FRONTIER N E W S

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



DEATH OF A FRONTIER CONVAIR

Frontier's CV580, SN73162 was originally a CV440-12 and the 361st one built. It was completed on August 24, 1956 and delivered to Sabena Airlines. Frontier bought it on October 10, 1967 and had it converted to a CV580 which was completed on February 26, 1968 and put it into service. During the next 15 years SN#73162 faithfully served our company and nearly all of us saw it, fixed it, flew it, loaded it, unloaded it, fueled it, cleaned it or rode on it. Then Frontier parked the CV580s and #73162 ended up with Frontier Leaseco in May 1983 and Combs Airways by October 1983 flying as Frontier Commuter.

Metro Airlines was #73162's next owner in August 1985, then in succession it was owned by European Air Transport in September 1988, DHL Airways in June 1989, DHL Belgium in March 1990 and SNAS Saudia Arabia in October 1995. After that the record is not clear until the aging CV580 was acquired by Air Tahoma of Columbus, Ohio and our story begins.





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".

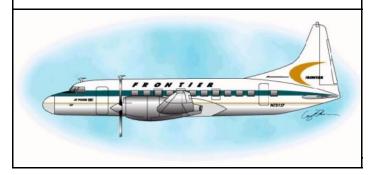
Subscriptions are \$12 per year. Some back issues are available & cost \$3 each. Enjoy the newsletter in color and free at the FL website. You can download and print a personal copy there too.

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. 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
Jake Lamkins, Webmaster,
ExFAL@Yahoo.com
and http://www.KansasCityCrewBase.com
Capt'n Phil Stallings, Webmaster,
RedRyder35@att.net
Check the websites for FL news,
notices on upcoming events,
pictures and stories from the past.





I hope you are enjoying the digital edition of the newsletter: http://FAL-1.tripod.com/FL_News.html Have you noticed you can click on the newsletter weblinks for immediate access to the website? That is why I have started putting the memorial webpage links in with the article. There is usually more info at the webpages too.

There is a new book out by Greg Stearns about the old Frontier Airlines. I have ordered a copy but have not received it yet. See Greg's ad on page 22. I'm looking forward to reading it. Bonnie Dahl's book which she advertised in the last issue is now in its second edition.

Reunion season is coming up and I will try to get the latest info out on our websites and the newsletter. All coordinators should let me know what's going on with your event so I can get the word out.

FRONTIER ON THE INTERNET

Visit the FL website at http://FAL-1.tripod.com. Check out our page on Facebook. Just search for Old Frontier Airlines. View the digital newsletter at http://FAL-1.tripod.com/FL_News.html You can join the FL Club by emailing Jake at Ex-FAL@Yahoo.com.

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REUNIONS TIMETABLE



No info on a 2012 event.

MCI REUNION

This is the information we currently have. Coordinators of FL events, please let us know the details. More info at http://FAL-1.tripod.com/Reunion.html

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

PHX PICNIC

Sun, Nov 4, 2012, 11:00 am, Desert Breeze Pk - Chandler, AZ. Contacts:

Cyndy Camomile, 480-831-1660, cynhoff55@yahoo.com Ginger Treptow, 480-813-4595, Peaches85233@q.com

SLC GOLF SCRAMBLE

Fri, June 15, 2012.

Contact:

Bob Noble, 801-512-9142, Bobseclectronics@gmail.com

SLC REUNION

Sat, June 16, 2012, 10 am-6 pm at Walden Park, Murray, UT. Contacts:

Don Anderton: 801-968-3225, DAnderton@gwest.net Stan Covington: 801-808-4264, stanorpris@cs.com Paul Farris: 479-770-6655, paulamos43@yahoo.com

No info on a 2012 event.

Contacts:

Ceil Ponder, 314-428-9759 Kathy Benoist, 314-729-1810

TUS REUNION & GOLF OUTING

No info on a 2012 event.

BIL REUNION

No info on a 2012 event.

Contacts:

Dee Martenson, adsanta@bresnan.net

Bob Voight, voightr@aol.com

DEN GOLF TOURNAMENT

No info on a 2012 event.

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

DEN FLIGHT CREWS PARTY

No info on a 2012 event.

Contact: Keith Sleater, sleater2@msn.com, 303-756-3823

DEN MAINTENANCE SUMMER PICNIC

Thu, Jun 14, 2012, 11 am at Squires Park located at 99th Avenue STL REUNION and Lowell Blvd. in Westminster, CO.

Contact:

Shirley Drnovsek, 303-427-1246, WowShirleyD@aol.com

DEN MAINTENANCE CHRISTMAS PARTY 2012 event TBA.

Contact:

Shirley Drnovsek, 303-427-1246, WowShirleyD@aol.com

DEN REUNION PICNIC

No info on a 2012 event.

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 2012 event.

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

DFW FRONTIER BASH

Sat-Sun, May 26 - 27, 2012 golf event at Rusty's place in Texas. Contact: Rusty Lambert, 903-852-3970, RustyLGolf@cs.com

FTW CN/FL MECHANICS REUNION

No info on a 2012 event.

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

FYV-FSM MEMORIAL PIGNIC

Sat, Sep 15, 2012., 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 2012 event.

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

LNK REUNION

Sat, Oct 13, 2012, 4:30 at the LNK Airport Quality Inn. Contacts:

Cork Guenther, 402-798-2102, saylor@inetnebr.com Mike Macek, mikemacek@windstream.net

MCI FLIGHT CREWS LAYOVER

Fri - Sun, Sep 21 - 23, 2012.

Contacts:

Phil Stallings, RedRyder@tx.rr.com

JoDelle (Davidson) Burwell, jodelleburwell@comcast.net

Lisa Sachetta, lsachetta@yahoo.com

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

FL RETIRED PILOTS

DFW

Luncheon, every odd month, 3rd Monday, noon at Ernies, 8206 Bedford-Euless Road, North Richland Hills, TX. Contact: Jim Ford, 817-268-3954, JEFord15@tx.rr.com

DEN

Luncheon, monthly, every second Tuesday, 11:30 am at Mr. Panda Chinese Restaurant, 2852 S. Havana, Aurora, CO. Contact: Jim Hanson 303-750-6478, BlackCatVP54@msn.com

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

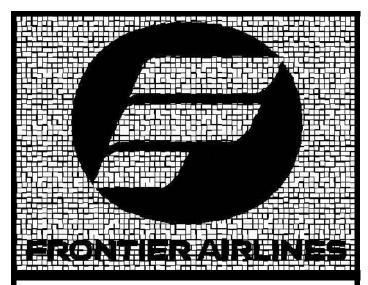
Those who plan to attend the DEN maintenance picnic must call Shirley Drnovsek at 303-427-1246 or email her at wowshirleyd@aol.com. It is imperative that the members respond so we will have an accurate head count when buying the food. This is always a fun outing and the board members look forward to seeing everyone there again this year.

-Shirley Drnovsek, DEN secretary

Saturday, October 13, 2012, we will gather at the LNK Airport Ouality Inn Party Room at 4:30 for reminiscing and refreshments. A meal will be catered for all at 6:00 PM. More information and formal invitations will follow at a later date. Please let me know as soon as you can if you plan to attend so that preparations can be made.

-Gerald 'Cork' Guenther, LNK station agent

(At press time, I had received no information of when and where the 2012 DEN Reunion was to take place. I will post the info on the FL website, FLacebook and the FL Club ASAP.)



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 WINTER 2012 ISSUE

Dan Boone, DEN GEG senior station agent, 2/22/12, age 72
Alice Bordelon Adams, flight attendant, 12/13/11, age 67
Jack Bradford, CN owner/chairman of board, need info
Cal Eiker, PHX senior station agent, 12/11/08, age 83
Lee Glasgow, GSW CN president, Nov83, age 79
Bud Herring, GSW CN vice president-customer service,
9/30/11, age 88

Pete Howe, FTW ACF GSW CN executive vice president, 9/8/97, age 80

Corwin Kitelinger, RKS station agent, 2/13/12, age 76 **Karl Leonard**, DEN supervisor-air cargo accounting, 2/26/12, age 92

Arnie Loller, GSW DEN avionics technician, 1/19/12, age 77, cancer

Kathy Schwartz Pafford, BIL flight attendant, 12/28/11, age 68

Rich Schwartz, DEN pilot, 3/7/12, age 66, cancer Robin Shrock, DEN reservation supervisor, 12/24/11, age 55 Bill Sullivan, OMA DEN ticket counter agent, 12/28/11, age

Chuck Waullex, TUS station agent, 4/4/07, age 66

BILL SULLIVAN

1966 - 1986

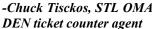
STATION AGENT, TICKET COUNTER AGENT OMA DEN

(http://FAL-1.tripod.com/Bill Sullivan.com)

I just heard that Bill Sullivan (Sully) passed away on the 28th of Dec. I didn't find an Obit.. so am going by the info I got from a couple of FL friends. I know he worked I think in LNK or OMA before coming to Denver as a Station Agent and Customer Service Agent. There is a Memorial at his favorite bar, The Retreat Bar, on the 12th of January, from 4pm to 7pm.

-Eric Mason, DEN ticket counter agent

Worked with Bill at OMATT and DENTT. He was a very competent and knowledgeable agent. He was an ace at doing post departure. I learned alot from working along side him. He was a great guy. Hard not to like him. There were some really great FL folks at OMA station. My thoughts and prayers for his family.



Bill was such a character -

loved working with him. Thanks for letting us know.

-Jan Lefler, DEN ticket counter agent

Name: William R. Sullivan, State of Issue: Nebraska

Date of Birth: Thursday January 12, 1939
Date of Death: Wednesday December 28, 2011
Est. Age at Death: 72 years, 11 months, 16 days

Last known residence: State: Unknown

-SSDI

(W SULLIVAN: Station agent seniority date of 10/31/66, emp# 08220, per the 1/1/74 FL/ALEA Seniority List.

W R SULLIVAN: Ticket counter agent seniority date of 10/31/66, emp# 08220, per the 1/1/86 FL/ALEA Seniority List.

I remember Bill very well. I talked to him on the phone about 8 years ago and he was still full of the Irish blarney. I cannot find an obituary online so be on the lookout for one and any other info you can get.)

ROBIN SHROCK

1978 - 1986

RESERVATION AGENT, RES SUPERVISOR MCI DEN SLC

(http://FAL-1.tripod.com/Robin Shrock.html)

For those that remember Robin Schrock from Kansas City. She worked in DEN Res and SLC Res. She passed away on Dec 24, 2011. RIP. She's survived by one son that is 27.

OBITUARY: Stephanie Robin Shrock, 55, of Shawnee, KS passed away Dec. 24, 2011. A visitation will be held Sat. Jan. 28th from 1 to 3 pm at the Amos Family Chapel of Shawnee. Memorial contributions in her memory may be made to Heartland SPCA (Animal Haven), or a charity of your choice.

-Sent by Linda Martin Emley, MCI reservation agent

On a ALEA Seniority List dated 7/1/83, I show Robin (S R Schrock) with a employee #14825 retaining seniority in Grp. C of 3 yrs, 1 mo and 23 days. She was a supervisor on lists

I have dated 3/8/82, 5/8/82 and 11/9/82 just following Charlie Seltzer and Laura Irons. Further checking her employment date was 11/08/78. I got this information from Peggy Spencer

-Trish Swanson Hawk, DEN res and ticket counter agent

Robin came to SLCRK with the rest of us in 1983.....She came from Kansas City, and I do not remember if she was in DEN between KC and SLC. She was a supervisor in Salt Lake up until the end, and a really nice lady.....We had birthdays the same week (different years), so we always joked how bad Scorpios can get if they get feisty.

She did have one son, Matt....and I about passed out when I read he is 27 years old. I remember him as an infant, the cutest thing and she worshipped that child. I wish him the best in the future.

-Rob Mazanec, SLC reservation agent

(S R SHROCK: Retained reservation agent seniority of 3 yrs 1 mo 23 days per the 7/1/84 FL/ALEA Seniority List.)

BUD HERRING

1965 - 1967 CN VICE PRESIDENT-CUSTOMER SERVICE **GSW**

(http://FAL-1.tripod.com/Bud Herring.html)

OBITUARY: J. L. "Bud" Herring, March 31, 1923 - September 30, 2011, passed away surrounded by those he loved, and welcomed into the everlasting arms of his Lord and Savior.

Born March 31, 1923 in Wills Point, Texas, he grew up in Farmersville. He served with the 552 Army Battalion, Headquarters Division during WWII. Arriving on Omaha Beach on D-Day+6, he was proud of his association with Patton's army

during the Battle of the Bulge.

His career in the commercial aviation industry spanned over 40 years. Beginning with Braniff in 1946, Bud worked for a variety of airlines. He counted himself fortunate to have been asked to join a 3 plane startup in 1973 (Southwest Airlines) retiring in 1990 as VP of Energy and Provisioning. He loved what he did, and never failed to point out a Southwest plane

His greatest joy was his family. He is sur-

as it flew overhead.

vived by his wife of 62 years, Marilyn; daughters Sue Herring, MaryBeth Herring Fikse, her husband Ed, and their daughter, Rachel; He will be remembered by all as a loving husband and father, a talented watercolor artist, a weekend rancher and a lover of a Springer spaniel named Harry. A memorial service

will be held at 2:00 p.m. Monday the 3rd at First Baptist Church of Plano. In lieu of flowers gifts may be made to the music ministry of FBC, Plano.

-Dallas Morning News

Name: J. L. Herring, State of Issue: Texas, Date of Birth: Saturday March 31, 1923, Date of Death: Friday September 30, 2011, Est. Age at Death: 88 years, 5 months, 30 days Last known residence: Plano, Texas

-SSDI

ALICE BORDELON ADAMS

196? - 1971? FLIGHT ATTENDANT UNK

(http://FAL-1.tripod.com/Alice Bordelon Adams.html) Alice Marie Bordelon Adams, 67, of **OBITUARY:**

Grapevine, Texas, passed away and went to be with the Lord on Tuesday, December 13, 2011, surrounded by her family at home.

