

FRONTIER N E W S



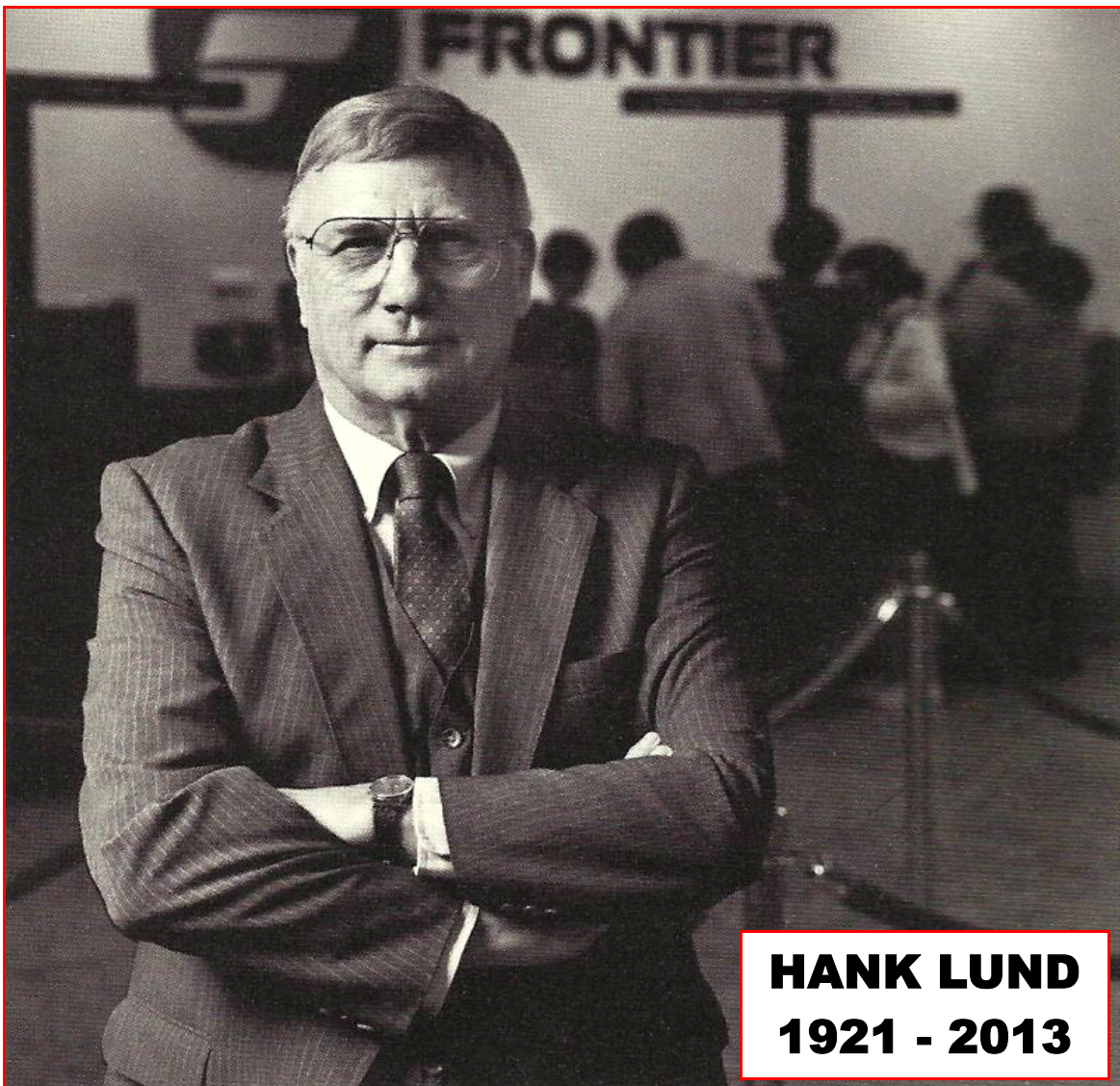
A newsletter for the employees, families and friends of the "old" Frontier Airlines

We are FLamily!

