duty in Cheyenne. The inbound radio transmissions went along these lines ... "Cheyenne, Challenger 2 Lone Tree at 06, 7500 VFR estimate on the ground at 16" "Roger Challenger 2 Lone Tree 06, 6500 VFR on the ground at 16" "Monday, I said 7500 not 6500. We are in an airplane not a submarine" I had listened but not heard Lesson learned.

-Bill Monday, BandBMonday@comcast.net

My wife and I have relocated to the Orlando area and will be moving into our new home within the next few weeks. My MS is in somewhat of a holding pattern with all these new drugs, and the winter season will be much more palatable than up north. I still think about the old FL on a daily basis and miss the old days. However, each day brings a new experience and life is pretty darn good.

-Kevin Porreco, KevinPorreco@Gmail.com

New Stewardesses for Frontier



Denver Post Photo.

Irene Replagle, chief stewardess and supervisor of Frontier Airlines passenger service, inspects ten new stewardesses in their smart new brown uniforms Wednesday before the girls took off to take their stations in various reaches of the Rocky Mountain Empire. They are part of the more than twenty stewardesses employed recently by the airline to staff Frontier flights from Canada to Mexico. The girls are (top, left to right) Joyce Hedges of Courtland, Kan.; Shirley Folkerth of Greenville, O.; (second row) Helene Schulte of Burlington, Ia.; Betty Snyder of Woodstown, N. J. (third row) Jane Roney of Devon, Pa.; Patricia Connell of St. Joseph, Mo.; (fourth row) Rose Marie Korsak of Manchester, Conn.; Lucille Mallan of Austin, Minn.; Bessie Couzin of Denver, and Donna Mans of Menkato, Minn.

I am finally getting around to sending a few of the pictures I told you I had! Hope you find some of them suitable for publication. They are copies so there is no need to return them. Can send more if you would like them. I loved the DC-3.

I started in Aug 1950 fresh out of a commercial modeling and stewardess school. FL put me on the line without any company school training which did not exist then. I quit in Jun 1960 to get married - I was DEN chief stew at the time. Had to quit because stews weren't allowed to be married then. The stew on the 1957 PHX accident had asked me to trade but I was unable to for some reason I don't remember.

This photo was sent to me by an ex-stew in Sheridan, Wyo, arriving 2 days before my 81st birthday. It was great to hear from her after about 6 yrs. She is Bess Cousins & she didn't fly very long (opted to get married instead). Irene Replagle was chief stewardess & Ellie Bastar was #1 in seniority.

I promised I'd send you a story or two. At least one pilot (I think ex-Navy) did not believe that women or ladies should be allowed to work on an airplane. So we had to slide the flight papers under the bulkhead door. We were not allowed in the cockpit except to access the commissary. We felt lucky if we were allowed to ride into town with him. He was an excellent pilot.

We had a 3 day over-night trip - DEN ABQ, ABQ - SLC & SLC - DEN. The captain brought along his wife. The hotel in ABQ had an elevator and operator. When we got on the elevator, the captain told the e. operator, "This is my wife." The elevator operator answered, "That isn't the same one you had here last week!"

-Donna Mans Gens, Lake Crystal MN

(The 1957 PHX accident was when a DC-3 clipped a mountain, lost the end of a wing and landed safely in PHX with no injuries. The May 1959 article Donna sent says she started as a DEN stew in Aug 1950. This makes her the earliest FL stew with whom I've had contact. FL's first stew class graduated Nov 3, 1952. So, it seems stewardesses got "on-the-job" training until then.)

I am going to help Carolyn this year for our 25th picnic and I need each of you to help me .. many of the e-mail addresses I have are outdated and will come back to me so please help.. as the years pass so do the numbers.. We are not getting any younger.. and personally I have found that one or two days of pure joy of seeing my friends again.. is worth every effort made.. I want to see you all again. Please help.. Bev /Judy/Diane and myself will join up with Carolyn's team to make this the best yet.. Dates and place will be sent out.. but now I need help..send addresses or e-mail addresses.. we all keep in touch with someone from the FLfamily.

-Eric Mason, ejm1147@hotmail.com

I worked in JAC for a couple of years in the mid seventies. I started in 1970 at CYS, was laid off 3 times, and ended up at MSN after many stops in between, too many to bore you with.

After the demise I had a couple of jobs but eventually went to work for UAL in 1988 as a part time CSR in Madison. Wanting to get out of customer service, I filled an opening in PDX as a full time load planner. About 5 years ago UA centralized their load planning, so I have been reduced back to part time again. I have some serious issues with these bastards and can only hope the merger with CO may change things (I'm not holding my breath though). It's been a crazy ride! Who would have thought FL, UA and CO would eventually come together!!?

-Tom Wassertheurer, buckyfan@verizon.net

Thanks a lot for your good work. Nice dedication to Mr. Schultz last issue. Quite a shock to see printed obit and pic od TCA Mark Tassler, even after seeing the news on your website.

-Jim Kyte, ety1200@hotmail.com

(Jim's biz card said United Airlines Managing Director - Airport Operations and Cargo, Pacific, Tokyo Japan. Jim started as a FL station agent and held a variety of jobs in a lot of places - LBL GCK LAA VEL RKS WRL JAC GEG RDD CEZ LAX DEN - and went with UA after the bankruptcy.)

I have been thinking of Captain Ev Aden lately and some of the crazy things he did . If you were ever in FMN in the late 50s or early 60s you will remember that there was only a 4 ft. fence with gates in it to let the passengers on board the planes. One day Captain Aden flew into FMN and while I was parking him I noticed something strange but was too busy giving parking signals to realize what it was. I got him parked and gave him the cut off engines signal and when I looked up he had rolled back the cockpit window and was sticking his head out. He had on a world War 1 flying cap, complete with goggles and white silk scarf. He raised up the goggles and hollered "Is this FMN

Captain Aden retires



A LONG AND COLORFUL AVIATION CAREER ended in May with the retirement of Captain Everett L. "Ev" Aden after flying 35 years with Frontier and its predecessors. Aden, the number one senior pilot with Frontier, is well remembered as the pilot of the Christmas Eve Flying Cross from 1946 to 1959, flying over Denver with a neon cross attached to the underside of a DC-3. Aden is now working in Frontier's pilot training department.

or am I lost again?" There was about 30 passengers on the other side of the fence from me waiting to get on his plane. I did not know whether to S--T or go blind. As it turned out they took it as funny and none of them cancelled their flight .

THOSE WERE THE DAYS WHEN THE AIRLINES WERE FUN !

-Oliver Hobbs (OKIE or OLLIE), zhobbs6799@yahoo.com
(Ev was indeed quite a character. He wore that WWI flying cap on his last flight when he retired in 1981.)

I just found out about the FL website from Jim Holbrook. The first thing I looked at was Mojo's vast collection of DEN ramp pictures, and it was almost as if the last 24 years had not occurred.

Six months after FL, I went to work for CO in their mail and A/F section. I was the comat coordinator the last year or so. After 2/1/2 years, I finally got a real job and in Feb of this year retired as a parole officer with the Colorado Dept of Corrections.

I helped open the TOL in 4/79; was there a year then helped open HOU; was there a year then came to DEN as part of the crew that was operating the people movers for planes at remote gates.

As you may remember, the carpenters strike and PATCO strike changed FL's plans. In DEN, I worked both in operations and customer service, doing various duties in both positions. Those were the days!

-Paul LaPrad, flyboy37@comcast.net

My name is Connie McAlister, Emp# 13509.. I was hired in Lincoln, NE Oct 1977 as Station Agent...Transferred to North Platte, NE in 1978. Got cut in 1981, moved to Denver as a senior station agent until 1986. Went to Continental Airlines in 1986 and retired after 21 years .

Just returned from Hawaii yesterday. I go over in July and house-sit for Judi Fenton-Plumer each year while they come to the mainland to see their parents. I spent 3 weeks over there.

Judi gave me her copy of your newsletter to read on the airplane. I will be sending you a check so you can start sending me the newsletter. I really enjoyed it. The article on Mark Tasler was great. He was one of my best friends at Frontier. He took my place in LNK when I transferred to LBF.