Service will be held 11 a.m. Friday First **Baptist** Church. Keller. Burial will be at 11 Monday a.m. Greenwood Memorial Park in Pineville. Visitation will be from 6 to 8 p.m. Thursday at Shannon Rufe Snow Funeral Chapel.

Alice was a graduate of Louisiana Col-

lege and a former teacher and stewardess with Frontier Airlines. She was a very loving mother and wonderful grandmother and a longtime member of First Baptist Church of Keller.

Alice was preceded in death by her husband of 32 years, Don Adams; and her parents, Mr. and Mrs. C.B. Bordelon of Pineville. Survivors are sons, Richard Adams and wife, Deana, of Fort Worth and Randy Adams and wife, Kristie, of Grapevine; grandchildren, Nathan, Noah, Nicholas and Gracie Adams; sisters, Peggy Waltman and husband, Earl, and Patsy Byles and husband, Jerry, and their families of Pineville; and brother Cass Bordelon Jr. and wife, Paula, of Goodrich.

-The Town Talk on December 15, 2011

My mom was very special to me - she married my Dad when I was two and she just took me in as a son and made me the man I am today.

-Rick Adams

(Still need info on when/where she worked at FL. She may have quit when she married FL pilot Don Adams in 1971.)





ARNIE LOLLER

1959 - 1985

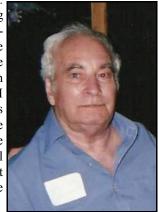
AIRCRAFT MECHANIC, AVIONICS TECHNICIAN GSW DEN

(http://FAL-1.tripod.com/Arnie Loller.html)

OBITUARY: Arnold R. Loller, 77, (1934 - 2012) passed away Thursday, Jan. 19, 2012. Funeral: 2 p.m. Monday at North Euless Baptist Church in Euless. Interment will take place in Bluebonnet Hills Memorial Park. Visitation: The family will receive friends 4 to 6 p.m. Sunday at Lucas Funeral Home in Hurst. He was preceded in death by his son, Vincent. Survivors: Wife, Pat Loller; son, Jason Loller; sister, Martha Nell Paschal; half sister, Kelly Gravelle; along with several nieces, nephews and cousins.

-Fort Worth Star-Telegram on January 22, 2012

Today I learned a fantastic lesson. As I was pruning through and taking out the dead flowers from the bouquet that my friend Holly sent me when my dad died and changing the water in the vase and filling it with fresh water for the third time, I started getting upset because it has been just a week and two days since his funeral and his flowers were already wilting. As I threw away all the dead flowers and greenery I got more and more troubled because there wasn't going to be much left.



Then I realized that the flowers

were like my dad's body over the years that he had cancer. He started deteriorating and we did everything we could to keep him alive. Like I did with the flowers. Over time his health declined like the life of the flowers. I pruned his bad Oncologist who wanted to put him in hospice over five years ago and got him a new team of doctors that gave us five more years. I put an aspirin in the water for the flowers. Just as I put my dad in chemotherapy. But in the end the flowers will die, just like my dad did. But I will follow my human instinct and keep them alive in his memory as long as I can. Tonight, only about one fourth of the bouquet remains but what is left is healthy and beautiful to me.

Like my dad's failing body was for the last five years. I will get five more days from the remaining flowers like I got five more years of having my dad here with us. Yet now I know that my dad isn't in the state of the remaining flowers. His soul is as young, healthy and vibrant as the original bouquet that Holly sent me. And one day, his body will be too. You see, we are all like the dying flowers. We start out full and strong. But our whole life, we, like the flowers are dying. Yet we hold on to every possible vanity hoping nobody will notice that we are losing our hair like falling pedals from our flowers and our skin dries up and wrinkles like the leaves in the bouquet.

We even try to convince ourselves that we are just as young as the day before. We do the best job we can but it's a losing battle. Here you can see the before and after pictures of the flowers that Holly sent me. What I have left tonight enhance my kitchen area like the loved ones we have left in our lives. We should do everything we can to keep them as healthy and well preserved as possible. But we should enjoy their every day. Because like the

flowers, we are all on a dying cycle. As Tim Pfeiffer and John Hough's card they sent to me so rightly said, "To everything there is a season. A time for every purpose under heaven". It is my belief that my dad is looking down watching us.

Not as the older, sick person that he was in the end stage of his life, but as the young, strong dad that I knew growing up. The one who used to play football with me in the back yard and tennis at the park. And the one who came running around the corner of the house one night to scare me and my friends who were sitting on the tailgate of his truck in the driveway telling ghost stories. He is like the healthy bouquet of flowers that arrived at my door last Tuesday. For he has been changed. In the twinkling of an eye, he is once again the picture of health, like the image we put on the screens at his funeral in front of his favorite Firebird. Someday, that is the dad that I believe I will see again and spend all eternity with. And this is the dad that I will remember until that day comes.

-Jason Loller, son of Arnie

(A R LOLLER: Aircraft mechanic seniority date of 6/17/59, per the 11/1/76 FL/IAM Seniority list.)

LEE GLASGOW 1964 - 1965 CN PRESIDENT GSW

(http://FAL-1.tripod.com/Lee Glasgow.html)

Leland "Lee" E. Glasgow, died Nov 1983 at age 79. He was the 4th CN president in Fort Worth, TX. Died in Las Vegas, NV. DOB Dec 19, 1903. DOH Jan 1964

-Ken Schultz' We Remember List dated 4/11/09

(He was actually the 2nd CN president.)

Name: Leland Glasgow, State of Issue: Illinois, Date of Birth: Saturday December 19, 1903, Date of Death: November 1983,

Est. Age at Death: 79 years, 10 months, Last known residence: City: Las Vegas County: Clark State: Nevada ZIP Code: 89119

-SSDI

(Jack Bradford, CN majority owner, fired Lee in April, 1965 and brought in Lamar Muse the next month as president. Nothing known about Lee's activities afterwards.)

KATHY SCHWARTZ PAFFORD 1964? - 1966? FLIGHT ATTENDANT

BIL

(http://FAL-1.tripod.com/Kathy_Schwartz_Pafford.html)
OBITUARY: Kathleen Pafford, Aug 4, 1943 - Dec 28, 2011
Kathleen "Kathy" Pafford went to be with our Lord December 28, 2011. She was born August 4, 1943 in Great Bend, KS. After graduating from Great Bend HS, she received her Bachelor's Degree at UCO in Edmond, OK and later received her Master's degree at OU in Norman, OK. She worked as a flight attendant for Frontier Airlines and later moved to OKC, where she met and married her beloved husband of 37 years, Jim Pafford. Kathy taught in the Mid-Del school system for 43 years. She was passionate about her teaching, especially her work in AP, Close Up, OK Close Up, World's Fair and Senior Project.

Kathy was an avid gardener, and her yard was always the envy of the neighborhood. Kathy was loved and will be greatly missed by her best

friend and sister, Candy Pawlicki; stepchildren, Wendy Pafford, Ginger Bagley and Mark Pafford; niece, Debbie Shupe; Aunt

Florene Blankenship; and a host of in-laws, nieces, nephews and friends. Kathy was predeceased by her husband, James Pafford; parents, Harold and Geraldine Schwartz; grandparents, Karl and Millie Kienzle; sister, Sherri Shupe; and nephew, Jeffrey Shupe. Wake Service will be held at 5 p.m., Monday, January 2, 2012, at Vondel L. Smith and Son North. Mass of Christian Burial will be at 11 a.m., Tuesday, January 3, 2012, at Epiphany of the Lord Catholic Church. In lieu of flowers, the family suggests donations to your charity of choice.



-The Oklahoman on January 1, 2012

(KATHY SCHWARTZ, BIL flight attendant, per the 3/15/64 Sales & Service Personnel Roster. She's not on the 2/15/64 or 4/15/66 rosters. Cannot find Schwartz on any seniority lists. Still need years she was at FL and a better pic.)

CAL EIKER 195? - 195?

STATION AGENT, SENIOR STATION AGENT PHX

(http://FAL-1.tripod.com/Cal Eiker.html)

OBITUARY: Arwin C. "Cal" Eiker, 83, of Scottsdale, AZ passed away on December 11, 2008. Cal, a World War II veteran, was born December 30, 1924 in Big Spring, Nebraska. He left the family farm to join the U.S. Navy, where he served proudly in the Pacific and was among the earliest ground troops to survey post-war Japan.

Upon leaving the service, Cal returned to the U.S. and took a position with Frontier Airlines where he traveled the southwest, fulfilling a variety of duties. He found his way to Arizona where he completed his education, earning a Bachelor's Degree in Education from Arizona State College at Tempe, and then his Master of Education from ASU in 1961.

Upon completion of his education, Cal took a civilian position



as the vice principal at the elementary school for U.S. Army dependents in Kitzingen, Germany where he married Margaret "Peggy" Carlson, who became his wife of 42 years. After their return to the U.S. Cal and Peggy raised two daughters while Cal taught at Larkspur Elementary and Desert Shadows Middle School until he retired. Cal supplemented his teacher's wage by working as a gardener, landscaper, and care-

MORE GONE WEST

taker in Scottsdale and Paradise Valley; a job he enjoyed until the age of 81. In what little spare time he had, Cal did volunteer work at

the VA Hospital in Phoenix, and as a Navigator at Sky Harbor Airport.

Over the years Cal also enjoyed running sand rails across the dunes at Glamis, taking luxury cruises with his wife and indulging himself with occasional solo runs on barefoot sailboat cruises through the Caribbean Islands. Cal was a vibrant, personable man who had a fondness for Jazz and a knack for art. He made friends easily everywhere he went. His co-workers as a teacher, his clients as a gardener, and those he met on his adventures all agree that to know Cal was to be friends with Cal. He was preceded in death by his wife, Peggy, and his sister, Louise Wilke.

He is survived by his daughters, Julee Petty and Eden Harries, both of Phoenix, Az, and six grandchildren: Nick, Drew, Emma and Joe Harries, and Hannah and Tessa Petty. Cal will be dearly missed by his family and friends.

-http://www.legacy.com/obituaries

(A. C. EIKER: PHX senior station agent, per the 2/14/52 and 3/13/52 FL Station Personnel Rosters. He is not on the 1955 or 1960 FL Rosters or the 1955 seniority list. Still need dates he worked at FL.)

KARL LEONARD 1951 - 197? SUPERVISOR-AIR CARGO ACCOUNTING DEN

(http://FAL-1.tripod.com/Karl Leonard.html)

OBITUARY: Karl Leonard, born June 13, 1915 in Ansbach, Germany. Immigrated to America December 2, 1924. Lived in Elgin, Illinois where he met his wife Dorothy. Karl was a musician with the Jay Wieder Orchestra, an accountant with

Frontier Airlines, and a piano teacher. In his retirement he had his own businesses. Preceded in death by his loving wife Dorothy. Survived by his four children Stephen (Janice), Diane (David), Thomas (Debra) and Ronald. His Grandchildren Kevin. Keith (Lisa), and Jeffery (Karen), and Great Grandchildren Elyse, Larson, Olivia and Taylor. Karl was a member of Mt. Olive Lutheran Church for many vears. His love of music



brought much joy to him and many others all of his life.

- Denver Post on February 28, 2012

(KARL LEONARD: DENAF supervisor-air cargo accounting per the Jan and Jul 1970 FL Telephone Directories. He is not in the Nov 1977 FL Quick Reference Directory. The 1960 FL Roster shows his birthdate as 6/13/1919 and the obituary says 6/13/1915. The Intelius peoplefinder website carries him aged 92 which agrees with the FL Roster 1919 date so I will use that. Obituary does not give date of death so I will assume he died about two days before the obituary appeared.)

JACK BRADFORD

1954 - 1967

CN CHAIRMAN OF THE BOARD FTW ACF GSW

(http://FAL-1.tripod.com/Jack_Bradford.html)



Johnson and his investors decided to sell Central Airlines, and negotiated a deal with a group headed by Carl Pohlad, a Minneapolis Banker, who bought the airline in 1962. Kahle's relationship with the new owners remained amicable, but six months after Central Airlines was purchased Pohlad wanted to sell Central for a profit, then get out of the aviation industry.

Because Keith had founded the airline, Pohlad offered him a

chance to find another buyer. Kahle wound up selling to one of his own board members, Jack Bradford of Midland, Texas. Bradford made several changes to Central including firing certain employees and equipping the Convair 240's with Rolls Royce Dart engines.

About a year into Bradford's ownership relations with Kahle became strained, to the point that Bradford fired Kahle in 1963. Bradford had trouble controlling Central, going through two more presidents (L.E. Glasgow and Lamar Muse) in a short period of time. Finally he negotiated a deal merging Central Airlines into Frontier Airlines.

-Excerpt from Keith Kahle's online biography:

(Jack Bradford came on the CN Board of Directors in Feb 1954. He bought controlling interest of CN Mar 26, 1963. Lee Glasgow was named President Jan 16 1964, replacing founder Keith Kahle. Kahle becomes board vice chairman Apr 7, 1964 but left by year's end. Kahle officially off the CN board Apr 6, 1965. Muse named president May 1, 1965, replacing Glasgow. Bradford sold CN to FL Oct 1, 1967 and made a large profit. A lawsuit ensued which alleged irregularities in the sale.

RKO General paid FL \$8,474,044 on Dec 1, 1970 in the lawsuit's final judgment. Jack went on to play a large role at Southwest Airlines over which Lamar Muse presided.

He has died since his wife established a chair in his memory at TCU where he served on the board. I have not been able to find an obituary or other death info. See page 27 for a news article.)