SPRING

2013

#51



HANK LUND
1921 - 2013

The **FRONTIER NEWS** is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter are those of the author and not the editor or the publication. Publishing dates are October for Fall, January for Winter, April for Spring and July for Summer.

Articles and photos are welcomed and subject to editing and space requirements. We cannot pay for such items but will give credit as appropriate. All submissions should deal with the "old" Frontier Airlines. Especially welcomed are stories of personal experiences with a humorous slant. All airline employees have a treasure trove of such stories. Please share them with the rest of the FLfamily.

We also want to publicize ALL "old" Frontier gatherings. Be sure to notify us with details: place, date, contact and so forth. They will be published in the "Timetable".

Subscriptions are \$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.



Reunion season is fast approaching. First off is the DFW Bash on May 17 - 19th followed by the SLC shindig on June 14 - 15th. Details on these and others on the next page. Attend one of the Frontier reunions - you won't regret it.

With the flight west of Hank Lund, there are now two living former presidents of Frontier; Glen Ryland and Larry Martin.

See http://fal-1.tripod.com/FL_Presidents.html

It would be nice to have some remembrances from them about Frontier's downfall. Glen cited age and health when I asked him. He's 88 now and lost his wife, Corky, in February this year. But Larry promised an essay - so Larry, this is a reminder.

Thanks for everyone's support all these years. It seems like what I do now is very similar to what I did as a FL/ALEA union officer - just helping FLolks.

THE KANSAS CITY CV-580 CREW BASE

is a proud supporter of
THE FRONTIER NEWS &
OLD FRONTIER AIRLINES WEBSITE
at <http://OldFrontierAirlines.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.



FRONTIER ON THE INTERNET

<http://OldFrontierAirlines.com> is our website.

Check out our page on Facebook which I call FLacebook. Just search for Old Frontier Airlines.

You can join the FL Club by emailing Jake at ExFAL@Yahoo.com.

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REUNIONS TIMETABLE



This is the information we currently have.

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

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

DEN MAINTENANCE PICNIC

No 2013 event planned.

Contact:

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

DEN MAINTENANCE CHRISTMAS PARTY

More info later on a 2013 event.

Contact:

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

DEN PILOTS

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

Contact:

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

DEN NITE BEFORE PARTY

Sat, Aug 24, 2013 - details later

Contact:

Eric Mason, ejm1147@hotmail.com

Bev Cummiskey, beverlycummiskey@yahoo.com

DEN REUNION PICNIC

Sun, Aug 25, 2013, 10:30 am - 4:30 pm

at Del Mar Park in Aurora, Colorado

Contact:

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

Julie Dickman, 303-288-2127, JJDickman@gmail.com

DFW FRONTIER BASH

May 17, 18 and 19, 2013 at Rusty's place in Texas.

Contact:

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

DFW PILOTS

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

Contact:

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

FYV-FSM MEMORIAL PIGNIC

Sat, Sep 14, 2013, 11am-3pm, FSM Burford Pavillion.

Contact:

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

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

LNK REUNION

No info on a 2013 event.

Contact:

Gerald 'Cork' Guenther, 402-798-2102, saylor@inetnebr.com

Mike Macek, mikemacek@windstream.net

MCI FLIGHT CREW LAYOVER

Fri - Sat - Sun, Sep 13 - 14 - 15, 2013.

Contact:

Phil Stallings, RedRyder@tx.rr.com, Cell: 816-668-6294

JoDelle (Davidson) Burwell, jodelleburwell@comcast.net

PHX PICNIC

Skips 2013. Next is Sun, November 2, 2014, 11:00 AM, Desert Breeze Park in Chandler.

Contact:

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

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

SLC PILOTS

Luncheon, monthly, every third Thursday, 11:30 am at Chuck Arama Buffet, 744 East 400 South, SLC

Contact:

Jack Schade 801-277-5479, CaptainJack20@msn.com

SLC GOLF SCRAMBLE

Fri, June 14, 2013

Contact:

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

SLC REUNION

Sat, June 15, 2013, 10 am to 6 pm at Walden Park, Murray, UT.