MoJo sure did right with the DEN ramp pictures. I talked to her once when I was working in IAH, haven't heard from her. Tomi Parr was asking about her at the DEN reunion this year...A great picnic! Hope next year is good. I'd like to make your FSM some time. Do you know Bobby Walker? Would like to see him. Worked with him in LNK. Rusty Lambert was telling me about your picnic.

Johnnie Jones hired me in Oct 1977 in LNK. Transferred to LBF in 1978 & then to DEN as a senior agent in 1981. Went to CO in 1986 (DEN). Transferred to IAH 1995 - transferred back to DEN 2001. Worked cargo in DEN until I retired Feb 2008. The dog and I live high in the Rocky Mountains. We live at St. Mary's Glacier about 13 miles from Idaho Springs, CO.

-Connie McAlister, CJMCALISTER69@yahoo.com

The last few months before the FL/CN merger there was a ballgame contest between stations to see which station had the better boardings increase. COS, FYV, GLD were on one team and there were several teams involved.

COS was the winning station and arranged an excursion to Cripple Creek, CO. Attendees included Jim Shores, Jim Moore, Arnie Winham, Chuck Murray and Lamar Muse.

Here is a 1981 news release I found in some of my old FL stuff that I thought you and the others might enjoy reading:

FRONTIER AIRLINES HISTORICAL HIGHLIGHTS COLORADO SPRINGS, COLORADO

Frontier inaugurated air service into Colorado Springs on November 27, 1946. Cities served from Colorado Springs were Denver, Pueblo, Canon City, Monte Vista/Alamosa and Durango. The coach class fare from Colorado Springs to Denver was \$3.30 while in November 1981 the fare is \$57.00.

Frontier's flights from Colorado Springs currently link 86 airports in 27 states--including one out of every four airline terminals in the U.S.--plus Canada and Mexico.

As of November 16, 1981, Frontier boarded 863,498 passengers in Colorado Springs. (Service was suspended from 1952 through 1962) Frontier has 18 employees located in Colorado Springs. The most senior employee, Harold Hopkins was hired March 21, 1955. All totaled the employees in Colorado Springs have 262 years of service with the Company.

In 1981 Frontier will spend in Colorado Springs approximately \$875,000. This includes local salaries, airport space rental, landing fees, fuel and other services provided by local companies.

-Harold Hopkins, Hoppyspumps1@wmconnect.com

(Thanks for the article. I didn't know we dropped service to COS for 10 years. What was the reason? I still have the FYV trophy from the 1967 contest you mention. We all got new watches from the contest.)

A DAUGHTER'S TRIBUTE

(Lyle Anderson was a reservations agent & supervisor 1963 - 1986 who died July 26, 2009. Lyle was an extraordinary man in many ways, not the least of which was being a great father.)

Hello to everyone who knew my father, Lyle Anderson. First, I would like to thank all of you who chose to write about your personal encounters you have had with him. Everyone who reads this note needs to know how special and comforting each testimonial has been. It has truly helped all of us to move forward in our lives, while still being keepers of his memory. On behalf of the Anderson family, we thank you!

As his daughter, I cannot express in words how lucky I was to have such a great man and role model as a Father. His consistent moral compass has made me into the woman and mother I am today, and for that I will always be grateful.

When I was a little girl, one of the most prominent memories I have with my Dad were simply the times that he would work all night at Frontier and still find time to do fun things with my brother Terry and me. We would go to the city park and feed the ducks, or water ski at one of the local Denver lakes, or even deadhead rental cars from all over the country.

Ah, the things we learned on the road trips—like how to throw a bottle out the window and hit a sign dead-center, while going 70 mph (and many other valuable life lessons). He was a man of many talents but he knew best how to always have fun.

Travel, needless to say, was in my father's blood, and our flying privileges were not wasted in the Anderson Family. The world was our playground, and we were exposed to more than what most people see in a lifetime.

He also taught my daughters and me what to look for in choosing a good man by being the wonderful husband he was to my Mother. I believe his good example will carry through for generations to come.

He had a gift of lovability. He had a genuine compassion for all living things that was obvious to anyone who met him. He had a passion for all of the Colorado teams, and I believe he is still watching and cheering his Broncos on at every game.

I am so blessed to have had a father who was so loving and gentle, yet strong when he needed to be—a father who always put his family first. He enjoyed life and charmed all those he met. I share with you now a letter to my Father:

Dear Dad, Here it is, Sunday the 20th of June, my first Father's Day without you. I can't tell you how difficult this year has been getting through all of these "firsts" without you.

We got through Christmas and the birthdays. You would have been so proud at your granddaughter's college graduation. She graduated with the highest honors and was a beautiful sight. We missed you terribly.

I miss our frequent phone conversations talking about your latest project, my flying drama, advice on fixing something or planning our next venture. I miss all of your visits to Chicago and I will forever miss my cooking partner.

You were a master in the kitchen and king of flare on the Weber grill. I learned from the best. I just want to just say thank you for everything you have given me my entire life.

The tangible things, yes, but also the learned things that one can never put a price tag on. Somehow you and Mom raised Terry and me knowing we were your priority. We were special and important, and it never went unnoticed.

I saw and felt the sacrifices you made and the things the two of

you accomplished. Growing up it was a "given" that you made me believe I could do no wrong. Looking back, I know I made some mistakes, but you supported me always.

It wasn't until I was in my twenties that I realized you were not just my parent and my father, you were also my friend - staying with me always in silent, undying support. Happy Father's Day, Dad! Thank you for being the best dad ever, a stellar human being, and the loving husband that you were to my mother. You are my best friend, my champion. Dad I need you to know I love you so very much and always will. I miss you. Your daughter,
-Sheri Anderson Diehl, West Dundee, Illinois
 (Tragically, Lyle's son Terry died three months after his dad.)

AIR MAIL RECORDS

Just prowling around the internet and came across these great websites. They feature records of airline first flights carrying air mail. Every airline was awarded a Contract Air Mail number which entitled them to carry mail which often paid the bills in the early days.

These websites itemize all the first flights of FL's four predecessor airlines. Each includes the date, the cities and the captain's name! Some great and hard to find FL history here.

<http://www.aerodacious.com/ccAM093.HTM>

CAM 93 was Arizona Airways who never exercised the authority, it appears. FL operated CAM 93 through 1951 then merged it into CAM 73.

<http://www.aerodacious.com/ccAM074.HTM>

CAM 74 was Challenger Airlines

<http://www.aerodacious.com/ccAM073.HTM>

CAM 73 was Monarch Airlines which became FL's CAM

<http://www.aerodacious.com/ccAM081.HTM>

CAM 81 was Central Airlines

I put these websites in my favorites. They make terrific FL references.

-Jake Lamkins, ExFAL@yahoo.com

PHONE TRICK

Ignore your area code and use only your seven digit phone number. Best to get your calculator for this

- 1) What are the first 3 digits of your phone number? (do NOT include the area code)
- 2) Multiply by 80
- 3) Add 1
- 4) Multiply by 250
- 5) Add in the last four digits of phone number
- 6) Add in the last four digits of phone number again
- 7) Subtract 250
- 8) Divide by 2.

The result should be your phone number.

Explanation (*You may want to skip this part.*) This is a little algebra problem. Let X denote the first three digits of the phone number and Y the last four digits. Then let's take the calculations a step at a time.

- 1) X
- 2) 80X
- 3) 80X + 1
- 4) 250 (80X+1) or 20,000X + 250
- 5) 20,000X + 250 + Y
- 6) 20,000X + 250 + 2Y
- 7) 20,000X + 250 + 2Y -250 or 20,000X + 2Y
- 8) (20,000X + 2Y)/2 or 10,000X + Y

Thus, no matter what your phone number is, the final number



WYOMING SPEED LIMIT SIGN!

will repeat your phone number. The 10,000 multiplier is needed to move the first three digits over four decimal places).

[-http://www.niehs.nih.gov/kids/brnumber.htm](http://www.niehs.nih.gov/kids/brnumber.htm)

A New Frontier For People Express

(From the Oct 21, 1985 Newsweek magazine)

In 1983 Texas Air president Frank Lorenzo put a subsidiary, Continental Airlines, into bankruptcy to void its union contracts. That maneuver ultimately helped to make Continental profitable, but it gave Lorenzo a union-busting reputation that's become a major liability. In September he lost a bid to buy Trans World Airlines, in part because TWA's unions backed rival bidder Carl Icahn. Last week Lorenzo lost again when People Express outbid him for Frontier Holdings, the Denver-based parent of Frontier Air. Once again, union opposition helped beat him.