RICH SCHWARTZ 1974 - 1986 PILOT DEN

(http://FAL-1.tripod.com/Rich Schwartz.html)

Earle Morency informed me that former Frontier pilot, Rich Schwartz, is battling a tough brain cancer issue. Please keep Rich in your thoughts. After Frontier, Rich ended up retiring from US Airways before joining JetBlue Airways Aircraft Delivery Team along with Earle. We shared the flight deck on numerous flights to Toulouse, France for new Airbus deliveries and El Salvador for the heavy maintenance flights.

According to Earle, everything that can be done is being done

at Duke University Hospital.

-Billy Walker, DEN pilot

I want to let you know that we are approaching Rich's final days of life.

At this point, he has lost most of his abilities to communicate with others

and he is in his little world trying to say goodbye on his own way. I don't think he is coming back to me anymore. Fortunately, he is in no pain and he is being loved and cared with all we can give.



According to the hospice's team and experience, he has a few days left and arrangements will be made to celebrate his life in White Plains, NY. I'm so sorry to share this bad news but let's not forget that we are just dust in the air and the we all born to die. He lived and shared his life with great and positive energy and he will be remembered for the way he made us feel better about ourselves.

-Jossy Schwartz, Rich's wife

Rich and I along with 3 other FAL guys were in the same class when we went to work for Piedmont in 11/86. He retired from USAirways after its last bankruptcy and then continued flying for Jet Blue and several other large aircraft operators until just a few months ago. His illness come on him hard and fast. I have been in touch with his wife, Jossy. The following is an email I received last night. I felt we should let Rich's Frontier Friends know.

-Jim Currie, DEN pilot

Captain Richard Schwartz died at 66 on Wednesday March 7, 2012 at his home in Chapel Hill, NC. After a long lasting fight against a Brain Stem Tumor. He leaves his wife, Jossy Schwartz (31), and children Mike (31), Adam (28), and Pagui (9). A great fighter and an excellent pilot but most important yet an unique human being.

He will be missed tremendously and honored with great passion for the rest of our times on Earth through our actions after the best example he gave us on how to live a giving and loving life. Services will be held in White Plains, NYC. Family and Friends are welcome to celebrate his life and achievements.

-Jossy Schwartz, Rich's widow

I was involved with bringing Rich and Earle to JetBlue and checked both out on the A-320. We flew many times over the years from our days together at Frontier and, later, with JetBlue. We were neighbors for a while back in the old Frontier Airlines days, in the mountains SW of Denver.

I have never known a better man. Rich's value system was of personal importance to him and appreciated by all of us fortunate to have called him our friend, our colleague.

Knowing he is beyond the earthly sufferings helps some, but it can't take the sting of the loss from our hearts. Rich has left us many wonderful memories and some have just made me smile thru my tears of realizing he's gone from us for now.

I remember him telling me of his Navy trips to El Salvador before his airline career which was varied and fascinating. I remember many great stories of old airplanes and destinations.

-Billy Walker, DEN pilot

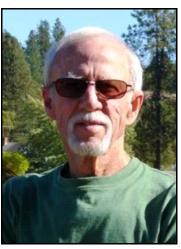
DAN BOONE

1957 - 1986

STATION AGENT, SENIOR STATION AGENT DEN OLF SDY GEG

(http://FAL-1.tripod.com/Dan_Boone.html)

OBITUARY: Gerald Daniel Boone, October 2, 1939 - Febru-



ary 22, 2012, Age 72, died sleeping peacefully next to his wife of 47 years at their home in Spokane Valley, WA, on February 22, 2012, following a long illness.

He is an inspiration to his family, remaining full of joy, filled with grace and firm in his faith throughout his journey. Dan was born in Denver, CO, to Albert Gerald and Georgia Mae Boone. He graduated from Cherry Creek High School and studied business at the University of Colorado. He married Judith Boone in 1964.

They were blessed with two sons, Gregory and Michael, and two grandsons, Jeffrey and Jordan. Most of Dan's youth was spent in the country, living for a time on a ranch in the Colorado Rockies, later on acreage outside Denver.

Within days of turning 18, Dan went to work for the original Frontier Airlines, so for 29 years was Daniel Boone, Frontiersman. It was Frontier that brought the family to Spokane in 1978. When the airline folded in 1986, he went back to school to study landscaping and horticulture. He owned landscape and sprinkler businesses, and later worked for the Spokane Transit Authority.

Dan loved the outdoors and animals his entire life. He did snow and water skiing, scuba diving, fishing, hiking and nature photography. He loved flying and travel. He was a musician who played clarinet, piano, guitar, fiddle, and his favorite, the banjo. Dan had a lot of wonderful adventures and many stories to tell.

As his disease progressed and took away one activity after another, he never complained. He replaced them with something else. He took up cooking when he retired; took photos of what he could see from the deck when he could no longer go to the woods; continued his love of aircraft by flying with virtual airlines; and played the guitar when the banjo became too heavy to hold.

Dan was preceded in death by his parents and one sister, Cherrie. In addition to his wife, sons and grandsons, he is survived by his sister, Charlene Mayo of Denver, CO; and his brothers, Ed Boone of Buffalo, WY, and Ted Boone of Dallas, TX. He will also be greatly missed by his sisters-in-law, Vicki Moore and Patti Lohman of the Denver area, as well as his many nieces, nephews, cousins and friends.

Dan and Judy want to thank his doctor, Erin Church; his Hospice of Spokane angels, Angie, Carlahn, and Debby, for their kindness and exemplary care; and the friends, neighbors and people of Manito United Methodist Church for their support, help, meals, and love. Please celebrate Dan's life with us at Manito United Methodist Church, 3220 S. Grand, Spokane, on March 10, 2012, at 2:00 PM.

- Spokane Spokesman-Review February, 2012

PETE HOWE

1953 - 1963

EXECUTIVE VICE PRESIDENT AND TREASURER FTW ACF GSW

(http://FAL-1.tripod.com/Pete_Howe.html)

Ferdinand E. Howe: Social Security Death Index (SSDI)

Name: Ferdinand E. Howe State of Issue: Pennsylvania

Date of Birth:

Monday April 30, 1917

Date of Death:

Monday September 08, 1997

Est. Age at Death:

80 years, 4 months, 9 days Last known residence: City: Salado: Prairie Dell

County: Bell State: Texas ZIP Code: 76571

-SSDI



(I found an article about him in

the book COMMUTER AIRLINES OF THE UNITED STATES by R. E. G. Davies and I. E. Quastler, pages 252 - 256. It says he joined CN May 1, 1953 and left 10 years later when Keith Kahle sold out to Jack Bradford. He was involved in quite a few airlines and ran Rio Airlines for a long time. The CN Skywriter says he came to CN in March, 1953. Kahle was out as CN president in Jan 1964 and was gone from the company by year's end.)

CORWIN KITELINGER

1956? - 1958? STATION AGENT RKS

(http://FAL-1.tripod.com/Corwin Kitelinger.html)

OBITUARY: Corwin Keith Kitelinger (1935-2012) Corwin Keith Kitelinger, the son of Keith and Ethel Knudsen Kitelinger, was born Dec. 30, 1935, and died Feb. 13, 2012, at the in Exira, Iowa at the age of 76 years, 1 month, and 13 days.

Corwin graduated from the Exira High School in 1954. He attended Dana College in Blair, Neb., for a year and a half. Corwin moved to Rock Springs, Wyo., and was employed at Frontier Airlines. In the fall of 1958, he was inducted into the U.S. Army. When his father died Corwin returned home to help on the farm and was transferred to the Army National Guard.

On Sept. 1, 1962, he was united in marriage to Sherry Green. Three children Dawn, Lana, and Keith were born to this union. Corwin and Sherry operated his family farm where he raised livestock and grew row crops. He retired from farming in 1992 and they moved into Brayton. Corwin worked various jobs including working for Audubon Vet Supply and later the Audubon Furniture Mart in Audubon until he retired in 2007.

Survivors include his wife Sherry Kitelinger of Exira; his children Dawn and husband John Hahn of Cameron, Mo., Lana Kitelinger of Guthrie Center, and Keith and wife Andrea Kitelinger of Kansas City, Mo.

-Audubon County Advocate Journal, February 23, 2012 (He is not on the 11/4/55 FL Roster or the Feb 1960 FL Roster. I will assume he started in 1956 (1.5 years after high school) and quit when he entered the U. S. Army in 1958.)



TUS Sep1986: L-R Front: Eddie Bryant, Conrad Remmel, Ronnie Butler, Jim Mustain, Roger Barks and Gary Noble. L-R Standing: Bob (Beatle) Bailey, Bob Malody, Ron Herring, Dee Kearns, Kenny Hitt, Greg Davis, Chuck Waullex, Norm Coldwell, Don Anderson, Glen Hastert and Chuck Hilton.

CHUCK WAULLEX

1980 - 1986

STATION AGENT, RESERVATION AGENT PUB? DEN TUS

(http://FAL-1.tripod.com/Corwin_Kitelinger.html)

Picture of last gathering of TUS employees taken about 2 weeks after FL shutdown in '86. Several have flown west. I recently found the picture I posted and had to call Gary Mackie to get names as time has had a "toll" on my memory. Missing are: Gary Mackie - Duane Faultys - Herman Pennington - Greg Eckert - Robert E. Lee & Ferdie Kramm.

Gary or I could not remember C. Waullex's 1st name. He was not there very long before "shutdown". Not sure but believe he transferred from 1 of the Wyoming cities. Given name may have been Charles, but believe he went by Chuck. Could have been PUB that Chuck came from, just don't remember.

Pic taken about 2 -4 weeks after "shutdown". We were still ground handling 3 USAir flts daily until another handler was arranged. Great bunch of guys!

-Jim Mustain, TUS station manager

B Charles Waullex, age 71, aka Chuck Waullex has lived at Pueblo, CO, Tucson, AZ, Salt Lake City, UT, married to Willie M Waullex.

-Intelius.com

Name: B Charles Waullex

Date of Birth: Sunday August 18, 1940. Date of Death: Wednesday April 04, 2007

Est. Age at Death: 66 years, 7

months, 17 days

Last known residence:

City: Pueblo County: Pueblo State: Colorado ZIP Code: 81005 Last Benefit Paid:

City: Pueblo County: Pueblo State: Colorado ZIP Code: 81005 State of Issue:

Colorado

-SSDI

(B C WAULLEX: Station agent seniority date of 04-16-80, emp# 16279, per 7/1/84 FL/ALEA Seniority List.

B C WAULLEX: Reservation agent seniority date of (04-16-80) (11/18/85) emp# 16279, per 1/1/86 FL/ALEA Seniority List. It appears Chuck was cut from PUB, went to DEN reservations to



GONE WEST

MAINTENANCE, CLEANERS, ETC. Bill Abel, GSW DFW mechanic, 4/3/88, age 65, Don Acridge, GSW DAL DEN lead inspector, 4/15/10, age 84 Robert Adcox, GSW mechanic, 11/21/88, age 66 Ed Aker, DEN lead stock clerk, Oct84, age 65 Ray Allgood, GSW DFW mechanic. 7/25/90, age 69 Ed Allmond, GSW DFW mechanic, 12/8/97, age 83 Jerry Altman, GSW DFW DEN mechanic, 5/3/99, age 65 Dutch Ancell, MCI mechanic, 11/21/00, age 59 Bob Anderson, DEN avionics mechanic, Dec81, age 69 M. Andy Anderson, DEN lead avionics mechanic, 1/30/88, age 66 R. Andy Anderson, DEN mechanic, May89, age 33 Dick Bakker, DEN stock clerk, 11/12/97, age 77 Howard Barber, DEN janitor, 12/10/95, age 88 Dave Barnes, DEN fueler/cleaner, Dec81, age 42 Luther Barnes, DEN lead mechanic, 8/23/64, age 59 Arnie Barnett, DEN avionics mechanic, 8/20/99, age 69 Leo Barnett, GSW DFW DEN mechanic, 2/18/84, age 59 Don Beach, DEN inspector, 7/24/10, age 85, stroke Ken Benish, PHX mechanic, Oct82, age 55 Art Benson, DEN aircraft mechanic, 6/4/09, age 88 Teuni Bergen, DEN lead inspector, 1/25/80, age 68 Don Bingham, DEN engineer, 10/5/79, age 38 Floyd Bircumshaw, SLC aircraft mechanic, 8/21/97, age 76 Russ Bliesner, DEN mechanic, 3/5/93, age 65 Willis Boden, DEN mechanic, 7/11/88, age 70 Bill Bowen, DEN cleaner - EOS, 8/29/85, age 79 Ben Bower, PHX mechanic, 1/22/93, age 73 Walton Bowles, GSW mechanic, 4/4/76, age 53 George Bradley, DEN lead avionics mechanic, 1/6/88, age 62 Harry Bradley, FTW GSW DFW mechanic, 6/23/85, age 80 John Brady, DEN aircraft mechanic, 8/11/08, age 76 Dan Breazeal, TUS mechanic, Mar89, age 40 Galen Breitling, DEN instrument shop, 5/29/97, age 67 Bill Brickman, DEN inspector, 4/20/01, age 56 Harry Bright, DEN mechanic, 2/26/96, age 77 Otha Broome, GSW DAL DFW mechanic, 5/15/05, age 82 Neal Brown, MCI lead mechanic, Sep77, age 53 Jack Bruce, DEN mx training instructor, 10/15/08, age 86 Steve Bruley, DEN mx foreman, 4/7/78, age 42, leukemia Q Bryan, DEN ground radio mechanic, 7/9/07, age 75 Bill Buckley, DEN lead inspector, 3/8/00, age 80 Dale Buehrer, MKC FSM TUS lead mechanic, 1/16/87, age 56 Richard Buethe, DEN lead mechanic, 10/1/99, age 87 Clyde Burnaugh, DEN mechanic, 10/11/89, age 89 Pop Burnell, DEN machinist - EOS, 10/1/72, age 93 Zick Burns, DEN mechanic, 1/10/07, age 89 Bill Bustell, DEN inspector, 6/21/05, age 77 Sarge Butler, GSW mechanic, 1/20/01, age 82 Cabby Caballero, DEN aircraft mechanic, 9/18/07, age 86, cancer Bill Caldwell, DEN aircraft mechanic, Sep81, age 53 Dick Cantwell, DEN lead mechanic, 10/6/06, age 91 Fred Carlson, DEN cleaner, 6/15/91, age 61 Mike Carmichael, foreman-aircraft overhaul, 5/14/89, age 63 Tony Carpino, SLC mechanic, 2/10/89, age 74 Charles Carter, DEN avionics mechanic, 3/17/95, age 84 Charles Carter, DEN inspector, 12/30/04, age 66 Roger Carter, DEN inspector, 12/30/04, age 66