Contacts:

Marlene Francis, 801-302-1098, Marsjf@aol.com

Paul Farris, 479-409-9997, paulamos43@yahoo.com

Sandi or Bill Roberts, 801-261-8133, carn6470@man.com



COME BACK

FRONTIER FAMILY

Rusty's getting old!

May be the last.

FRONTIER BASH

6790 Ann Drive

Murchison, Texas 75778

MAY 17-18-19, 2013

Hi Frontier Family,

come on back to the Bash.

OPEN BAR, TWO DAYS GOLF, GOOD MEAL

BEST PRICE FOR A GOLF OUTING

ENTRY \$70.00 NON GOLFERS \$30.00

COVERS GOLF, MEAL, OPEN BAR

LOTS OF TALL TALES. (SOME TRUE)

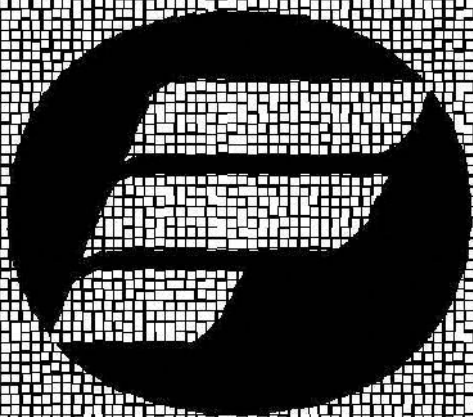
CALL OR E-MAIL ME.

RUSTY LAMBERT

903-852-3970 or 903-286-7700

or rusty@golf@cs.com

CALL, EVEN IF YOU CANNOT MAKE IT.



FRONTIER AIRLINES

GONE WEST

We salute these FLriends on their final voyage.

They are not dead until we forget them.

More information at <http://OldFrontierAirlines.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 SINCE THE WINTER 2013 ISSUE

Les Allen, DEN OMA pilot, 10/30/98, age 81
Darrel Behrend, DEN Monarch steward, 4/21/06, age 81
Devar Fairbourn, DEN flight attendant, 10/21/05, age 50
Bill Groody, DEN vice president-treasurer, 1/23/13, age 93
Dan Hogberg, GFK RFD MSP FAR station agent, 2/27/13, heart
Ro Howenstine, DEN reservation agent, 2/20/13, age 86
Bill Jensen, DEN aircraft mechanic, 7/3/12, age 76
Edgar Johnson, ABQ station agent, 9/25/71, age 65
Dee Lake, POY FLG station manager, 3/12/10, age 80, cancer
Hank Lund, DEN president, 1/9/13, age 91
Bob Milne, HOU station manager, 1/22/13, age 70
Lela Williams O'Connor, DEN flight attendant, 1/3/96, age 50
Chuck Pennie, DEN building maintenance, 3/15/12, age 73
Lynn Pope, VEL GJT station agent, 11/19/70, age 47, car wreck
Bob Prange, DEN pilot, 1/7/13, age 80
Terri Portlock Rutherford, DEN flight attendant, 1/5/13, age 53
Alana Rua-Schubert, DEN flight attendant, 1/26/13, age 58
Bob Sampson, MKC MCI DEN pilot, 2/1/13, age 81
Reiny Sayler, BIS station manager, 1/10/13, age 80
Al Schmidt, DEN director-industrial relations, 8/8/12, age 90
Walt Tubb, SLC pilot, Jul78, age 62, aircraft crash
Alma Welty, CPR PHX ticket counter agent, 6/10/12, age 79

HANK LUND

1967 - 1985

PRESIDENT - FRONTIER AIRLINES

DEN

http://FAL-1.tripod.com/Hank_Lund.html



OBITUARY: M.C. "Hank" Lund passed away in his home state of Minnesota on January 9, 2013 four months before his 92nd birthday.