The bidding began this summer when a coalition of Frontier unions offered \$17 a share in a plan to take the company private. The board accepted, and Frontier began selling off airplanes to raise cash for the deal. But then Lorenzo came in with an offer of \$20 a share. The unions, though, were opposed to Lorenzo, and the Frontier board feared that Lorenzo would hit anti-trust problems: Continental and Frontier serve many of the same cities. Union and management officials began to search for another bidder. On Oct. 1 Frontier approached People. People's price of \$24 a share, a total of \$300 million, was accepted a week later.

The deal would make People the nation's fifth largest carrier (by number of passengers) and give it a solid foothold in the West. And it may be a bargain: Frontier's cash on hand reduces People's real cost to about \$95 million. But Frontier, which hasn't made money since 1982, needs a major overhaul.

For their part, the unions will get job security in exchange for wage concessions. Yet they may ultimately find People to be a false savior. People chairman Donald Burr, who served under Lorenzo at a forerunner of Texas Air, has described unions as "pretty bad things. They're animalistic."

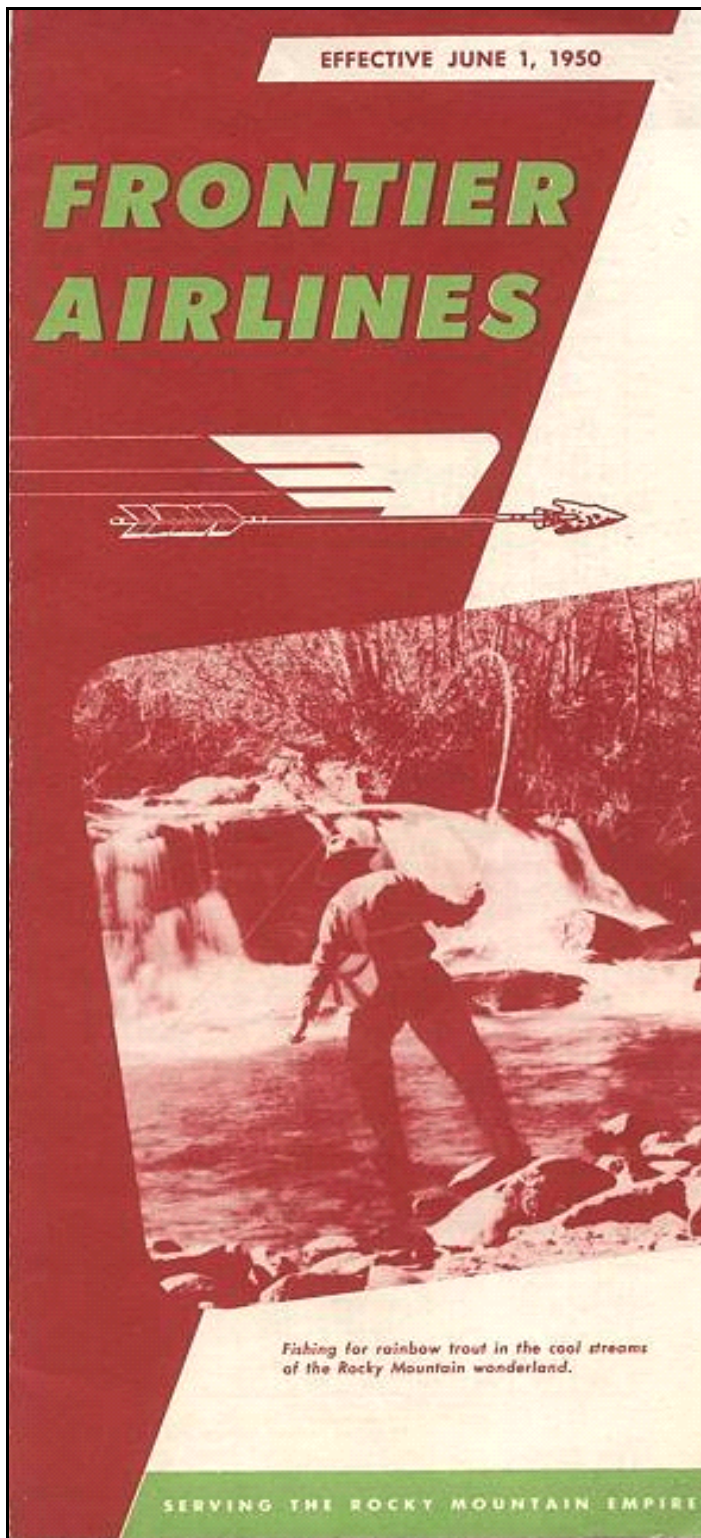
WISH TO FIND

Ruthanna Madden Ruehle (1950s stewardess) married FAL pilot W J Ruehle, moved to So. Cal.

Contact Donna M Gens, P.O. Box 405, Lake Crystal, MN 56055, 507-726-6214.

Frontier Holdings, Inc. 

Glen Ryland created Frontier Holdings, Inc. in 1982. It had four divisions: The Frontier Development Group, which entered the mail order business; Frontier Horizon, which provided cut-rate service by using non-union labor; Frontier Leaseco, which handled the leasing and purchasing of aircraft and large equipment; and Frontier Services, which ran support services related to aviation and travel.



THE DEMISE OF TIMETABLES

The December 2009 issue of AIRWAYS magazine has an interesting article titled The Demise of Airline Paper Timetables. It notes how technology has made them increasingly irrelevant as internet technology advances and broadens in the aviation field.

In a related development the Jeppesen materials are largely computerized now making it unnecessary for pilots to lug the manuals around with them. A FL timetable dated Jul 19, 1963 accompanies the article. The article closes by referring readers to two internet websites about timetables - www.airtimes.com

and timetableimages.com - both of which have large FL timetable collections.

FL timetables are a rich source of historical material. They tell cities served, equipment used, scheduled arrivals/departures, when service has been dropped and when it has been started, etc.

FIRST FLIGHT AT MONTROSE

(Small towns were Frontier's bread and butter from the beginning. It's interesting how service developed at one such town.)

As early as 1913, airplanes were landing atop Sunset Mesa (Hogback), but the first official airport in Montrose opened on Sept. 11, 1928, with the first airmail flight from western Colorado. Letters were postmarked here at 12 noon, sent to Pueblo where they were postmarked at 3 p.m., and returned to Montrose by train.

The airport on Sunset Mesa had severe problems with up and down drafts, sometimes making landings and takeoffs difficult or even impossible. Talk for acquiring a new site began in the early 1940s, but World War II put those plans on hold.

After the war, several people made the suggestion to acquire the Jack Bethel-Bill Naff Airport near the north edge of the city close to the present airport.

In March 1946, Ray Wilson Inc., (later changed to Monarch Air Lines) was authorized to serve the area between Denver, Salt Lake City and Albuquerque with passenger air service, with a stop to be made in either Montrose or Delta. The race was on between the two cities to see which would hold the distinction of being chosen for the airport location.

Delta City Council set up an advisory board who suggested that the city enter a contract with Starr Nelson for purchase of an airport. Bonds would be repaid with taxes.

A joint meeting of the Montrose City Council, Montrose County Commissioners and the Airport Committee of the Chamber was held in City Hall on June 13, 1946.

It was agreed that an attempt be made to secure the Bethel-Naff land as soon as possible. The land was adjacent to the Civil Conservation Corps (CCC) camp which was given to the city that July by the Bureau of Reclamation.

The 20 by 120 foot CCC building could be used as the administration building. It would include an airport office, ticket office, baggage space and rest rooms. A part of the building could be remodeled for an apartment for the airport manager.

The Sunset Mesa airport would be abandoned and all the equipment moved to the new site.

In the meantime, the Delta mayor stated that he felt that Montrose was the place for Monarch Air Lines and his election platform stated that he would not buy an airport.

Apparently the city council agreed with him, much to the chagrin of the Delta Chamber of Commerce and businessmen.

On Oct. 17, 1946, Montrose informed Monarch Airlines that the airport was finished and a United Air Lines DC-3 had already used the field.

In addition to the administration building, the airport now contained a 36- by 120-foot hangar, two warmup mats at each end of the 6,000-foot dirt runway, marker lights, a taxiway and apron.