Carlos Casas, GSW mechanic, 7/29/70, age 41 Clinton Casey, FTW GSW DAL DFW mechanic, 12/27/98, age 70 Carl Cash, DEN lead avionics inspector, 12/5/98, age 65 Bill Castleman, GSW DAL DEN aircraft mechanic, 6/13/05, age 73 Roy Chamberland, GSW DAL DFW cleaner, 1/3/94, age 69 Chuck Clay, DEN LNK ground mechanic, 5/10/08, age 73, cancer Henry Cleveland, GSW DFW lead mechanic, 12/18/95, age 76 Jim Clinkenbeard, DEN mx foreman, 7/16/09, age 83, cancer Clint Coakley, DEN inspector, 1978-1986, 11/27/07, age 85 Charlie Coffey, DEN aircraft mechanic, 6/23/11, age 85 Clyde Colbert, stockroom clerk, 5/14/89, age 63 Lowell Conder, GSW DAL DEN aircraft mechanic, 5/12/02, age 90 Harold Cook, MCI lead mechanic, 10/12/85, age 68 Ken Cook, DEN lead inspector, 11/18/82, age 75 Willis Cooke, OKC DFW DEN FSM lead mechanic, 8/7/95, age 80 Joe Coopersmith, DEN lead mechanic-EOS, 9/25/02, age 88 Ray Cordray, DEN mechanic, Jun69, age 61 Sherman Cornstubble, DFW DEN lead inspector, 11/13/99, age 74 Pat Corrigan, DEN mechanic-EOS, 6/25/99, age 82 Ted Couchman, DEN reliability analyst, Dec73, age 70 Cecil Covington, FTW GSW DAL DFW mechanic, 2/27/96, age 82 George Cramton, DEN lead inspector, 3/9/82, age 83 Doug Crandall, DEN mechanic, 1968-1986, 10/7/07, age 84 Joe Craze, DEN inspector, 9/6/02, age 72 Walter Crisp, DEN mechanic, 4/29/03, age 48 Spence Crona, DEN lead mechanic, 10/6/03, age 75 Kevin Crosby, DEN mechanic, 10/20/00, age 44 Joe Crowder, DEN instrument shop, 5/12/01, age 76 Frank Crowell, DEN aircraft mechanic, 9/1/11, age 88 James Crozier, FTW GSW DFW mechanic, 9/26/83, age 65 Bob Cruickshank, DEN mechanic, 11/27/86, age 39 Syl Cuellar, DEN flight simulator technician, 11/24/07, age 91 Gordon Cumming, DEN inspector & a/c technician, 4/11/09, age 77 Mike Dann, DEN SNA mechanic, Aug89, age 44 Harley Davidson, DEN mechanic, 4/22/82, age 57 Parker Davis, DFW mechanic, 10/27/10, age 85 Red Davis, DEN mechanic, Apr67, age 49 Ray Dennie, GSW DEN line foreman, 4/5/99, age 73 Dick Denny, aircraft mechanic, 3/2/08, age 68 Wayne Dikeman, DEN ground radio mechanic, 11/22/92, age 67 Bob Donley, DEN mechanic, 3/9/80, age 44, auto accident Sam Dorchek, DEN mechanic, 10/5/95, age 72 J.D. Dossey, FTW GSW DFW mechanic, 11/10/79, age 74 Larry Doud, DEN mechanic, 1/21/95, age 74 Robert Doud, FTW GSW mechanic, 3/5/67, age 56 Jack Drinkard, GSW DFW foreman, 1/28/00, age 68 Bill Dryden, DEN avionics engineer, 10/6/91, age 72 Harry Duff, DEN inspector, 1/27/91, age 66 Frank Early, DEN engineer, Jul87, age 56 Ken Edwards, OKC DEN ground mechanic, 1/12/82, age 40 Roger Edwards, SLC lead mechanic, 8/14/08, age 79 Sonny Ehre, DEN mechanic, 1/16/90, age 70 Robert Elliott, DEN engineer, 3/25/04, age 81 Linton Ellis, GSW DEN lead mechanic, 4/11/01, age 68 Dale Epperson, MCI mechanic, 11/25/82, age 34 Don Erickson, DEN lead mechanic, 9/4/99, age 77 Gary Erickson, DEN mechanic, 8/15/94, age 51 Bob Estey, DEN stock clerk, 4/24/07, age 71 Jimmy Fanning, FSM DEN cleaner, Jun84, age 32 Marty Favor, MCI mechanic, 5/6/66, age 33

Gene Fehse, GSW DEN SLC foreman, 10/9/84, age 46 Merle Ferguson, DEN mechanic, 10/5/90, age 72 Ron Ferris, DEN foreman-line maintenance, Jun93, age 48 James Finney, GSW mechanic, 9/4/91, age 68 Earl Fischer, DEN inspector, 3/27/05, age 88 Roy Fisher, DEN foreman-EOS/line, 4/29/92, age 74 Chester Fitch, DEN lead inspector-NDT, 12/20/01, age 84 Charlie Florin, DEN aircraft mechanic, 11/8/10, age 77 Don Forrer, DEN maintenance planner, 1/20/94, age 77 Red Fowler, DEN NDT inspection, Apr69, age 46 Lloyd Fox, PHX DEN a/c mechanic, 10/18/82, age 44, accident Leroy Frazier, GSW DEN mechanic, 11/9/01, age 76 Harold "Frenchy" French, DEN inspector, 9/26/08, age 98 Al Garcia, PHX lead mechanic, Sep69, age 55 Tag Gensler, MCI mechanic, May80, age 48 Angello George, SLC aircraft mechanic, 7/27/11, age 92 Pete Gillespie, GSW DAL DFW aircraft mechanic, 6/1/10, age 91 Bob Given, DEN lead inspector, 9/6/11, age 83 Larry Goodwin, DEN mechanic, 6/28/92, age 67 Wayne Gordon, STL mechanic, 9/25/78, age 37, auto accident Bill Grant, DEN welder, Oct83, age 63 Dutch Greenmeier, DEN instrument inspector, 4/1/90, age 81 Nash Guerra, GSW DFW DEN mechanic, 10/4/98, age 79 Vern Gulliksen, DEN a/c mechanic/inspector, 7/30/11, age 91 Gil Haddon, DEN inspector-NDT, 12/26/00, age 70 Henry Hageman, FTW GSW DFW mechanic, 1/5/94, age 71 Francis Hall, GSW DEN PHX mechanic, Aug82, age 65 Dale Haney, DEN fueler, 1/20/95, age 75 Curley Hansen, DEN mechanic, Jan73, age 55 LeVerne Hanson, DEN cleaner, 2/2/98, age 80 Cecil Hardacker, GSW DFW DEN mechanic, 7/3/86, age 66 Charlie Harris, GSW DFW mechanic, 9/25/86, age 69 Walt Harris, DEN foreman-line maintenance, 10/18/84, age 52 Ernest Hartland, MCI mechanic, 9/4/95, age 76 Charlie Hatfield, DEN TUS lead mechanic, 12/28/06, age 82 Anton Hawkins, GSW mechanic, 2/1/84, age 58 Dick Hebert, DEN aircraft overhaul, 1/23/07, age 74 Hank Hecketsweiler, DEN engineer, 10/26/91, age 76 Johnny Heffley, FTW radio mechanic, 10/12/09, age 75 Gary Herning, GEG mechanic, 11/29/80, age 37, auto accident King Herrington, DEN lead mechanic, 10/4/08, age 87 Dale Hershberger, DEN mechanic, 6/27/97, age 69 Jim Hershfeldt, DEN lead mechanic, 1/18/07, age 73 Jackie Hewitt, lead stock clerk, 11/13/76, age 46 Dale Hicklin, DEN lead mechanic, 5/21/92, age 61 John Higgins, DEN mechanic, Aug76, age 62 Warren Hill, BIL DEN mechanic, 3/19/05, age 84, heart failure Jack Hitchcock, PHX foreman-line maintenance, Apr76, age 57 John Hobbs, DEN machinist-EOS, 2/28/08, age 75 Jim Hoeglund, DEN stock clerk, 11/14/78, age 41 Leonard Hoglund, DEN mechanic, 4/5/99, age 83 Ed Holdredge, DEN mxproduction planner, 3/15/99, age 62 Ike Hoover, DEN engineer, 7/3/10, age 84 Clarence Hopper, DEN mechanic, 3/28/84, age 55 Ken Hopper, DEN mechanic, 10/17/03, age 69 Tom Horseman, DEN avionics mechanic, 10/18/88, age 41 Slim Horton, DEN mechanic, Oct79, age 67 Don Hotchkiss, DEN mechanic, May81, age 64 Ernie House, GSW DFW mechanic, 1/31/86, age 81 Bill Houston, DEN lead stock clerk, 9/21/97, age 79

Bill Howard, DEN inspector, 12/8/86, age 63 Bob Howard, DEN mechanic, 5/23/95, age 63 Ed Huss, DEN lead mechanic, 9/21/09, age 83 Willard Inman, DEN avionics mechanic, 3/4/97, age 77 Frank Jesmer, DEN lead mechanic, 5/8/81, age 63 Bill Jimmerson, DEN lead mechanic-EOS, 4/5/03, age77 Art Jiracek, DEN maintenance reliability analyst, 2/21/00, age 77 Eliot Johnson, DEN stock clerk, 3/16/04, age 84 Keith Johnson, DEN aircraft mechanic, 7/18/07, age 85 Howard Jones, DEN crew chief-line, 1/15/98, age 76 John Paul Jones, DEN foreman facilities mx, 9/3/95, age 77 James Judge, GSW DFW mechanic, 11/25/75, age 71 Jim Kalbach, DEN foreman-heavy check, 9/14/05, age 73 Paul Kalcsites, DEN mechanic, 9/24/06, age 79 Larry Keen, DEN lead instrument mechanic, 8/8/00, age 87 Mike Kelly, DEN maintenance scheduler, 6/1/91, age 79 Maurice Kempner, SLC mechanic, 7/9/07, age 77, heart failure Bernie Kersen, DEN mechanic, 3/15/72, age 28 Jerry Kimel, DEN ground mechanic, 4/28/78, age 62 Art Krieger, DEN mx instructor, 11/19/98, age 85, Parkinson's Harley Kruger, DEN lead mechanic, 8/26/87, age 67 Stan Kyed, DEN inspector, 8/2/09, age 78 Al Lagger, DEN aircraft mechanic, 6/14/08, age 84 Tom Lally, DEN lead-tool room tech, 11/19/96, age 74 Woody Landis, DEN mechanic, Mar80, age 66 Ed Lane, DEN lead inspector, 7/14/98, age 74 Bernie Langfield, DEN foreman-avionics, 3/22/08, age 81 Larry Larsen, DEN mechanic, 9/25/94, age 81 Bob Laskoski, DEN mechanic-EOS, 1/22/01, age 72 A.D. Laurence, DAL DFW DEN lead mechanic, 5/27/00, age 82 Morris Leach, DEN mechanic, 6/30/58, age 32 Bob Legge, DEN lead inspector, 3/1/07, age 81 Ed Lehmann, DEN mechanic, 10/4/93, age 76 Ben Lemme, DEN mechanic, 4/23/93, age 69 Doc Libby, DEN PHX lead mechanic, Nov74, age 57 E.J. Lima, DEN engineer, 5/11/97, age 88 James Linebarger, GSW DEN mechanic, 6/18/71, age 61 Al Linder, DEN inspector, 6/5/90, age 71 Ed Lintz, DEN aircraft mechanic, 1/2/04, age 81 Matt Litzinger, DEN foreman-line maintenance, Jan84, age 46 Bill Livingston, PHX lead mechanic, 10/20/94, age 70 Arnie Loller, GSW DEN avionics technician, 1/19/12, age 77 Bill Long, DEN mechanic, 8/8/67, age 53 Gene Long, DEN stock clerk, aircraft mechanic, 8/28/08, age 71 Joe Looft, DEN foreman-aircraft overhaul, 3/15/89, age 37 Larry Lorz, DEN mechanic, 8/3/86, age 46 Dick Lowe, DEN mechanic, 7/1/04, 61, motorcycle accident Jerry Manlove, DEN mechanic, 6/4/02, age 75 Don Marick, DEN ground mechanic, 4/20/05, age 74, heart Weldon Marr, GSW mechanic, Jun81, age 62 Joe Martinchick, DEN cleaner-EOS, Mar79, age 65 Daniel Martinez, GSW mechanic, 7/31/75, age 57 Bud Matlock, MCI mechanic, 3/30/80, age 58 Shorty Maxwell, STL mechanic, 2/14/99, age 81 Clarence McClean, GSW mechanic, 11/16/91, age 79 Mac McCready, DEN avionics mechanic, 9/15/02, age 70 Mac McCrory, DAL DFW lead mechanic, 11/14/89, age 77 Earl McGuire, DEN aircraft mechanic, 10/20/09, age 69 Ike McKeown, DEN cleaner, GSE mechanic, 4/3/11, age 75 Richard McMahon, DEN mechanic, 8/7/04, age 84