After 25 years with Northwest Airlines he resigned from his post of VP, Ground Services to join Frontier Airlines. He said it was "The best decision I ever made". His 18 years at the "Old Frontier" was the happiest era of his working career.

He fought a difficult battle with cancer and won allowing him to spend the last few years of his life in better health. He enjoyed reading and loved to watch football games but "liked working better than retirement".

I, his son Jim, accompanied him to a Frontier Reunion (DEN 2011). Due to his health problems the trip was difficult for him but he really enjoyed seeing old friends and was glad he made the trip.

Hank's wife Beulah passed away in 1995. He liked the frequent visits from his son, Jim, three daughters Jackie, Sally, and Nancy, his 10 grandchildren, and six great grandchildren, even better than football, with the exception of the Super Bowl.

-Jim Lund

Hi Jake, my mini-bio: Part time with NWA in FAR while attending college. After serving in Navy in WWII, I returned to NWA as a supervisor in DET. Subsequently served as station manager in CHI, DET, and MSP before becoming System Director-Ground Services in HQ.

Accepted position at FL of Director-Ground Services, Properties and Facilities in Aug. 1967. Between '67 and '85 I served as VP Sales and Services, Sr. VP and General Manager - Sales and Service, started and headed up two subsidiaries - Frontier Services and Frontier Horizon and finally President and CEO of Frontier Airlines.

After departure from FL I founded and started the new Frontier in 1993-94, launching on July 5, 1994.

-Hank Lund (6/14/04)

Jake, I should have thought about the enclosed a long time ago. But better late than never. I'm sending you \$100 to assist the ongoing good work you've been doing with regard to the FL newspaper. We all appreciate it.

Best regards to any of the FL family with whom you have contact. Best regards, Sincerely,

-Hank Lund (8/2/07)

Hank died on January 9th in North Oaks, Minnesota from a series of many illnesses. Some old and ongoing and others more recent and his systems, such as kidneys, just shut down. He had gone into long term care about a month before he passed away.

He was in North Oaks, Minnesota at the time. He had been very ill in Arizona and Jim and his daughter were here. He had been in the hospital five weeks at that time and they felt they wanted him to be nearer his children. Jackie is an RN and was very helpful with his care. He had fallen many times and I had trouble getting him up by myself.

Jim is Hank's executor and is now in Minneapolis taking care of the necessary paperwork associated with his death. I had asked him to contact Frontier and put his death notice in Frontier's month new letter. He may not have had time to do it yet. I will be calling him today and let him know your e mail address, and I am sure he will contact you.

Yes, I certainly do remember you and so many at Frontier. You were always so helpful with our flight arrangements. When I contacted the Pass office, Donna Hopkins advised me that I now had Hank's space positive privileges, but later it was still space available; and through my son, Mike, that is how you learned about Hank. I am so pleased that happened as Jim can now get all the information to you, Thank you again, Lynda, Sincerely,

-Jeannie Lund

(Forwarded by Lynda Lane)

That is really sad news.

-Cal Wolfe

There were a lot of fine people at the top side of The Old Frontier. There was not one that was a better man than Hank Lund. If you did not like and respect Hank, you did not know him.

-Roger Vote

Oh.. So sad! Hank Lund actually hired me at FL after I was turned down twice. I attended his induction into the Colorado Aviation Hall of Fame Ceremony with Capt. George Graham. Great respect for an honorable man! He will be missed by the entire FLamily!

-Vicky Veldboon

What a wonderful man Hank was, so sorry to hear of his passing. I am so glad that he made it to the 25th DEN reunion. If everyone remembers, when almost no one outside of our own FL

family cared about what happened to our company, Hank care very very much - he cared enough to get fired and stand firm on his principals rather than simply doing what the majority stockholder wanted him to do. He was indeed a caring, giving and thoughtful man and heaven will be a better place now that he is there. RIP MC Lund.

-Joe Barker

So sorry to hear this. Hank was a great individual and leader. Best times of my career was working for him. We could always trust his decisions and count on being treated fairly.