Aug. 15, 1947, dawned clear and warm. The limp air sock dangled from the airport hanger, welcoming the DC-3-C that was approaching from the east, letting down from its cruising altitude high above the Black Canyon of the Gunnison.

It crossed the outer boundaries of the Montrose Municipal

Airport to land at 8 a.m., greeted by the cheers of an excited reception committee. Onlookers could distinguish the name "Monarch Air Lines" in rich green along the silver fuselage.

That first westbound plane, Flight 121, was piloted by Captain William O'Meara, assisted by First Officer Dick Hoffman. On board were G.S. Kitchen, Monarch Air Lines Traffic and Sales Manager, Dick Vigil and Don Dickey of the Denver Post and one passenger, a man named Reed.

On April 17, 1950, Monarch Air Lines merged with Arizona Airways and Challenge Airlines to form the new company, Frontier Airlines, which continued to serve Montrose.

-Montrose Press on July 7, 2008

MORE ON MONTROSE

Although Montrose had the distinction of hosting the first air mail flight on the Western Slope in 1928, regular air service to the city would have to wait another 20 years, following the end of World War II. The first landing strip in the area was located west of the city on Sunset Mesa, a flat-top formation rising several hundred feet above the Uncompahgre River. Postmaster William D. Asbury was convinced that airmail was the opportunity wave of the future and personally put up funds to lease the ground on Sunset Mesa for an airport. Shortly thereafter, the airfield was moved to its present location north of Montrose in the late 1920s, setting the stage for larger planes to land and take-off.

After the war, Denver-based Monarch Air Lines began regular air service to the Western Slope with a flight from Denver to Durango, Colo. In November 1946, utilizing a fleet of war surplus DC-3s (known as C-47s in the U.S. military), the airline set its sights on the previously untapped Rocky Mountain region under the wing of FW Bonfils of the Denver Post family and Ray Wilson, a private flight instructor in Denver.

Montrose residents, with a taste of the potential for commercial and passenger air travel, eagerly awaited their own daily departure schedules in and out of the city. It took approximately 15 months of planning and upgrades before Monarch Air Lines could begin service to Montrose.

On Tuesday morning, August 12, 1947, a DC-3, 24 passenger twin-engine Monarch plane made its official "proving run" descent onto the Montrose airfield.

Aboard the airliner were officials of the Civil Aeronautics Administration, the U.S. Weather Bureau and Monarch Air Lines. Several of the passengers commented that the Denver to Grand Junction flight via Montrose was the most scenic trip they had ever been on, flying over the depths of the Royal Gorge and Black Canyon of the Gunnison. The slogan, "Scenic Skyways of the West", reinforced the company's goal of providing a means to travel and experience the Rocky Mountain region.

Nearly 100 people including Mayor Pinkstaff and other city and county officials, were on hand to greet Montrose's first regularly scheduled flight on Friday, Aug. 15. The Daily Press reported, "Under clear skies, warm sun and a limp air sock dangling from the airport hangar, the first big plane on a regularly scheduled flight settled down on Montrose's airfield at 8 a.m."

The DC-3s, which had revolutionized air travel in the 1930s and 40s, were well equipped to handle flights over the mountains using state-of-the-art navigational systems of the time. One-way passenger fares were advertised: Montrose to Denver, two hours, \$10.80; Montrose to Grand Junction, 25 minutes \$3.40; Mon-

DEC 1953



Montrose is one of the most recent cities to put the finishing touches on a new terminal building. The lobby is in the center and Frontier's offices are on the right. While the new building is now being used, formal dedication will not be held until sometime next spring.—(Daily Sentinel photo.)

trose to Salt Lake City, three hours, \$17.15; Montrose to Albuquerque, four hours, \$26.70.

The impact of regular air traffic in and out of Montrose was felt almost immediately. The economic impact from Monarch Air Lines service was described in the Sept. 10, 1947 edition of the Daily Press, "More than 100,000 pounds of premium Palisade peaches were saved from discard because of quick ripening by the new Monarch air freight service. Western Slope produce firms said the excess of 100,000 pounds of peaches saved by air transportation would equal a train carload and was worth several thousand dollars."

At a special meeting of the Montrose Chamber of Commerce, Gerald Kitchen, general traffic and sales manager for Monarch Air, noted that the volume of air freight moved by the airlines in and out of Montrose had already been considerable and included everything from perishable merchandise to fresh cut flowers and machine parts.

Monarch Air Lines continued to serve the Montrose area for the next three years until the company merged with Arizona Airways and Challenger Air Lines to form Frontier Air Lines. Monarch had 5 DC-3s in its fleet at the time of the merger.

For local residents, the airline had opened up a fast, efficient and dependable mode of transportation, linking them with destinations near and far.

-FARPA newsletter in May 2009

(FL introduced 737 service to MTJ on June 1, 1982. By June, 1984 MTJ was served by FL Commuter CV580s and in 1985 we no longer flew there. Many think FL's demise started when we began pulling out of the small communities on our route system. Today

MTJ terminal has a nifty, informative display with models of FL aircraft and a history of our service to their community.)

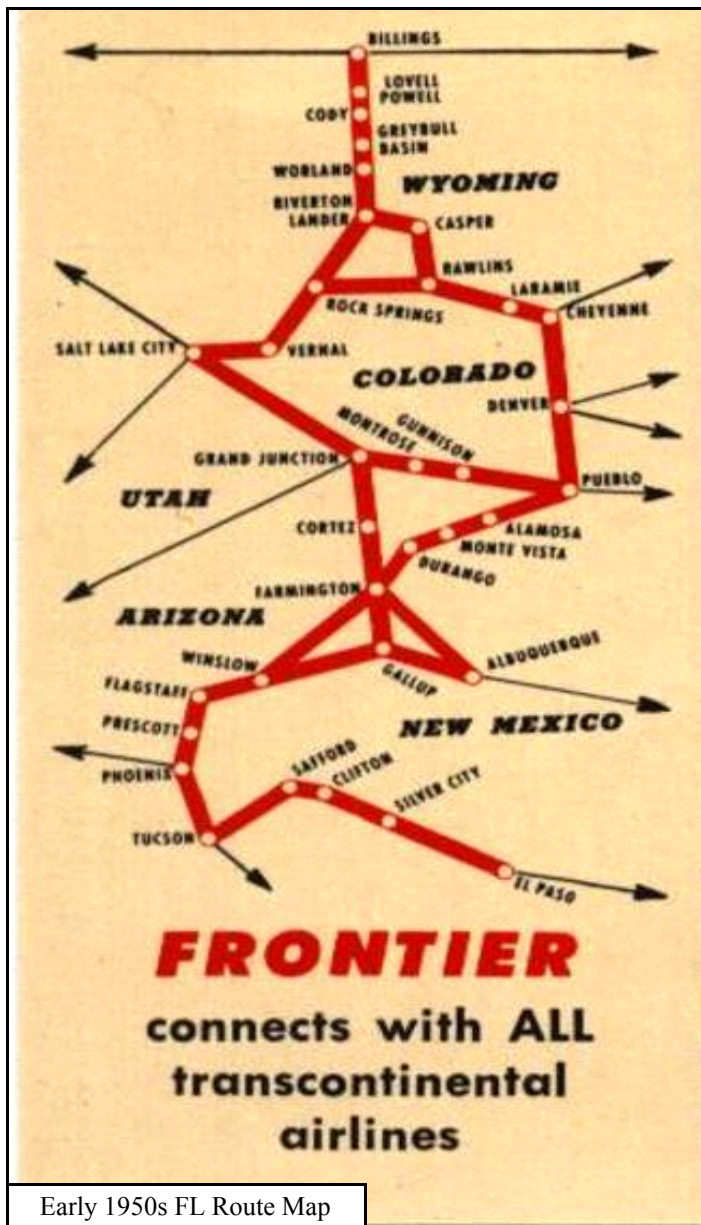


AN EARLY FRONTIER HISTORY

(This article from Dec 1951 was found in an internet newspaper archive with no newspaper name given.)

For many years north and south transportation throughout the Rocky Mountain Area has been a matter of grave concern to the travelling public, as well as public officials. While there was a great deal of complaining, little was done to improve the situation until a few men who had vision and faith in the future of the great Rocky Mountain Region conceived the idea of establishing north-south air service.