Mac McManis, DEN mechanic, 6/24/03, age 91 Jack Mericle, DEN lead mechanic-EOS, 4/1/99, age 79 Ernie Mickalson, DEN machinist, 5/25/08, age 88 Larrie Miley, GSW STL mechanic, 10/6/02, age 58 Garland Miller, FTW GSW aircraft mechanic, 7/24/09, age 88 Harry Miller, DEN lead mechanic-EOS, 6/9/88, age 89 Jim Miller, DEN lead inspector, 5/17/92, age 60 Paul Miller, DEN senior draftsman, 5/21/03, age 79 Charles Millhollon, GSW mechanic, 6/28/91, age 56 Don Moore, GSW DEN mechanic, 8/15/73, age 40 Tom Morris, DEN inspector, 1/14/04, age 87 Tommy Munns, DEN aircraft mechanic, 6/20/09, age 79 Willard Myers, DEN instrument shop tech, Nov85, age 80 Ralph Newman, DEN aircraft mechanic, 8/19/09, age 90 Marshall Nix, GSW ABQ mechanic, 5/22/94, age 66 Tim Norman, STL cleaner, Dec78, age 37 Lawrence North, DEN mechanic, 5/7/00, age 44 Leonard Nothaft, DEN mechanic, 7/25/08, age 87 Cliff Nowlin, DEN mechanic, 5/23/87, age 70 Tom Nowlin, DEN avionics mechanic, 7/30/78, age 51 Russell O'Harra, DAL DFW aircraft mechanic, 8/17/11, age 93 Marty O'Meara, DEN foreman-stores, 3/2/90, age 75 Charles Owens, DEN stockroom, 11/15/87, age 52 James Parvin, GSW DEN mechanic, 5/19/91, age 74 Ed Patterson, GSW DFW mechanic, 4/30/82, age 71 Everett Patterson, DEN mechanic, 4/6/82, age 58 Elvis Patton, GSW DEN lead mechanic, Feb87, age 59 J.C. Payne, GSW DEN mechanic, 5/24/07, age 91 Everett Peck, DEN ground mechanic, 2/13/03, age 81 Ed Pejko, DEN mechanic, 3/18/80, age 66 Ed Pellerin, DEN lead mechanic, 8/26/78, age 67 Maxine Penner, DEN cleaner, 10/11/07, age 87, heart disease Pete Peterson, SLC mechanic, 8/22/91, age 63 C.T. Phillips, FTW GSW DEN lead inspector, 7/28/02, age 87 Carl Pickering, DEN avionics mechanic, 4/8/87, age 45 Jim Pike, DEN mechanic, 2/12/2001, age 60 Chet Poell, DEN lead mechanic, 11/10/05, age 89 Hub Pratt, GSW PHX DFW mechanic, 12/13/94, age 69 William Pratt, FTW mechanic, 1/23/90, age 66 Bill Priley, MCI stock clerk, Nov79, age 62 Norm Prior, DEN lead mechanic, 8/17/88, age 71 Pete Pusede, DEN mechanic, Mar81, age 65 Red Ralston, DEN lead mechanic, 6/16/97, age 88 John Randoll, DEN tech foreman, 8/2/03, age 78 Rusty Rasmussen, DEN auto mechanic, 8/11/82, age 49, cancer Randy Ray, DEN engineer, 11/30/98, age 52 Ron Regan, DEN foreman-line maintenance, 12/19/01, age 62 Bill Reynolds, DEN ground mechanic, 2/6/93, age 73 Red Rickert, DEN mechanic, 3/29/00, age 80 Lynn Ridgley, DEN tool room, 3/13/85, age 47 Eddie Riebling, DEN foreman-stores, 5/15/94, age 66 Glenn Robinette, DEN lead auto mechanic, 3/25/02, age 84 Frank Rocheleau, DEN lead mechanic, 10/14/00, age 87 Charlie Rucker, PHX mechanic, 9/11/99, age 91 Pappy Russell, DAL DFW lead mechanic, 10/11/05, age 96 Bob Sanders, DFW DEN stock clerk, 4/3/09, age 74 Ted Saul, DEN foreman-line maintenance, 12/28/71, age 63 Bill Schlotthauer, DEN foreman-aircraft overhaul, 10/5/02, age 64 O.J. Schluter, GSW DFW DEN mechanic, 5/7/99, age 74 Carl Schroeder, aircraft mechanic, 1/25/07, age 84

Ken Schultz, DEN manager-mx control, 5/2/10, age 79, cancer Marvin Schwein, BIL SLC lead mechanic, 5/31/92, age 64 Irene Scott, DEN cleaner, May76, age 65 O.D. Scott, DEN inspector, 10/10/88, age 71 Price Seaborn, GSW DFW mechanic, 10/12/87, age 77 Stormy Sellers, GSW DFW mechanic, 12/8/89, age 68 John Shaffer, GSW DFW mechanic, 7/27/04, age 92 Jay Shah, DEN mechanic, 2/13/80, age 27, ramp accident Jack Shanks, DEN mechanic, 3/6/06, age 90 Ned Shanks, PHX lead inspector, 3/3/59, age 46 Chester Shewmaker, GSW mechanic, 7/15/97, age 66 Jack Siebert, SLC cleaner, 7/3/09, age 75 Lew Simpson, DEN lead mechanic, 4/27/01, age 84 William Sims, DEN mechanic, Jun90, age 66 A.D. Smith, DEN mechanic, 11/14/00, age 64 A.V. Smith, FSM LIT OKC mechanic, 6/25/07, age 82 Coyt Smith, LIT STL FSM mechanic, 12/28/01, age 65 Gene Smith, DEN lead mechanic, 2/19/84, age 65 Ora Somers, DEN mechanic, 1/14/01, age 82 Charlie Souchek, DEN mechanic, 10/18/01, age 89 Gary Souther, DEN mechanic, 9/6/03, age 55, heart attack Vern Sperry, DEN senior production planner, 8/28/97, age 63 Brian Staude, DEN foreman-EOS, 3/1/03, age 59 Charlie Steele, FTW GSW DAL DFW mechanic, 8/28/91, age 75 Ray Stephens, DEN FMN ABQ lead mechanic, 4/19/95, age 75 Paul Stevens, GSW DEN mechanic, Dec74, age 63 Wayne Stilwell, STL aircraft mechanic, 2/6/11, age 68, MS Art Stoner, DEN foreman-radio, 5/17/67, age 61 Leonard Stuart, DEN lead inspector, 4/15/00, age 91 Tom Stuckenschneider, DEN aircraft mechanic, 10/2/06, age 82 Bill Super, MCI DEN GRI mechanic, 7/18/93, age 49 Bob Sweeney, GSW DEN mechanic, 4/5/78, age 51, cancer Norm Talbot, GTF lead mechanic, 7/12/96, age 70 Ella Tanko, DEN janitor, May83, age 89 Lee Theimer, DEN maintenance control center, 2/25/99, age 76 Gary Theobald, DEN mechanic, 2/18/04, age 63 Everett Thomas, DEN foreman-grd equipment, 4/30/10, age 78 Dan Thrasher, GSW mechanic, 9/2/82, age 63 Claude Tidwell, DEN lead mechanic, 7/27/96, age 75 David Totman, DEN mechanic, 5/13/87, age 43 Orval Trent, GSW mechanic, 10/11/02, age 87 Norm Trimmer, AMA mechanic, 9/2/00, age 77 Larry True, DEN MCI aircraft mechanic, 7/10/10, age 72, cancer Joe Umerski, DEN inspector, 3/21/06, age 89 Woody Underwood, DEN instrument shop tech, 11/13/99, age 78 Travis Underwood, GDW DFW mechanic, 12/20/85, age 68 Paul Van Buskirk, DEN lead janitor, 4/19/11, age 89 Fred Van Weerd, SLC cleaner, Oct72, age 34, heart attack Larry Vannoy, DEN SLC mechanic, 11/18/00, age 66, murdered Bill Varley, DEN mechanic, 11/13/97, age 69 Renier Vroomen, DEN cleaner-EOS, 7/6/03, age 77 Harold Wagner, DEN mechanic, 9/11/94, age 82 Robert Wagstaff, DEN mechanic, 2/20/95, age 62 Bill Waldrip, DEN inspector, 2/27/99, age 73, pancreatic cancer Billy Joe Walker, GSW? aircraft mechanic, 4/29/09, age 85 Sid Walker, DEN foreman-sheet metal shop, 9/17/89, age 79 Fred Walsh, DFW DEN mechanic, 9/6/06, age 80, heart failure Frank Walters, DEN mechanic, 6/22/99, age 91 William Waltiere, DEN lead inspector, 6/14/94, age 43, cancer Jerry Waples, DEN foreman-line maintenance, 12/23/97, age 79

Matt Ward, DEN mechanic, Jun84, age 76

Clyde Ward, DEN mechanic, 11/18/06, age 77, heart failure Don Wardman, DEN inspector, 1/11/97, age 81, alzheimer's

Frank Wasco, GSW foreman, 4/19/83, age 62

Al Washburn, GSW DEN mechanic, 1/5/02, age 72

Frank Weilminster, DEN print shop operator, 7/18/95, age 82

Dick Wentzel, DEN aircraft mechanic, 11/16/11, age 88

Doug White, DEN mechanic, 4/9/77, age 35

Bob White, DEN foreman-Inspector / NDT, 3/20/00, age 66

Ed Willard, DEN ground radio mechanic, 12/25/97, age 78

Robert Willette, GSW mechanic, May79, age 36

George Wilson, DEN inspector, 10/18/01, age 78

Beulah Wire, DEN cleaner, Jan79, age 86

Andy Wiscamb, DEN lead fueler, 11/3/77, age 63

Harold Worrell, DEN mechanic, Apr84, age 32

Carl Zentz, DEN mechanic, 5/16/67, age 55

Jack Zweck, DEN inspector, 12/16/04, age 69

FRONTIER CANDY

(Excerpted from chat at the FLacebook webpage.)

Just had a small brain wave rush thru...does anyone remember when we passed out Jolly Rancher candies before landing..in a small basket?? or am I dreaming ...again????

-Gretchen Densley, flight attendant

You're correct! In STL, we had cases of the candy plus almonds for restocking.

-Jim Mustain, station manager

Oh yeah, I remember putting bags of them on both the 580s and 737s when I was in flight provisioning at MCI.

-Gary Murrell, station manager

Boy, do I remember. I found one in the bottom of my old purse that had hardened permanently onto it. I still fondly get Jolly Ranchers just for the memories. Sweet.

-Lynn Robins, flight attendant

Oh yeah we did, I remember passing them out! Someone told me these candies were seconds and FL got them from a plant somewhere in the foothills of Denver, maybe Golden!

-Mary Anne Paszkiewicz, flight attendant

Not sure if the plant was Golden or Arvada, but it wasn't that far from where my parents lived and you could smell the candy as you drove down the road. Hummm. They were a hit with passengers...a nice little something something at the end.

-Lana Kelley, flight attendant

Yep, my kids loved them when we flew to DEN-SLC-DEN all the time. In the 1970s but don't hold me any closer then that.

-Pat Kern, ground mechanic

Yes, and everyone knew what kind of candy you'd get on Halloween when trick or treating at a flight attendant's house! Haha! The original plant was on Ward Road just north of I-70 in Wheat Ridge not far from my childhood home in Arvada. We kids would ride our bikes over there because you could smell what flavor they were making from far away. And yes, they would give us the broken candies. Whatever happened to my favorite Fire Stix when Hersheys bought them out, closed the plant and moved the operation to PA?

-Vicky Veldboon, flight attendant

Thats right...It was off Ward Rd.and I-70...My folks had a home not far from there for awhile. You remember the smell as you went down the road too...how funny.

-Lana Kelley, flight attendant

Yes I remember doing it on the 580....everyone had to pick

through for their favorite color

-Gerrie Donaldson, flight attendant

You're not dreaming...I just threw away one that I found in my Frontier memories box.

-Don Miller, station agent

That bag of Jolly Roger was a life saver on the Convair 580. I loved the sour apple.

-Trisha Hood, flight attendant

Oh yeah, sometimes that was what we lived on. The sour apple ones were the best.

-Cherylann Mauro, flight attendant

I loved the sour apple too...funny

-Lana Kelley, flight attendant

The factory was in Arvada on Ward Road. Use to pass it on the way to work and you could smell what they were making that day. It sold to Hershey and they shut it down in 1996.

-Mike White, station agent

We did pass out Jolly Rancher candies... haven't thought about that in a long time.....

-Linda Sandos, flight attendant

How interesting, just saw a commercial on TV about Jolly Rancher candy. They were really good.

-Gene Hoskovec, station agent

The sad part of Jolly Ranchers, is that the plant in Golden, Co. was closed several years back (I think 2002), when Hershey's bought them out. They then moved the plant to Canada.

-Darrell Robson, station agent



DEATH OF A FRONTIER CONVAIR

Headline: "Crew killed as Air Tahoma Convair 580 crashes in Ohio." I wonder if this was one of the old Frontier 580s?

-Billy Walker, pilot

Crew killed as Air Tahoma Convair 580 crashes in Ohio By David Kaminski-Morrow, Sep 2, 2008

None of the three crew members on board a US Convair 580 freighter has survived after the aircraft crashed shortly after departing its base at Columbus' Rickenbacker Airport.

Initial indications suggest the aircraft, operated by Columbusbased cargo carrier Air Tahoma, was on a training flight before yesterday's accident.

Ohio-based fire service support sources have identified the aircraft as being registered N587X, which Flight's ACAS database lists as a 52-year old example owned by the carrier. The aircraft, fitted with twin Allison 501-D13 engines, had logged over 71,900 hours and 115,700 cycles.