-Jim Mustain

ahhh...

-Joenne Quimby

Truly he was Mr. Frontier in the truest sense a great man will be missed.

-Larry Stivers

When you think of Frontier Airlines you think of Hank Lund! The two are the same!

-Jeff Mills

Sorry to hear about this, he was a super nice guy!

-Kim McCaleb Austin

Hank Lund was very well respected by I believe all of FAL employees .. don't know of any that didn't think he was great...

-Jerry Bauer

Thank you, Mr. Lund for all the effort you made to save our little airline. He was a great man and will be missed.

-Martie Palser

Hank was truly a fine man. Cheryl and I will cherish our time together.

-Billy Walker

Hank wrote an essay about FL's death that is in the Summer 2004 newsletter. It can also be viewed at the FL website: http://FAL-1.tripod.com/FL_Death.html



Hank in 2012

1984 FRONTIER ANNUAL REPORT

Letter to Shareholders

M.C. (Hank) Lund
President

Frontier's cost disadvantage in the low-fare, hyper-competitive Denver market continued to take its toll on the company in 1984, as our net loss exceeded \$31 million, more than double our loss in 1983. Clearly, dramatic actions are needed - and are being taken - to attempt to stabilize the company so we can move forward to define our future "niche in the still-evolving marketplace of deregulation.

Frontier is a changing airline in a changing industry environment. Since deregulation, we, like many other airlines, endeavored to become a "generalist;" an airline that is "all things to all people," serving a variety of large, medium and small markets from what has become an oversaturated Denver hub. As a generalist, Frontier found itself competing head-to-head against larger airlines with greater resources and new (or reorganized) carriers with low cost structures and the resulting ability to profitably provide low fares.

To enable us to further extend our base of activities, Frontier formed a holding company in May 1982 to seek new opportunities in other areas, primarily related to aviation and travel.

A significant portion of our loss in 1984 reflects our decision to pull back from such a broad view and to re-focus our attention on Frontier Airlines. In January 1985 Frontier Holdings sold the assets of Frontier Horizon, our second airline subsidiary. Activities of our other non-airline subsidiaries have been curtailed or are being offered for sale.

When we terminated service to 22 cities in the fourth quarter of 1984, we began the process of positioning ourselves away from being a generalist to becoming an airline that will have a marketing niche - a specialist in a specific segment of the industry. In 1985 we hope to implement a business plan that will direct us toward that niche - offering a re-defined mix of local and connecting passenger service at Denver with efficient Boeing 737s, supported by specially designed marketing programs.

Before we can move forward to achieve our goal, it is imperative that we stabilize our company through control of revenues and costs. To rebuild and maximize our revenues, we are making adjustments in our pricing strategies that we expect to raise our yield, or revenue per passenger mile. At the same time, we are undergoing a route and fleet analysis in order to concentrate our resources on doing what we can do best - competing efficiently and profitably.

We achieved some cost reductions in all areas of the company in 1984, but further reductions are necessary. Members of our five unions demonstrated their willingness to help make Frontier a competitor in January 1985 when they ratified investment packages calling for substantial cost savings.

In return for their sacrifices, the employees have a unique opportunity: the possibility of becoming owners of the company through an employee stock ownership plan, or ESOP. At press time, the company, a coalition of our unions and our major shareholder were involved in negotiations with various outside parties with respect to financing the purchase of the company's outstanding common stock. Any decisions that may be made as a result of these and other negotiations will be based on the best interests of all of our shareholders.

Once we resolve the ownership question, it will be essential that we implement a business plan that will generate sufficient earnings to provide for restructuring our financial plan and servicing our debt, elements that will help us strengthen our balance sheet.

When I took the position of president of Frontier in November 1984, it was clear that the challenges ahead of us in these frustrating and uncertain times would be enormous. Validating the magnitude of the task ahead of us is the accompanying qualified accountants' report by our outside auditors, which questions our ability to survive should the sale of the company's stock not occur and should our losses continue to mount.