Ray Wilson, one of aviation's pioneers and nationally known figure in aviation circles, applied to the Civil Aeronautics Board for permission to operate an airline on a scheduled basis in Colorado and New Mexico, with main terminals in Denver, Salt Lake City and Albuquerque. At the same time, another one of the West's pioneer airmen was visualizing the same type service, for Wyoming, with its main terminals in Denver, Salt Lake City and Billings. This man was the late Charles Hirsig, II. On March 28, 1946, Ray Wilson, Inc., was granted permission to operate air mail route 73, and on that same day Charles Hirsig was granted permission to operate air mail route 74.



Early 1950s FL Route Map

On June 25, 1946, Ray Wilson, Inc., was changed to Monarch Air Lines, and on February 7, 1947, Summit Airways of Mr. Hirsig's company was changed to Challenger Airlines. These two companies operated as Monarch and Challenger airlines, respectively and independently, until the consolidation of the two companies on June 1, 1950, when the merged organizations became Frontier Airlines.

The first actual operation started on October 27, 1946, with one round trip a day between Denver and Durango, a total of some 600 daily miles. Service between Albuquerque and Salt Lake City was inaugurated on January 17, 1947, with one round trip daily. On February 1, 1947, the second Denver-Durango round trip was added, and on March 15, 1947, the second round trip between Salt Lake City and Albuquerque was put into service. On May 3, 1947, service between Denver and Salt Lake City, through Wyoming points, was started and was followed on June 10, 1947, with the inauguration of Billings-Salt Lake City service. On August 15, 1947, service between Denver and Grand Junction was inaugurated.

On February 10, 1947, Mr. H. S. Darr, now Frontier's President, assumed financial control of Monarch Air Lines. On March 2, 1947, Challenger Airlines was reorganized and Mr. D. A. Duff, a veteran airline executive, became president. From this time until the merger, both companies continued to show considerable progress in operating techniques and in revenue.

February 15, 1949, service to Casper, Wyoming, was inaugurated, and on August 1, 1949, service to Vernal was started. The two companies continued their program of orderly development, and in the early part of 1950, were granted permission to purchase Arizona Airways, which had never actually started operation. On June 1, 1950, service to points in Arizona was integrated into the services of the two other predecessor companies and the entire airline became known as Frontier Airlines. Frontier has grown from an airline of 600 daily scheduled miles to its present size now flying 12,763 daily scheduled miles.

PILOT STORY

This is pretty neat description of aerial combat. Kill'em and Eat'em! It came from a gent who runs a 2000 acre corn farm up around Barron, WI, not far from Oshkosh. He used to fly F-4Es and F-16s for the Guard and participated in the first Gulf War.

His story: I went out to plant corn for a bit to finish a field and witnessed The Great Battle. A golden eagle - big, with about a six foot wingspan - flew right in front of the tractor.

It was being chased by three crows that were continually dive bombing it and pecking at it. The crows do this because the eagles rob their nests when they find them.

The eagle banked hard right in one evasive maneuver, then landed in the field about 100 feet from the tractor. This eagle stood about 3 feet tall. The crows all landed too, and took up positions around the eagle at 120 degrees apart, but kept their distance at about 20 feet from the big bird.

The eagle would take a couple steps towards one of the crows and they'd hop backwards and forward to keep their distance. Then the reinforcement showed up.

I spotted the eagle's mate hurtling down out of the sky at what appeared to be approximately Mach 1.5. Just before impact the eagle on the ground took flight, (obviously a coordinated tactic; probably pre-briefed) and the three crows which were watching

(Continued on page 27)



FRONTIER NEWS

VOL. 16 — NO. 1

Published by Frontier Airlines

FEBRUARY, 1967

NET EARNINGS IN 1966 UP 36%



CHANGING TRENDS TOWARD larger, more modern aircraft is evident with Frontier Airlines as a lone DC-3 (upper left) sits on the outer apron at Stapleton International Airport waiting for flight time. This is in sharp contrast with the carrier's two 600 mph Boeing 727 aircraft (lower left, upper right) and five of 18 jet-prop Conqair 580's. Each day at noon, these aircraft converge on Denver for passenger and cargo connections.

Frontier Airlines, completing its twentieth year of service, had its most profitable year in 1966. Net earnings of \$1,742,000 for the year were announced by Lewis W. Dymond, president and chairman of the board.

Operating profits of \$3,489,343, up 42%, were realized on total revenues of \$30,896,986, which were up 27% over 1965. Passenger revenues for 1966 totaled \$23,010,369, up 41%. Cargo brought in revenues of \$1,464,680, up 33%, while federal subsidy declined \$1,293,588, or 20%. Total expenses amounted to \$27,407,642, up 26% over 1965.

Earnings per share based on stock outstanding December 31, 1966, amounted to \$1.26 compared to earnings of \$.93 per share in 1965.

The importance of Frontier's efforts to attain a subsidy-free operation is reflected in financial results

which would have been recorded for 1966 had the subsidy figures remained at the 1965 level. If total subsidy dollars remained constant, Frontier's 1966 earnings would have been \$2,542,230 or \$1.83 per share. Had the subsidy per mile flown remained constant, the earnings would have been \$3,271,042 or \$2.36 per share.

The carrier also introduced the first two of its 99-passenger Boeing 727 jets and built its jet-prop Conqair 580 fleet to 18 aircraft.

A 5% stock dividend was declared by Frontier's Board of Directors at the Winter Quarterly Meeting held in Phoenix. The dividend is payable to stockholders of record on February 10, 1967. This is the fourth stock dividend paid by Frontier in the last four years.

**PASSENGER
TRAFFIC UP 52%
STORY ON PAGE 8**

SERVICE AWARDS



20 YEAR SERVICE PINS —

January

Buckingham, C. H., Operations Manager, DEN
Penley, D. C., Station Agent, MTJ
Seamster, J. O., Mgr. Res. Training, DEN

February

Beardsley, C. A., Captain, DEN
Markwart, R. I., Captain, DEN
Reese, C. E., Mgr. Sys. Baggage Service, DEN

March

Geltman, G. C., Captain, DEN
Kettler, J. L., Captain, DEN

15 YEAR SERVICE PINS —

January

Broome, O., Id. Aircraft Technician, DEN

February

Emmons, G. R., Sales Service Mgr., LNK

March

Bendickson, I. D., Sales Service Mgr., BFF

10 YEAR SERVICE PINS —

January

Dahlberg, C. D., Dispatcher, DEN
Hatfield, B. J., Station Agent, DAL
Housh, R. C., Training Instructor, DFN
Morris, T. J., Inspector, DEN
Scott, O. D., Inspector, DEN
Snell, J. C., Stewardess, DEN
Stuckenschneider, R. C., Aircraft Tech., DEN

February

Annis, T. M., Sr. Station Agent, DEN
Bailey, R. B., Station Agent, TUS
Clark, L. E., Sr. Station Agent, IAS
Crona, S., Lead Mechanic, DEN
Davis, V. S., President's Assistant, DFN
Dionne, L. G., Captain, DEN
Dykes, D., Captain, DEN
Goodrich, W., Station Agent, ABQ
Goodyear, D., Reg. Sales Manager, IAX
Hansen, T., Asst. Sls. Svc. Manager, DAL
Hunter, P., Inspector, DEN
Hynes, F. J., Sr. Station Agent, RAP
Iverson, E., Sr. Station Agent, MKC
James, R. R., Sr. Station Agent, FMN
Kelsch, R., Sr. Station Agent, DEN
Martin, M. I., Sls. Svc. Manager, LAS
McCarrel, G., Assistant Manager, DEN
Oby, J. L., Station Agent, IUS
Olsen, J. L., Sr. Station Agent, PHX
Osborne, M. R., Relief Agent, DFN
Parten, H. A., First Officer, DFN
Paul, R. F., Station Agent, PHX
Porter, E. E., Sr. Station Agent, LAS
Rankin, K., Station Agent, DEN
Root, D., Station Agent, OMA
Schmidt, H., Reg. Sls. Manager, MKC
Scott, J. P., Station Agent, DEN
Shepherd, T. L., Station Agent, DFN
Showell, A. A., Captain, DEN
Sprenger, A. L., Mgr. Sls. & Svc. Trng., DFN
Tewinkle, W., Check Airman, DEN
Thomason, R. A., Captain, DEN
Turner, P. A., Operations Supervisor, DEN
Wayland, W. D., Captain, GSW
Widman, D. B., Captain, DEN
Wiggs, C. E., Captain, DEN
Wilkinson, C., Dispatcher, DEN