Preliminary information states that the Convair came down in a corn field about 3km southwest of Rickenbacker Airport . The fire support source states that none of the three crew members on the aircraft - two pilots and an instructor - survived the crash.

"Fire crews were hampered by access issues due to the aircraft coming to rest several hundred yards from a road, in the middle of a local farm's corn field," it adds.

Meteorological data shows weather conditions at Rickenbacker Airport at the time of the accident, about 12:00, were good. The airport is sited 16km southeast of Columbus city centre, and specialises in freight operations.

It has two parallel runways, 5L/23R and 5R/23L. The crash site is close to the approach and departure paths to the southwest of the airport, but the aircraft's phase of flight at the time is unclear.

-Flight International

An empty cargo plane crashed into a row of trees and skidded into a cornfield shortly after takeoff Monday, killing all three crew members and sparking a fire, authorities said.

The twin-engine 1956 Convair 580, owned by local cargo transporter Air Tahoma, departed from Rickenbacker International Airport in Columbus at around noon and had turned around to land at the airport.

It crashed south of Columbus near the town of Lockbourne, Highway Patrol spokesman Lt. Tony Bradshaw said. The pilot radioed the airport just before the crash to ask for a landing strip, but said there was no need for emergency equipment, Pickaway County Sheriff Dwight Radcliff said.

Kevin Roberts, who lives on a farm near the crash site, was repairing a tractor when he and a friend heard the plane. "We heard the plane fly low, and it sounded so loud it shook the barn," he said. "Then we heard a boom. We looked out and saw smoke."

Another nearby resident, Bill Plants, arrived at the fiery wreckage before emergency crews, thinking he could help with possible survivors.

"As soon as I got there, I knew it was useless," he said.

The plane was headed to Mansfield in northern Ohio , FAA spokeswoman Elizabeth Isham Cory said. Bradshaw said the victims were: Urs Anderegg of Miami, 58, James Monahan, 57, of Plantation , Fla. , and Sean Gardiner, 41, of Miami. The Federal Aviation Administration was trying to determine which of the victims was the pilot.

Seven fire departments worked to bring the fire under control, with some firefighters driving tankers through cornfields to get to the hard to reach site. That corn was just a few weeks from harvest, said Don Peters, whose family owns the farmland where the crash took place.

-The Associated Press, Sep 2, 2008

I searched a database for Air Tahoma - there was no 587X listed but there was a 586X and a 588X. They also have two 580s in storage. One is an ex Aspen with a N104 number which was the #4 CV-340 built. The other one was N126, ex FAL, and a much 'younger' airframe. Since the accident occurred on a training flight it might well have been one of these aircraft but until someone posts the contractors serial number it's anybody's guess!

-H. A. "Jack" Frost, pilot

Found more info on another source. It was CN #361 which was SN73162 at FAL. It was one of the 10 we got from Sabena when FAL decided to retire the CV600s.

-H. A. "Jack" Frost

Air Tahoma Flight 587 had received extensive routine maintenance before it crashed within minutes of takeoff from Rickenbacker Airport on Monday, the National Transportation Safety Board confirmed yesterday. Air-safety investigator Jim Silliman says the plane's "black box" appears to have been inoperable. The crash killed all three crew members onboard. "It had gone through all the normal things for an airplane this age in terms of maintenance," air-safety investigator Jim Silliman said.

The pilot of the 1956 turboprop Convair 580 aircraft called flight control to request permission to return to Rickenbacker for an emergency landing shortly after takeoff. It was a clear day, just past noon. The pilot did not specify what the problem was but said emergency crews would not be needed on the tarmac, Silliman said.

The safety board will not release the name of the pilot until it completes the investigation, Silliman said. Urs Anderegg, 58, and Sean Gardiner, 41, both of Miami, and James Monahan, 57, of Plantation, Fla., died in the crash. All three were licensed pilots.

Anderegg, who had worked for the company for two years, was instructing the other men in a training flight headed for Mansfield, his daughter, Michelle Sayegh, 37, of Miramar, Fla., told The Miami Herald.

Holly Monahan told The Dispatch she had expected to be focusing on the impending birth of her first grandchild this week, not the death of her husband of about 40 years. "My husband was very safe, and I had all the confidence in the world in him," Monahan said. The Vietnam War veteran had flown his entire adult life but joined Air Tahoma only earlier this year.

The 80-foot-long plane hit the ground in a cornfield before crashing through a tree line, across an old train track and into another cornfield, Silliman said. The propellers came off, and the engines and wings detached. It could be as long as 15 months before the safety board releases its findings.

Investigators will listen to cockpit audio recordings, but the flight-data recorder -- the "black box" -- appears to have been inoperable before takeoff, Silliman said.

- Elizabeth Gibson, The Columbus Dispatch, Sep 5, 2008

US investigators have confirmed that elevator trim cables on a Convair 580 freighter had been reversed before the aircraft crashed in Ohio last September with the loss of all three occu-



pants.

The aircraft, operated by Air Tahoma, had undergone maintenance before the 1 September flight, including disconnection, rigging and reconnection of all flight-control cables in the empennage.

"On-site inspection of the accident airplane revealed that the elevator trim cables were reversed," says the National Transportation Safety Board in an update to the inquiry. "As a result, when the pilot applied nose-up trim, the elevator trim system actually applied nose-down trim."

It also points out that the flight-data recorder did not contain a record of the accident flight. The NTSB says the pilots "skipped" activation of this recorder while running through the checklist.

The 52-year old twin-engined aircraft, which had logged almost 72,000 hours, had taken off from Columbus' Rickenbacker Airport, on a short flight to Mansfield, when the crew immediately attempted to return. It failed to reach the runway and crashed into a cornfield.

In its update the NTSB states that an inspector did not, as was required, sign off cards for numerous checks during the aircraft's last phase inspection in August 2008. Among the items included in

HOW I BECAME A PILOT

One of the questions from the career placement test given applicants for flight training and a military commission was:

"Rearrange the letters P N E S I to spell out an important part of the human body that is more useful when erect!"

Those who spelled spine became doctors....the rest of us were sent to pilot flight school.

Jan 1984 cartoon re FL/ALEA contract negotiations—>

these checks was the crucial connection of elevator servo trim-tab cables.

After the inspection the aircraft did not fly until the fatal departure. The flight lasted just 2min 40s, during which the cockpit-voice recorder showed the captain repeated the word 'pull' about 27 times while the pilots apparently battled in vain to trim the aircraft.

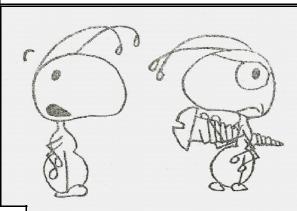
US FAA regulators revoked Air Tahoma's operating certificate following a review in the wake of the crash.

-David Kaminski-Morrow, Air Transport Intelligence, 8/5/09

Convair SN #361; Version #440-12; Built 8/24/56; Delivered 9/19/56; Originally to Sabena; Sold to FL 10/10/67; Converted to CV 580 2/26/68. R.I.P.

-Darren Weeks, manager-inventory control

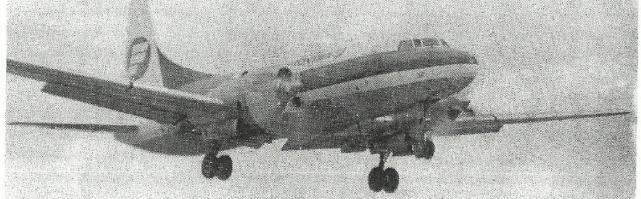
(Web search "air tahoma crash 2008" for more information on the accident.)



"Well Jake, How are negotiations going?"

-Anonymous FL pilot

FRONTIER AIRLINES CONVAIRS



by Martin Marlow

Frontier Airlines has flown nearly 45 Convairs of various types since they introduced the Convair 340 in 1959. All Frontier Convairs carried the green and gold "Arrowhead" livery for 19 years.

In late 1977 it was announced that Frontier was going to adopt a new logo and color scheme, to be designed by Saul Bass and Associates. The first aircraft to carry these new colors was a Boeing 737 (N734OF) delivered to Frontier in March 1978.

Three months passed until I saw a Convair in the new colors. N73160 appeared in early June 1978 wearing these colors, and the wait was definitely worth it. By July 1980, all Convairs had been painted in the new colors (26 aircraft total). At first glance, they would all appear the same, but as this article will show, there are many differences between them, as well as some colorful "second-hand" color schemes.

The evening of May 31, 1982 saw the last revenue flight by a Frontier Convair when N73106 arrived in Denver as Flight 935 from North Platte and Scottsbluff, Nebraska.

Presently, nine of these aircraft sit idle in Denver, and another half-dozen in Kansas City and Dallas/Fort Worth; all awaiting sale. All the Convairs had the logos and titles painted out with white paint.

The Color Scheme Defined

The wings, horizontal stabilizers, and lower one-third of the fuselage are all left unpainted while the upper two-thirds of the fuselage and the tail fin are painted in white.

Original Art Luigi Vallero

Trim consists of a 33" wide cheat line divided into equal portions of orange (upper), red (center), and burgundy (lower). The cheat line starts at the nose and runs straight back for the first two-thirds of the fuselage then sweeps upwards over the top of the rear fuselage in wider bands of the three colors. The angle of the sweep is complementary to the tail sweep angle (true with all aircraft types painted in this color scheme).

The tail logo is in red on white and is centered on the white part of the tail. A smaller version of the logo is ahead of the titles on the forward fuselage. The titles are in black and are centered above the first four cabin windows on either side. Registration numbers are in black

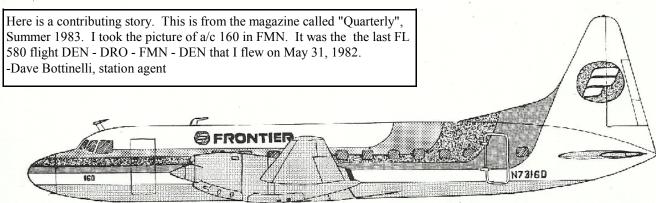
Quarterly Art D. H. Jones

and are behind the rear exit on the port side and ahead of the cargo door on the starboard side. The fleet number also is in black, and is centered in the white area below the cockpit windows on both sides. Door outlines are all grey except when outline covers the orange part of the cheat line where the outline is in white. The six emergency overwing exits and the port rear exit are outlined. Note the main entrance door (front port) is not outlined on Frontier's aircraft.

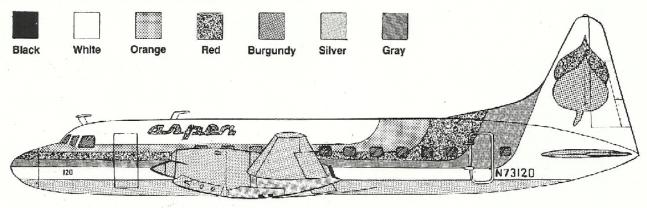
So far, the best universal reference to my knowledge for the colors is the Rareliners decal sheet for the Boeing 737 in Fronticr's new colors. The colors are almost dead center.







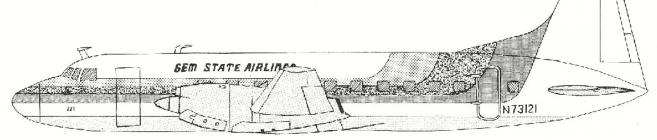
N73160, June 1978: This is Frontier's first Convair to be painted in the new color scheme. This is the "standard" color scheme from which all deviations are noted. Both large and small logos on aircraft are red. Titles, registration, and fleet number are in black. Lower fuselage, wings, engines, propellers, and horizontal stabilizers are all in natural metal. Standard emergency exit window locations—see detail drawing on opposite page.

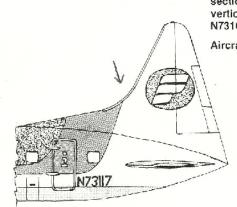


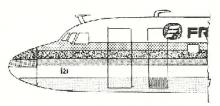
N73120, January 1980: This aircraft, along with N73132, was hastily repainted with only Aspen titles and leaf logo after being purchased from Frontier early in 1980. Aspen titles are in red, and aspen leaf on tall is orange with a red "shadow". All other colors as per #1 above. Both aircraft are still in this color scheme as of this writing.

3) N73121, September 1979: Gem State Airlines (became Golden Gate Airlines soon thereafter) purchased three Convairs from Frontier in late summer 1979, two of the three already painted in the new livery. N73121 is confirmed in this color scheme, although more recent information shows that "Airlines" in the

titles is actually two words ("Air Lines") rather than one. N73102, the other Convair sold in the new colors, has not been confirmed in this livery. Titles are in black. All other colors as per # above. Note all white tail. All three aircraft sold to Gem State were eventually repainted in their colors.

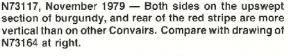




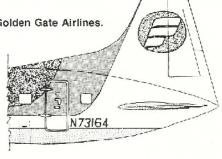


Nose Detail, Typical of all aircraft - Note unpainted forward entrance door frame, "mismatched" stripes on nosecone from damaged noses having to be replaced. Lower part of nose is medium gray, as is the lower part of the ice plate. The ice plate also shows an example of paint chipping from ice being thrown by the propeller. The fleet number is the small three digit number (the last three numbers in the registration) in the white stripe below the cockpit windows, in black. All Convairs have carried fleet numbers except N73145 and N73136 during late summer,

Not long after being repainted, the Gem State fleet was moved to California to merge with another commuter and was renamed Golden Gate Airlines. The Convairs received Golden Gate titles on the Gem State colors and were flown until recently and are now gathering dust in Arizona awaiting "D" checks (heavy maintenance). The remaining Golden Gate fleet encountered the same fate as the PATCO strike caused heavy revenue losses and they folded up in the late summer, 1981.