March

Ballast, R. W., Station Agent, DEN
Bilotta, G., Captain, DEN
Buck, R. A., Station Agent, LBF
Buelhe, O. D., Station Agent, SLC
Clarke, T., Sr. Station Agent, ELP

Confer, R. S., Captain, DEN
Creviston, C. B., Station Agent, MKC
Farrar, J. W., Sr. Station Agent, DAL
Gossett, J. H., Inspector, DEN
Herring, R. F., Station Agent, TUS
Hingst, D. H., Captain, DEN
Hullet, E. D., Station Agent, DEN
Johansen, M. T., Res. Supv., STL
Keesey, N. R., Sr. Station Agent, DFN
Kehmeier, J., Captain, DEN
Kuhn, R. M., Station Agent, HUT
Lamansky, E. L., Jr., Asst. Treasurer, DFN
Lee, D. M., Station Agent, GJT
Lehmann, R. F., Station Agent, COS
Maholland, K. L., Supt. of Flt. Operations, DFN
Marks, S. J., Captain, DEN
Martin, C. D., Captain, GSW
Matthews, J. H., Captain, DFN
McCoy, J. R., Captain, DFN
Miller, D. J., Station Agent, LNK
Mills, J. A., Station Agent, LNK
Mitchell, C. S., Crew Scheduler, DEN
Niccawander, A. R., First Officer, DEN
Nielsen, E. E., Captain, DEN
Novak, W., District Sls. Mgr., LAS
Payne, R. C., Station Agent, DEN
Rasmussen, R. C., Captain, SLC
Richards, V. L., Sr. Station Agent, RAP
Sexton, N. W., Captain, DEN
Shepherd, O. M., Station Agent, BIL
Simpson, L. N., Asst. Sales Svc. Mgr., DEN
Sittler, T., President's Assistant, DFN
Vickers, V. W., Lead Aircraft Tech., DEN
Welch, D. R., Captain, MKC
Weils, K. N., Captain, DEN
Withrow, R. L., Sr. Station Agent, LAW

GRADY CRUSE APPOINTED DIRECTOR-PRODUCTION AND MATERIAL CONTROL

Grady Cruse has been appointed Director of Production and Material Control. Mr. Cruse had been Manager of the Stores Department in Denver since August of 1968. He joined Central Airlines in February, 1953, as a Stock Clerk at Greater Southwest. In 1956, he worked in Aircraft Records and Routing, later becoming Manager of Production Control in 1964. At the time of the Frontier-Central merger, Mr. Cruse became Manager-Production Planning in Denver.

As Director of Production and Material Control, Mr. Cruse is responsible for aircraft records, routing, production planning, work load scheduling and Stores Department functions.



GRADY CRUSE
Director Production and Material

5 YEAR SERVICE PINS —

January

Brechbuhl, F., Supv. Planners, DEN
Durlin, W., Tech. Asst. to V.P. Maint. Eng., DEN
Elliott, F. W., Sr. Station Agent, DFN
Erickson, G., Fueller, DEN
Evatz, J. M., Supv. Stew. Trng., DEN
Fultz, D. L., President's Assistant, DEN
Lightfoot, P. A., Res. Agent, GSW

February

Amarino, N., Mgr. News Bureau, DEN
Ballard, E., Clerk, DFN

March

Bancroft, K. D., Dispatcher, DEN
Bochert, A., Fueller, DEN
Dailey, J. M., Station Agent, MHK

THREE NEW OFFICER POSITIONS FILLED

Three new officer positions within the airline's management staff have been named by the company's Board of Directors.

Eugene L. Lamansky, Jr. has been named Assistant Treasurer, responsible to Vice President-Treasurer William M. Groody. During the past six years, Mr. Lamansky has worked as Controller for the company.

William H. Hund was named Controller. Hund joined Frontier one year ago as Manager of General Accounting. He was formerly with Peal, Marwick, Mitchell and Company, national certified public accountants.

Gordon Linkon has new responsibilities as Vice President-Personnel and Industrial Relations, working under George A. Smith, Senior Vice President-Administration. Prior to this latest appointment, Mr. Linkon had been Vice President-Industrial Relations and Associate General Counsel.



EUGENE L. LAMANSKY, JR.
Assistant Treasurer



WILLIAM H. HUND
Controller

DID I TELL YOU THE ONE

by Tony Worden

FSM station agent, 1957 - 1986

I don't mean to overload you with a bunch of stuff. I finally got into the spirit and these memories just started flowing.

Reading the FL News articles brings back a lot of memories. One for instance is remembering what it was like to work with J. E. Dawson and Pig Pen Green. It was like an eight hour Laurel and Hardy movie. It made handling oversales, wx delays, mechanicals and all of the other little daily problems a lot easier to handle.

I read in the FL News that Les Harper and George Ceshker both celebrated their 93rd birthdays. I remember a special incident with George Ceshker. Back in the late 1950s I became interested in UFOs. I asked numerous pilots if they had ever seen anything. They told me to ask Capt. Ceshker what he saw. The next time I saw George, I asked him. To the best of my knowledge, this is what he told me.

He said he was in a DC-3, it was late at night and overcast with no moon. They had just departed Paris, Tx and could see the lights of DAL. He said, all of a sudden the cockpit got so bright you could read a newspaper. He turned the airplane from side to side to try to see what it was. About that time it appeared just off his wing tip. He told me, Tony, it was a flying saucer. He could even see the windows in it. Capt. Ceshker called DAL and told them to have the press there as he wanted to report seeing a Flying Saucer.

When he landed in DAL, he was met by an official from the CAA. I think this is what he said, as it was later called the FAA. He said they took him into a room, and already had his flying record, even his WW2 flying record. They said, "we see you have a check ride coming up on a certain date. We will guarantee you will not pass it if you don't change your story." George told the press that he had only seen some lights. George told me, "Tony, a herd of buffalo could fly over my wing, and I would not tell a soul."

In 1957, I was just out of airline school and was on my first day on the ticket counter. I might point out that during the early days of aviation, only a small percent of the public used air travel. Most folks back then traveled by car, bus or train. So one of the main things we were taught was to do all we could to make passengers want to travel with us again.

One of my first customers was a little old granny, about 5 feet tall and didn't weigh 90 pounds. She was very nervous and wanted me to be sure she would have a seat, and not have to stand up all the way to Dallas. She said she just came in on a bus from Oklahoma, and had to stand up all the way. I assured her everyone would have a seat. I noticed she was still nervous, so I asked her if something was wrong. She said there had been so many airplane crashes lately, that she was afraid to fly.

Trying to use a little humor to help calm her down, I told her "Just to show you that every means of transportation was having trouble, last week there was a train wreck that killed 87 people." She perked up and said, "Really? What happened? I told her,



"An airplane fell on it." Her face dropped and she left the counter. All I could think was, I'm going to get fired and it's just my first day. Thank goodness nothing came of it.

One day back in the mid 70s I was working operations at FSM. As I walked past our ticket counter I could hear this very loud, very very irate passenger yelling at Jim Honey, the Ticket agent. The guy didn't take time to even breathe he was so mad. I went on down the lobby and when I came back he was still hollering. This was between flights and no other passengers were around. As I went through the entrance next to the counter, the ticket agent, not looking up from re-issuing the ticket, reached over and grabbed my arm and without looking up pointed to the man's bag on the scales. The bag had a bagtag for

TYO (Tokyo Japan). I looked at his ticket and he was going to MSP.

Back in the DC-3 days FSM was doing some runway repair on 1000 feet of the West end of runway 7/25. The control tower called to tell us to advise the inbound flights to stay well into the air until they cross over the barrier. The Tower said the flights were coming in so low it was scaring the construction workers and some had already quit. If the flights do not stay high enough they would shut down the whole runway. The very next flight to call in-range was flight 41 from MKC JLN FYV then continuing on to DAL. The captain was Mike Smith. When I gave him the message he very heatedly said it was OK with him he would just go on to DAL. I called him back and told him to come on in but just watch out for that one guy. There was a pause and Mike asked, "What one guy?" I told him, "The one with the tire track on his back." About 10 minutes later when flight 41 landed Mike was still laughing.

Back in the 70s, just as I was about to close the passenger door on a CV580, the flight attendant came running down the stairs and very excitedly said, "I need 5 gallons of prop wash, I forgot to get it in TUL and got into trouble with the captain." Not being one to miss a chance at being part of a prank, I asked her, "Do you want regular or high detergent?" She said, "Oh, just a minute, I'll go see." I looked up to the cockpit window, and could see the back of the captain's head as he was talking to her. Then as she left the cockpit, he turned to me laughing like crazy. She came back and said, "I need regular." I said, "Wouldn't you just know it we're all out of regular. All we have is high detergent." There she went back to the cockpit. When she came back she said, "Forget it, we'll get it in MEM." Normally this would be the end of the story but a few weeks later, during a crew change, she came up to me in operations, and said "I ought to kill you."

Back in the 50s, just after I graduated from high school. I worked for an air conditioning and heating company. My boss was Tobe Thompson. Tobe was built like a fire hydrant, and

hairy as an Ape. We installed heat and air units in new homes. After awhile you knew most of the electricians, plumbers, carpenters, sheetrock people, etc. Usually we had 5 or 6 on our crew. Most of the people thought Tobe was really mean and were afraid of him, but we knew he was a coward. One day we were working on a new house, there were quite a few other workers there. One carpenter and Tobe had been verbally sparring all day and it came down to a confrontation about 1 in the afternoon. Tobe and the carpenter were standing face to face, each one had a hammer, when the carpenter said, "Tobe did you marry that girl that worked at the Little Doggie Saloon? (The Little Doggie was a saloon across the Arkansas state line in Spiro, Oklahoma.) Tobe answered, "Yes I did. Why?" The carpenter said, "I don't know why, everybody in Spiro was getting to her." It got real quiet and everyone was watching and thinking, here we go!! Tobe answered, "Well, Spiro isn't a very big town." From time to time I would tell this story to the flight crews. And every once in a while, when you would least expect it, a flight would call in range and say, "We are in range over Spiro and it's not a very big town!!"

Again back in the DC-3 days. I remember this day like it was yesterday. I had only been working for the Central Airlines for a very short time, when LIT called to tell me the stewardess had left her purse in the crew room. They found it just as the cabin door was closed, so they threw it up to the captain. When the flight taxied in at FSM and parked, before opening the passenger door, the captain dropped the purse to me. As I opened the passenger door, I handed the purse to the stewardess. She was surprised and said, "How did you get it so fast?" I told her, "They sent it by teletype". She said, "What will they think of next?" Mind you, this was 1957.

As you know, when a flight called in range, they sometimes had additional information for us. One day the flight called in range at FSM and advised, there was a passenger on board who spoke limited English. Agent Keith Sturgeon replied to the flight, "Most of the agents I work with speak limited English."

Years ago when the very first security metal detector was put into FSM, I just happened to walk past the security area, and noticed a friend of mine, who had checked in very early because as it was the first day in operation at FSM, and because he wanted to be sure he wouldn't have any problems getting through the detector. As he started through the machine, I whistled (I found I could make the same whistle sound the machine made.) When he and the security operator heard the whistle, they both assumed it was the machine, so he came back through and as he did I whistled again, thus confirming the machine detected something. My friend started taking things off and trying to go through again. Each time I would whistle. After about 3 attempts at the metal detector, I yelled, "Hey Bill" and whistled. It dawned on both of them about the same time and he said "I ought to kill ya."

Another time I ran into an old friend who said, "Do you remember where I saw you last?" I said I didn't remember." And he said "It was in the airport lobby." He and his wife were buying insurance from the machine across from the ticket counter. He said you walked by and said, "I hope you're not throwing your money away."

One time when I was working ticket counter, a lady I had known for years, asked if there was anything she should know before she got on the airplane. I told her, "Don't ride over the

wheels." The next time I saw her she told me as she got seated on the airplane, she thought, Tony said don't ride over the wheels. Then she said, "Where are the wheels?" She said this drove her nuts all the way to Dallas. (I think back and wonder how come I didn't get fired.)

During Frontier's glory days, an efficiency expert from the main office was going to the different classifications of FL employees, to see if they were qualified in their jobs.

First he went into the Accounting Dept. with 3 steel ball bearings. He gave them to one of the accountants, and put him in a small room, about 5 feet square, that had no furniture. He was left alone for about twenty minutes. The accountant began adding them up, then subtracting them. The Efficiency Expert said this was good.

Next he went to the Engineering Dept. put him in the same room for about 20 minutes. The guy there took the 3 ball bearings and began making geometrical patterns with them. The Efficiency Expert said this was very good.

Next he took an aircraft mechanic, put him in the same room with the 3 ball bearings. When the Efficiency Expert came back, he discovered, the mechanic had lost one, broke one, and the other one was in his lunch bucket.

Then he took them to a station agent and when he came back one ball bearing had a bag tag on it, the second was in the lost and found drawer and the third one had an air freight waybill attached to it. The Efficiency Expert threw up his hands and said, "Dang! I guess if there had been a 4th one you would have boarded it on a flight!"

This story is not airline related; but was told by an Airline Mechanic. During the fuel crisis of the mid 70s, A FSM mechanic, Coyt Smith, went to visit his family in Benton, Arkansas. Coyt's brother had an old junker car, that had developed a small leak in the gas tank. So he left that tank there and put one on the floor in the back seat and ran the fuel lines to it.

On Saturday night. (remember this was during the fuel crisis and fuel shortages.) Coyt's brother said, "Watch this" and he pulled into a service station where the attendant asked, "Need some gas?" Coyt's brother said, "No, I just need 5 gallons of water." The attendant said, "Where are you going to put it?" Coyt's brother said, "In there, pointing to the original gas tank." The attendant watched as they poured 5 gallons of water into the old tank, And then Coyt's brother made sure the attendant saw him reach into his shirt pocket and pull out 2 little white pills, (aspirin tablets) and dropped them into the tank, shook the car a little, got in and drove off. Coyt's brother said, "I wonder what kind of stories are going around town tonight."

Again, back during the DC-3 days, two guys checked in at FSM for flight 70 that originated FSM at 8 AM, going to FYV-HRO-TBN-STL. One man asked how come we made 3 stops going to St. Louis. I told him, 2 for gas and 1 for directions. The first guy said that bothers me if they have to stop twice for gas. The other man said, it bothers me more that they have to ask for directions. This actually happened.

In January 1965, Wayne Brickey and I were working the flight line in FSM, when the flight from DAL landed and was parked at gate 1. I think it was flight 142 with stops at FSM, FYV, JLN and MKC. As we went under the aircraft we noticed much hydraulic fluid pouring out onto the ramp. After we worked the cargo we both told Capt. Emmett Spinks about the leak. Emmett said, "It's not that bad, we're going schedule." We dispatched

the flight and just a few minutes after take off Emmett called in saying he had an emergency and was returning to FSM.

We notified dispatch and watched for him to land. He landed from the East on 7/25 and when he touched down, a smoke cloud went about 100 feet into the air as all four main tires exploded. We found out later that when you blow the gear down, it also locks the mains. Wayne and I were the first ones to the aircraft. We opened the air-stair door to deplane the passengers onto the runway. What happened next is forever burned into my memory. The first person down the stairs was a young girl, who was a student at University of Arkansas. She was really giggling and asked if we had another airplane to take her to FYV.

I have often wondered what Emmett told the passengers on the intercom. Here was an airliner that just had an emergency landing, blowing out all of it's tires, and the passengers thought it was funny. You know Emmett always called himself "The Friendly Egyptian".

(As you can tell, Tony is quite a character and well known for his sunny disposition and readiness to tell a story. Tony married CN stewardess Judy Craddick on February 7, 1959 and they celebrated their 50th anniversary last year. Tony always comes to the FYV-FSM Re-union driving one of his antique cars - my favorite is the '56 T-Bird. You can visit Emmett Spink's memorial webpage at the FL website (<http://FAL-1.tripod.com>) and get an idea of what an original he was. Old-timers can tell Emmett stories all day long.)