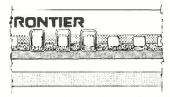




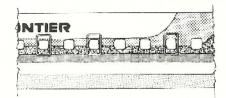




Standard logo and titles (port side) for all aircraft except N73121 which carried a larger logo (actually the same size as those on Frontier's similarly painted Boeing 737's). Starboard side is the same as above for all aircraft including N73121.



Emergency exit locations: Upper drawing shows unusual placement of emergency exit windows (3rd, 4th and 5th windows on both sides) on N7306, N73156 and N73162. Lower drawing shows standard placement on all other aircraft (3rd, 5th and 8th windows on both sides).



Notes From FLolks

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

When I was working for Aspen Airways, I loaded bags & freight to DRO/FMN on Aspen's leased a/c 160 (former FL, now owned by Sierra Pacific). After giving the weight and balance papers to the flight crew, I saluted the flight off and a/c 160 went down into Buena Vista on powerless flight, landing on a dirt road. Luckily everybody was okay.

-Dave Bottinelli, GJT station agent

(Dave sent the article on page 17.)

How about pension info for the IAM mechanics and stock clerks and cleaners. I would like to have that.

-Pat Kern, DEN ground mechanic

IAM National Pension Fund phone# 202-785-2658. Web Site is http://mypension.iamnpf.org Met Life Insurance Co. phone is still same as Travelers 1-800-521-3099

-Joe Crider, DEN aircraft mechanic

I had a great lunch with Jim Jeppesen, Son of the original Elrey Jeppesen who started Jeppesen Corporation. And of course, designed the Jeppesen maps. DIA terminal is named after his Dad. I now have The book called "Capt. Jepp and the little Black Book", by Flint Whitlock & Terry Barnhart.

Jim went to work for Frontier in 1957 as an agent. Don't know exact timeline, but he knew a lot of the old FAL folks. He then went back to UC, finished college then back to Frontier to work under Larry Sills in the Sales Department.

It was Jim that came up with the idea of the standby fare for FAL under Lou Dymond. Jim then left Frontier in 1972. We, Patty, Ellen and I knew Jim from the olds days at FL. Jim stayed up late last night looking at our book and reading your FAL newsletter. I will send him the link to the one on the internet.

I am getting calls from all kinds of folks seeing the ad in your magazine, so Thank You!

-Bonnie Dahl, DEN flight attendant

(Bonnie's ad for her book of FL photos was on page 27 of the last issue.)

I went to work for Frontier Airlines on May 9, 1968 in Manhattan KS till Jan 6, 1983 when they closed MHK. I then worked in the following stations. HOU Jan 1983 thru Aug 1983. CID Sep 1983 thru Jun 1984. DEN Jul 1984 thru Aug 1986. 18 years 3 mo & 2 weeks with FAL.

I went to work for United Airlines in Denver Jun 1987 & retired Apr 2010. 22 years 10 months with UAL. Can I still get printed back copies of the Frontier News. I have no computer.

-Kenneth Ausherman, MHK station agent

Keep the hard copy coming to me. This guy does not do that well on the computer. Thank you for all you do, and even mention my name once in a while. My daughter works for Skywest (1600 departures a day) but I will not try space available anymore.

-Duane Phelps, SLC GJT station manager

Hope you are doing OK. I don't do computers so will need to continue to receive the newsletter. I surely hope you don't die young as per your note on magazine. My mother's family were all prone to heart problems. 4 out of 7 died from heart attacks, including my mother. I have had heart problems for about 40 years but am still kicking. High blood pressue and diabetes too.

-Vern Crawley, DRO PHX station agent

AUSTIN, EDDIE, GARY & ME SAY WELCOME TO ALL OUR LONG TIME FRIENDS & FRONTIER PEOPLE TO ANOTHER

FRONTIER BASH

6790 Ann Drive Murchison, Texas 75778 MAY 26-27, 2012 OPEN BAR, TWO DAYS GOLF, GOOD MEAL

BEST PRICE FOR A GOLF OUTING
ENTRY \$70.00 NON GOLFERS \$30.00
COVERS GOLF, BBQ MEAL, OPEN BAR
LOTS OF TALL TALES. (SOME TRUE)
CALL OR E-MAIL ME.
RUSTY LAMBERT
903-852-3970 or 903-286-7700
or rustylgolf@cs.com
CALL, EVEN IF YOU CANNOT MAKE IT.

I read about your digital editon of FL NEWS. I'll check it out, but this dinosaur does not relate well to things digital. My VCR is still blinking "12:00, 12:00, 12:00....".

Besides, I just like the idea of having all those copies of the FL NEWS for reference, and for whenever I want to visit the "good old days". And they were good old days. Great experiences, great friendships, and great memories.

There is still a core group of old, make that former, nah, lets be honest, we're old Frontier employees here in the GJT area. We get together the third Tuesday of every month for coffee, donuts, and lies. If you are ever in our beautiful area, please give me a call and we'll get together, hopefully for one of our coffee get togethers. Keep the presses rolling...you're doing a great job.

-Jim Wilds, GJT station agent

(The print edition will continue for FLolks that prefer it.)

Not sure if everyone remembers the operation which we ran out of BIL called the highline cities. We ran to FCA, MSO, GTF, BZN, HLN, MLS, ISN, GDV - all out of BIL - also had a flight to SLC to BIL as well as DEN - operated some with the 737, CV580 and the Twin Otter.

We actually received subsidy to operate many of those routes and were in many cases the lifeline to the communities for air service. FL was the best loved airline in Montana at one time and we had a tremendous business. When we started cutting routes many of those smaller markets were closed and obviously the entire state in 1986.

Big Sky Airlines tried to fill the void for a number of years but the service was never like FLs as they operated with much smaller AC - 7 - 15 seats. Really sad as those were some of the best years of my life when I was the manager in BIL.

-Joe Barker, BIL station manager

I worked in RKS 1977-79; my parents lived in GDV and I also worked in BIS so I certainly remember the high line operation. In BIS one day, they parked the Otter in front of the terminal restaurant, with the port side of the A/C facing out.

They unloaded the Otter, leaving the rear cargo door extended. Someone parked a 737 perpendicular to the Otter. When the 737 left, it did a complete 180, blasting the Otter, and blowing the cargo door up over the A/C, landing on the lawn in front of some astonished diners. I don't remember if anyone got in trouble for that one....

-Steve Burger, RKS BIS station agent

Could you create an entry to see how many of your readers were with Monarch in the very first days. I am still trying to find my start date with Monarch.

-Dick Faucett, DEN steward

You can add me to the list of "Electronic" subscribers. I'll pick up the NEWS off the website. I am in the process right now of downloading all of them into a file on my Desktop.

I noticed my email address is incorrect in the ad-box printed in

the NEWS. Needs to be corrected to Redryder35@att.net

-Phil Stallings, MCI DEN pilot

I've sure enjoyed reading about what is going on at MY airline. I do hope it survives. I started in Sept. 1950. And so many of the crew I flew with are gone now.

I was in PHX, then DEN but because of the stupid rules, I had to retire when I got married in 1952. Whenever I fly I always fly FAL - just love the Air Bus. Thanks for all the news.

-Bev Roberts Neal, PHX DEN stewardess

HAPPY 97TH BIRTHDAY JOHN BRENNAN!

(I got a letter from 96 year old John Brennan re-newing his subscription.. I believe John is the oldest living FLrontiersman. He will be 97 years old on April 27, 2012!

He retired as DEN lead aircraft mechanic March 1, 1982 when he was 67. He started with Monarch Airlines on March 2, 1947. The pic below is from March, 1972 when he got his 25 year pin.)

One of the finest leads I ever had on DEN line maintenance.

-Joe Crider, DEN aircraft mechanic

Twenty Five Years' Service 2 3

Ray Beall (left), Director—Line Maintenance, and Bud Naylor (right), Director—Aircraft Maintenance, extend congratulations and present 25-year pins to (left to right): John Brennan, Lead Aircraft Technician, Denver; Don Brady, Manager—Line Maintenance; George Swonger, Routing and Scheduling Coordinator; and Jim Willey, Manager—Maintenance Control Center.

Oct 1978 FL News

Appointments





Joe Shallcross

Jean McMichael

Bea Aragon — Mgr., system voice communications Richard Beecher — Supervisor, accounts payable John Blue — Director, budgets & analysis Pat Clifford — Consumer affairs representative Ernie DeSoto — Manager, system data special services Wally Dahl — General foreman, line maintenance Michael Edwards — Mgr., network data communications Suzanne Frazier — Sales representative, DEN Lupi Goin — Manager, spares support Bill Gore — District sales manager, Wichita Jean Hanson — Supv., flight attendant service **William Heath** — Manager, sales audits & refunds **Don Koughn** — Ass't mgr., transportation services, SLC Larry Lankford — Manager transportation services, ICT **Jeff Lyman** — District sales manager, ABQ Mark Maloney — Supervisor, general ledger **Roscoe Markoff** — Supv., network control system ops **Jean McMichael** — Aircraft technician (our first female) **Cindy Morgan** — First officer (our second female pilot) **Geoffry Morneau** — Ass't staff mgr., sales & service admin. Gordon Nelson — Supervisor, payable audit Lorna Nelson — Manager, general ledger **Kathy O'Leary** — Admin. ass't, travel agency automation Nell Schneider — Communications coordinator **Dave Schoeman** — Sales representative, DEN Mary Seefluth — Consumer affairs representative Joe Shallcross — Director, line maintenance John Sullivan — Sales representative, DEN **Judy Toedte** — Manager, schedule display Rich Ulrich — Supervisor, budgets **Doug Woodham** — Mkg. rep, travel agency automation **David Ziolkowski** — Sales/service manager, Chicago

Honors

Hank Lund, vice president-sales & service, and Frontier Board member **Hoadley Dean** have been elected to the board of trustees of the Prorodeo Hall of Champions, a monument to the sport being built in Colorado Springs.

Honored at a maintenance dinner party on Oct. 6 were these aircraft technicians who have celebrated their 30-year anniversaries with Frontier this year: Lewis Simpson, Sonny Ehre, Jack Shanks, Dick Cantwell, Ed Lintz, Warren Hill, Ken Benish, Bill Livingston, Ben Lemme, Art Benson, Al Olinger, Pete Pusede, "Tink" Thiese and Irwin McManis.

FEMALE FLIRSTS

Frontier, as we all know, was a leader in granting the ladies their just dues, rights and opportunities. Frontier's wage scales did not differentiate between the sexes as in so many other industries and parts of American society.

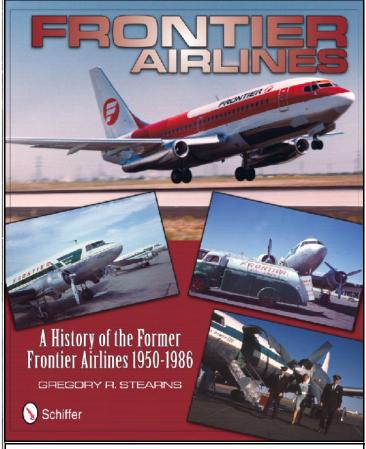
We all know Frontier led the way in 1973 with the first modern day female commercial airline pilot - namely Emily Howell Warner, hired, incidentally, the same day as Frontier's first black pilot, Bob Ashby. How many know who Frontier's second female

pilot was? It was Cindy Morgan, hired 7/24/78.

I was working the gates in DEN the day Frontier had an all female flight crew - pilots and flight attendants - depart on schedule. Lots of press that day must have been about 1985.

I doubt if anyone recalls who Frontier's first aircraft mechanic was. It was Jean McMichael who was hired in the Fall of 1978.





A new book on Frontier Airlines by Greg Stearns. Purchase it at Amazon.com, BarnesAndNoble.com or your local bookseller.



Good Morning ... This is Wednesday, October 9, 1985

BOARD OF DIRECTORS ANNOUNCEMENT

The Board of Directors of Frontier Holdings, Inc. yesterday announced an agreement for the acquisition of Frontier Airlines by People Express for \$24 per share in cash.

Donald C. Burr, chairman, president and CEO of People Express and Joe O'Gorman, said that People Express also agreed to purchase the 5,195,995 shares of Frontier stock currently held by RKO Enterprises. People Express was also granted an option by Frontier Holdings for 2.1 million authorized but unissued shares of common stock — also at \$24 per share.

The acquisition and purchase are subject to regulatory approvals by the Department of Transportation, ratification of four of Frontier's labor unions and approval by the shareholders.

ALEA, ALPA, AFA and TWU representatives supported the People Express offer during the Board meeting yesterday. The union coalition agreed to terminate its earlier merger agreement.

The Board further stated that Frontier would be operated as a separate entity, maintaining its current structure and identity.

Joe stated: "We believe that this is a significant opportunity for Frontier Airlines and for our future growth. We believe People Express and Frontier Airlines can work together to the mutual benefit of both airlines. This agreement will enable us to maintain our history, our structure and our identity. We believe in light of interest shown by other parties, this agreement best insures the long-term stability for us all."

Corporate Communications

DENGP

Sunliner News

VOL. 13-NOS. 3 AND 4

Published by Frontier Airlines

MAY-JUNE, 1964

FIRST CONVAIR 580 JOINS FRONTIER FLEET

History was made for Frontier Airlines on May 1. On that longawaited day, the first jet-powered Convair 580 was delivered to the airline. An elated Frontier delegation, headed by M. Edward O'Neil, vice president of operations and maintenance, was on hand at the El Paso International Airport awaiting the arrival of the plane from Burbank, California being flown in by pilots of the Allison Division of General Motors. That afternoon jet-powered N73126 was officially accepted by Mr. O'Neil on behalf of the airline.