RETIREE'S FLIGHT SIMULATOR

We have a cockpit mock-up in our house: When I mention to my wife that I miss flying, by being retired, she puts me in the mock-up around bed time for 8 hours.

She has a chair in a closet, puts on the vacuum cleaner to simulate cockpit air noise, has a dim nite lite to simulate cockpit lighting, serves luke-warm chicken with cold vegetables on a tray.

When I get sleepy and attempt to doze off, she knocks twice loudly on the door to simulate the F/As en-

tering the cockpit. Then after 6 hours she turns on a flood light directly in front of me to simulate the sun coming up when approaching 20 west.

I then get a cup of coffee that has been in the coffee maker all night. Finally she lets me out and I have to get in the backseat of her car while she runs morning errands to simulate the bus ride to the hotel. When we get home I tell her I am ready for bed and the bedroom door is locked for an hour to simulate the hotel rooms not being ready.

When I promise to never "complain again" about being retired, I am allowed to enjoy my "layover" and go to bed. Oh, and one more thing, she talks to her friends loudly outside the bedroom door to simulate the hotel maids chattering in the hall in their native language. After two hours of sleep she calls the phone next to the bed from her cell and says this is crew scheduling, you are non-routine!!!

-Ralph Kolstad, rkolstad2@tx.rr.com

BLAZING SMALL AIRLINE

(Never heard that phrase back then but I sure like it. Now we know, after 32 years, who came up with our beloved F logo at Saul Bass. Found this while surfing the web.)

CEO Tadatoshi Sato

FATHER OF THE FRONTIER F LOGO

PROFILE OF TADATOSHI SATO

1948	Born in Tokyo, Japan
1970	Graduated Rikkyo (St. Paul's) University, Tokyo; B.A. in Economics. Completed night school, Kuwasawa Design School
1974	Graduated Art Center College of Design, Los Angeles; B.A. in Advertising and Design. Designer, Landor Associates, San Francisco.
1975	Designer, Bass/Yager & Associates, Los Angeles.
1976	Freelance Designer. Raymond Loewy International, New York.
1980	Founded The Design Associates, Tokyo

ACHIEVEMENTS



FRONTIER AIRLINES

'75

"Blazing small airline" was the main concept adopted by a relatively small airline company for gaining attention in the competitive market. This was Sato's first corporate identity design to be selected while at Saul Bass and Associates, which offered highly exciting and extensive experiences.

Thanks to DEN artist Craig Hansen for the great graphic.



JETMATES

The Plane Mates were built on the east coast, I think in NJ. These were the last built and the company went bankrupt during their construction. Something was arranged so they can finish the FL ones. They had to be shipped via barge to Houston and sent in two pieces, chasis and body. They were then trucked to DEN. They were so oversized they couldn't fit through tunnels in the eastern US. Some of these wound up in use at DFW between the old terminal 2E & 3E while AA was building a bridge. Others would up in IAD and with NASA for the Space Shuttle.

-Mike White, MWhite2020@gmail.com

Sorry but they were called JETMATES by FAL and Continental called them Plane Mates. I had the privilege to work on those pieces of equipment. Built in PA, not NJ. You are correct the last one was shoved out the back door as the Sheriff placed the lock on the front door. They shipped just as you said down to Houston then trucked to Denver on two low flatbed trailers. All Six JETMATES were sold to the Dulles airport where they are still in use (as of 2008, not sure after that date) Two Detroit diesel engines (453 and 471) two air condition/heater units. Would raise to 18 feet from its already height of 8' off the ground. Max speed 55 mph. Driver backed it up using a camera. (had to turn backwards from the camera view - left turn means you turn right) and he sat in the middle of the unit. It had a Rockwell drive axles, Allison transmission. Held up to 160 people including those standing.

There was a delivery point at gate D-6: it had three or four double doors for arrival to the concourse from the special pad just south of the hanger. Major problem was in the winter when the hydraulic fluid would get cold and the unit would tilt. Re-setting them straight was fun in the snow storms but Ground Services Equipment folks were always there - 24/7/365. Great group of guys. We worked on everything but an Aircraft. However when the deal for planes to UA came up, we even helped with the painting of those. Still have an article about them from Denver Drive train magazine.

-Pat Kern, DENGSE 1977-86, colokern@aol.com

Yea, \$5million a piece. Takes a lot of tickets to pay them off. Don't think we ever did.

-Larry Stivers, Larry@NorwalkSuperstars.com

Mobile Lounges were called JETMATES by us and PLANE MATES by Continental. Loved working on them especially when the hydraulic fluid would stiffen up and the Jetmate would tilt during our snow storms or blizzards. Aircraft parked at the pad just south of the hanger to gate D-6. Then we added flights

and the Jetmates were used all the time. They parked aircraft everywhere from the old Western Hanger to sky chief.

-Pat Kern, colokern@aol.com

IAD calls them Plane Mates as well. They are still used in IAD to get to the D concourse and for arriving passengers for international passengers going to customs. I knew a few of the drivers and remember when they went to IAD to learn how to drive them. When I worked the tower in DEN we used them one time and got 150 people off 3 flights on them during a snow storm. We had to clear them across the taxiway between the terminal and the hangar.

-Mike White, MWhite2020@gmail.com

I remember that too, it was #2 and it tilted at the terminal and would not go all the way up. I had to straighten that thing out and about froze my (well, you know) off. took three times before it was straight enough to unload all the folks.

-Pat Kern, colokern@aol.com

I think Jean MacDonald was the driver. We just kept sending her to more planes. We were so backed up that night with flights and had to use the remote gates and I think we only had one mobile lounge driver. We took it to the limit that night."

-Mike White, MWhite2020@gmail.com

All I remember is that Jetmate was a consistent problem that winter, until we finally got it into the shop to replace the valves and what a mess that was. Found a piece of rubber seal from a o-ring blocking the flow to one side. Reason I remember that is because I took a hydraulic fluid shower when we fixed it. Now I can laugh about it, but at the time was not a laughing matter.

-Pat Kern, colokern@aol.com

PILOT STORY (Continued from page 21)

the grounded eagle, also took flight thinking they were going to get in some more pecking on the big bird.

The first crow being targeted by the diving eagle never stood a snowball's chance in hell. There was a mid-air explosion of black feathers and that crow was done. The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later. Another crow dead.

The grounded eagle, which was now airborne and had an altitude advantage on the remaining crow, which was streaking eastward in full burner, made a short dive then banked hard right when the escaping crow tried to evade the hit. It didn't work - crow #3 bit the dust at about 20 feet AGL.

This aerial battle was better than any air show I've been to, including the war birds show at Oshkosh. The two eagles ripped the crows apart and ate them on the ground, and as I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch.

It stopped and looked at me as I went by and you could see in the look of that bird that it knew who's Boss Of The Sky. What a beautiful bird!

I loved it. Not only did they kill their enemy, they ate them. One of the best Fighter Pilot stories I've seen in a long time... There are no noble wars--Only noble warriors!

- Randy Cook, ckrandy318@yahoo.com

(Randy is the nephew of FL relief agent (1959-86) Mo Osborne who died May 22, 1994.)

JAKE LAMKINS, Editor - Publisher

E-Mail: ExFAL@Yahoo.com

Website: http://FAL-1.tripod.com

1202 Scrimshaw Cove #4

Fayetteville, Arkansas 72701

Presorted Standard
US Postage PAID
MailCo USA

Address Service Requested

A RED MARK on the label means your subscription has expired and this is your LAST issue. Keep us notified of address changes.

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

FRONTIER REPORTS FOR SALE

(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 ALEA Seniority List, 1/1/62, 9 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, 10/28/67, CN/FL merger, 6 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. , 49 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, \$5 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. 3/22/08), 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
- Personnel Roster, Maintenance, 7/1/67, 6 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

FLorever!

FRONTIER AIRLINES



FRONTIER NEWS

ADS

**Use Ads to find friends, sell items,
publicize meetings,
or just say howdy to the FLamily.**

AD RATES

**\$5 for 20 words. \$10 for 40 words,
\$15 for a business card, \$20 for 1/8 page,
\$40 for 1/4 page,
\$60 for 1/2 page and \$100 for a full page.
Subscriptions are \$10 per year.
All income goes to publishing the NEWS.
Please make checks out to Jake Lamkins.**