That night a proud Frontier crew consisting of Captain James G. Carney and Captain Robert J. Nicholson plus the Division Chief Stewardesses headed by Chief Stewardess Vi Lester flew the swift "580" across the skies of New Mexico and Colorado to Denver. Immediately the fol-

lowing morning work got under way in Hangar 5 at Stapleton Airfield to give the aircraft a brand new exterior paint job to further emphasize the superb performance of this fastest of twin-engined, jet-prop aircraft.

With the Convair 580, Frontier Airlines brings to the 11-state area which it serves assurance of the finest and fastest air service provided by any regional carrier in the country. Two powerful turbo-jet Allison engines developing 3,750 horsepower each, built by General Motors, geared to distinctive square-tipped, four-bladed Aeroproducts propellers and using a highly refined

built by General Motors, geared to distinctive square-tipped. Sinfour-bladed Aeroproducts propellers and using a highly refined sonner.

AMONG THE FIRST FRONTIERSMEN to see and try out the new form-fitting, jet age seats to be used in the Convair 580 are the sales team who manned the Frontier booth in the Los Angeles travel show. Playing passenger, from left to right, are Joan Hetzler, Denver stewardess, Bill Rowley, Phoenix regional sales manager. Carolyn Woodward, Phoenix Stewardess, and Jerry Bacon, Tucson city sales manager.



SQUARE-TIPPED, FOUR-BLADED PROPELLERS and the big nacelles enclosing the turbine Allison engines distinguish the Convair 580 jet prop aircraft. The new color scheme consists of a band of turquoise in the mid-section of the fuselage with a thinner band of gold dividing the painted and unpainted sections and is completed by a gold cresent featured on the high vertical stabilizer with the addition of "Frontier" being incorporated in the design. Both the exterior and interior of the aircraft was designed by A. Baker Barnhart of New York City.

aviation type kerosene called Jet A fuel, give the Convair 580 a cruising speed of 355 miles per hour. Combining this speed, which is 100 miles per hour faster than the piston-powered Convair 340, with three times the rate of climb of the Convair 340 plus the hushed smoothness of prop-jet performance, this new aircraft will provide travelers in the high country of the West a new yardstick with which to measure passenger convenience and comfort.

Since the first of the year, a large number of Frontier's personnel have been participating in an extensive and intensive

training program. Thus far, 132 Frontiersmen have completed two to four week training courses and are now prepared to knowingly operate and maintain the airline's Convair 580 fleet. Courses were conducted by the Allison Division of General Motors Corporation both at Indianapolis, Indiana and at Frontier's training center in Denver. Some 84 supervisors, foremen, mechanics, inspectors and quality control engineers plus 48 pilots and flight training personnel have taken this training. Additional pilot training was conducted throughout the month of May in the Denver and Cheyenne area.

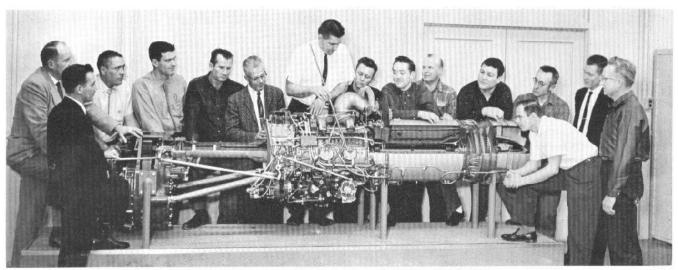
Meanwhile back at the hangars of Pacific Aeromotive on Lockheed Air Terminal in Burbank, California, a Frontier crew of mechanics and inspectors headed by Bill Durlin as foreman have conducted the regular block overhaul on the Convairs undergoing modification. This saves time which might otherwise tie up the aircraft if the work was done in Denver prior to the installation of the Allison turbo-jet engines. At the present time this crew is winding up work on aircraft N73127 which becomes the second ship in Frontier's Convair 580 fleet.

June 1 will mark the beginning of scheduled operation with the Convair 580 turbo-jet aircraft. The three routes on Frontier's system which will first receive service with the "580" are between Great Falls and El Paso with intermediate service to Lewistown and Billings in Mon-

(Continued on Page 4)

First Convair 580 Joins Frontier Fleet

(Continued from Page !)



LARGE GROUPS OF FRONTIER personnel have attended the 4-week ground school conducted by Allison in Indianapolis, Indiana. One of the groups taking in the training sessions on the maintenance of the Allison jet prop are (left to right) Lewis Simpson, John Randoll, Jr., Jerry Hanes, Don Godfrey, Art Krieger, Robert Cook (Allison instructor), Spencer Crona, Jesse Franklin, Gene Smith, Al Trautmann, Harold Ruppel and Bill Gee plus (front row) Al Olinger, Jr., Larry Shackley and Bob Meisenbach.

tana; Jackson, Wyoming; Salt Lake City, Utah; Grand Junction and Cortez in Colorado and the New Mexico cities of Farmington, Albuquerque and Alamogordo, between Denver and El Paso via Albuquerque and Alamogordo and between Denver and Grand Junction via Montrose, Colorado. Later this fall with the addition of more of the fast Convair 580's, other cities on Frontier's routes in Missouri, Nebraska, North Dakota, South Dakota, Wyoming and Arizona will be receiving the advantages of these sleek, jet-powered aircraft.

When passengers board their Convair 580 flight their first impression will be of the eye-appealing cream and gold decorator scheme of the cabin with curtains in an off-white basket weave material. Facing the passengers on the front bulkhead are subtly done scenes of the Old West adding a distinctive touch to each aircraft. Fifty-two form-fitting, foam seats of a completely new jet age design add to inflight enjoyment of the fully pressurized, air conditioned cabins. Alternating throughout the aircraft every three rows of seats are covered

ACAT Conce

with turquoise and gold fabrics to give a pleasing contrast of color. And when the smiling stewardess brings a passenger a hot cup of delicious coffee, it will come directly from a modern electric coffeemaker which instantly turns out fresh batches of the brew. Along with coffee or a choice of other beverages comes a wide variety of sandwiches and other appealing snacks which make up the tasty "Frontiersman Service."

Up front in the cockpit are two new navigational and air traffic control units which will contribute to better on-time performance and safety of the flight. Built by the Bendix Corporation, one unit is Distance Measuring Equipment. This DME unit provides pilots in a Convair 580 with a continuous indication of the aircraft's distance from a known ground station. Signals from the unit trigger responses from a VORTAC ground facility. The time interval between each question from the plane and the reply pulse from the ground is then measured, converted into miles and presented visually to the pilot on the instrument panel to give him highly accurate and instantaneous

readings of his exact geographic location. The other unit is a small airborne radar receiver-transmitter known as a transponder. Used in connection with ground air route traffic control centers, it makes it possible for the ground controller to distinguish a Frontier flight using coded identification of the aircraft to pinpoint its position in the area being scanned by ground radar operated by the control station. These new units are an added part of the program of progress being made by Frontier Airlines to provide the finest of air service.

Combine Frontier Airlines' exciting, new jet-prop powered Convair 580's, the finest of inflight service, the smartest of decorator cabin design and a variety of money-saving fares and you come out with the greatest inducement for greater air travel ever offered anywhere in the West.

HANDLING THE BLOCK OVERHAUL period during the conversion in Burbank, California were (left to right) Joe Craze, inspector; Robert White, mechanic; Oliver Frigon (holding plaque), general foreman airframe overhaul; Jerry Schroeder, mechanic; Slim Horton, mechanic and Dallas Martensen, mechanic.



VOL. 14-NOS. 5 AND 6

Published by Frontier Airlines

AUGUST/SEPTEMBER, 1965

FRONTIER BUYS FIVE BOEING 727's



FIVE BOEING 727's are on order with option for 5 more. The tri-jet aircraft will be used on Frontier's present system and will be available for new air routes for which the carrier has applied in the Pacific Northwest/Southwest case.

Frontier Airlines announced an agreement with the Boeing Company to purchase five 103-passenger pure jet Boeing 727 aircraft. The agreement also includes an option for five more of the tri-jet 600 mile per hour aircraft, according to Lewis W. Dymond, President, Frontier Airlines and William M. Allen, President of the Boeing Company.

The agreement calls for delivery of the first aircraft during January, 1967. One additional B-727 would be delivered each month thereafter.

Total purchase price of the ten B-727 fleet will approximate 55 million dollars.

Commented Mr. Dymond, "It is Frontier's intent to use the B-727 aircraft on our existing 11-state system in the west beginning March, 1967. The new 103-passenger jets will also be available to inaugurate service on the new routes under consideration in the Pacific Northwest/Southwest Service Case.

Frontier's application for new long-haul routes is currently being heard by the Civil Aeronautics Board. New one-plane, one-carrier service with B-727 equipment between Seattle and New Orleans is proposed.

Elimination of all Subsidy — Goal of Frontier Airlines

"The opportunity to eliminate subsidy for Frontier Airline's eleven-states operation is one of the major goals of Frontier Airlines in the Pacific Northwest/Southwest Service Case," stated Lewis W. Dymond, President and Chairman of the Board of Frontier Airlines, in proceedings before the Civil Aeronautics Board.

It is Frontier Airlines' position in this important case that Frontier can provide an excellent scheduling of daily flights between all major markets involved in the hearing, operate the finest jet service with its Boeing-727 equipment while at the same time providing the best of local and longhaul service in the Western region of the United States on a self-sufficient basis.

In Frontier's original application in this case, the company made two pledges: First, "We pledge to continue our local service on a fully adequate basis." Secondly, "We also pledge to operate the proposed

(Continued on Page 2)



VOL. XIII NO. 4 April, 1963

CENTRAL HAS NEW OWNERS

A. A. BRADFORD, KEITH KAHLE PURCHASE CONTROLLING STOCK

Control ownership of Central Airlines, Inc. was purchased March 26 by one of the company's long-time directors in conjunction with the airlines' founder and president.

A. A. "Jack" Bradford, a long-time Central Airlines and president of the airline, purchased controlling stock from Curtis L. Carlson, president of Gold Bond Stamp Co. of Minne-apolis, and Carl R. Pohlad, pres-ident of the Marquette National Bank of Minneapolis, Minn. Cost Not Disclosed Details of the sale and price

paid for the stock were not announced, Negotiations have been underway among the four men for several months. The transaction was concluded in Fort Worth and the first announcement was made to employees of Central Airlines.

Bradford, a native of west Texas, has served on Central's Board of Directors since February, 1954 and has had a sustained interest in the affairs of the airline. Bradford and Kahle have been close personal friends for years.

Bradford observed, "I am delighted to have the major financial position in Central Airlines. I think the future of the company, with some changes, is extremely bright. I look forward with Keith Kahle to expanding Central and improving our service to the public and such will be the objective. We have many new plans for the company, which we both think will bene-fit the public and Central's stockholders.

Legal matters in the closing of the deal were handled by Irby L. Dyer, of Turpin, Kerr, Smith & Dyer of Midland, Texas, representing Bradford and Kahle, and by Matthew J. Levitt, of Levitt & Palmer, of Minneapolis, Minn., representing Carlson and Pohlad.

Resigns Chairmanship

Central Airlines' Executive Committee accepted Pohlad's resignation as Chairman of the Board of Directors and Bradford was elected to the post. Pohlad will remain on the Board of Directors.

Kahle will have charge of run-

director of Midland, Texas, and Keith Kahle, founder

set by the Board of Directors, Bradford stressed.

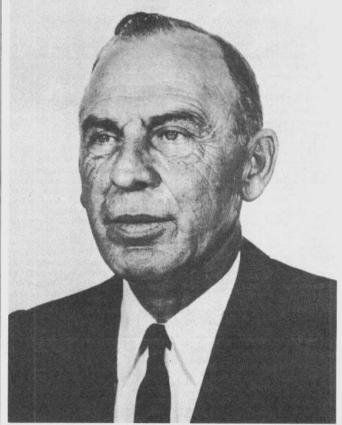
Carlson and Pohlad purchased control of Central Airlines in late May of last year from F. Kirk Johnson, Ft. Worth, and his associates.

Background Extensive

Bradford brings to the Chairmanship of Central Airlines a wide and varied business background. He has had vast experience in banking, oil producing, ranching, investments and manufacturing. In his home town of Midland, Bradford has been very active in civic affairs, having been Chairman and member of the Board of the Midland Memorial Hospital for 10 years.

Bradford has served for years on the Board of Trustees of Texas Christian University in Fort Worth and has been active in the growth of this institution's rapid development. He was director for 10 years of the Midland Savings and Loan Association; is president of the Industrial Manufacturing Co. of Texas located at Sweetwater, Texas. The company manufactures steel products. He was one of the original organizers of the Commercial Bank & Trust Co. of Midland, Texas, and served as Chairman of its Board until disposing of his interest.

The new Chairman of Central's Board was president of the Midland Country Club. He is a member of Midland Petroleum Club, member of the Memorial Christian Church of Midland, Texas, and active in Midland ning the company under policies and west Texas civic programs. Wichita.



A. A. BRADFORD

MARCH MARK MARCHES WITHIN STEP OF SETTING NEW RECORD

Central's passenger traffic during March was recorded as the second highest in the airlines' 14-year history and edged within only 240 passengers of setting a new record.

Last month 30,226 passengers boarded flights throughout Central's six-state system. The ailtime high of 30,401 was set in August, 1962.

During March, eight stations surpassed previous boarding records and 16 stations zoomed over pre-set quotas. Record breaking stations included Colorado Springs, Dodge City, Fayetteville, Hot Springs, Little Rock, St. Louis, Tulsa and

Cities that topped their passenger boarded quota were Dodge City, Fayetteville, Hot Springs, Little Rock, St. Louis, Tulsa, Wichita, Bartlesville, Borger, Duncan, Fort Leonard Wood, Harrison, Hays, Hutchinson, Pueblo, and Stillwater.

The system quota for April is 31,737. March's quota for the system was 32,262.

An airline survey showed that the average American executive makes about 19 trips a year. On these trips he flies close to 30,-000 miles and is away from home and office for an average of 54 days.

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