As we continue to work to stabilize our company and endeavor to define our niche in the marketplace, we have a strong advantage: a motivated team of employees dedicated to the future of Frontier Airlines. Buoyed by the spirit of our employees and the support of our passengers, our travel agent partners and our shareholders, we face a struggle for survival with a strong determination to win.

Colorado Aviation Historical Society

Hall of Fame

M. C. Lund

Honored in 1998

Hank Lund, an adopted Coloradan, was born in Lancaster, Minnesota on May 3, 1921, 18 years after the Wright brothers first flew. The first airplane Hank was acquainted with was that of a barnstormer who landed close to his home, and who hired this 12-year old to be his "gofer" for the day. For this work, Hank was rewarded with the final ten minute flight for the day. The die was cast.

Hank was educated in Midwest colleges while simultaneously beginning a career in 1942 with Northwest Airlines in Fargo, North Dakota in a ground position as a radio dispatch operator. Hank learned all aspects of the airline business and his extraordinary leadership abilities were soon recognized. His career with Northwest continued for 25 years (interrupted by a stint in the U.S. Navy in WWII) during which time he held various management positions in major cities, including a senior management position at Northwest headquarters.

When the opportunity arose, Hank joined Frontier Airlines in 1967 and moved west. Major gains were made by Frontier between 1967 and 1983 and he made important contributions in sales and services as Senior VP and later President and CEO. At this time, he established and became President of Frontier Horizon, a sister airline for Frontier. He also established and ran Frontier services, overseeing technical training schools and a certified repair station. These operations ran successfully until the "era of deregulation" which caused major damage to the airline industry leading Frontier to file bankruptcy in 1986. During this time, Frontier had earned the title of the "Safest Airline in the World."

In 1993, the reincarnation of Frontier began under Hank's leadership as he led a staff of former Frontier executives in the founding of the "New Frontier." He remained at the helm of Colorado's first successful low-fare airline until his final retirement. The rebirth of Frontier has filled a real need not only in Colorado, but in the entire west, providing lower cost and efficient travel to numerous markets previously devoid of strong competition. To date, the new Frontier has provided over four

years of fine service and it continues to expand its system.

Hank Lund has proved that he is a visionary who has made unique and positive contributions to airlines in general and to the people of Colorado through his association with Frontier Airlines. Hank and his late wife of 52 years, have raised a family of three daughters, a son and a number of grandchildren. Under Hank's leadership, both the "Old Frontier" and the "New Frontier" have enabled crippled and burned children to fly at no charge to various Shrine hospitals for free medical treatment.

Along with his Frontier service, Hank served on the Board of Directors of Air Cargo, Inc. an organization representing scheduled carriers for pick up and delivery of air cargo nationwide and he was also an important factor in the creation of two of the nation's top 25 airlines; Mesaba and Air Tran. Hank also served on the Industry Advisory Council to Travel Agents.

Among his community activities, Hank has served as Trustee of the Iliff School of Theology, Finance Chairman for United Methodist Church, Trustee of the El Jebel Shrine Association and Trustee of the University of Denver Intermodal Transportation Institute. A more recent and very important area of service is being an active board member of the Wings Over the Rockies Museum in Denver during the 90s.

HANK LUND STORY

by Jake Lamkins

Many FLolks at Frontier have a Hank Lund story. This is one of mine that sticks in my mind. I should add that Hank was unfailingly courteous and professional with me in all our dealings when I was ALEA Master Chairman 1980 - 1984.

Frontier Holdings announced on August 9, 1983 their plans to start a non-union airline called Frontier Horizon. Hank was appointed President of the airline and they planned to buy seven 727s from American Airlines for the operation. It was eventually launched on January 9, 1984.

The five unions at Frontier immediately responded with concerns their work would be taken away and other issues. The Frontier Employees Coalition, composed of the five unions, met and decided on a peaceful picket of Frontier's general headquarters building on Smith Road to protest the action being taken by Frontier Holdings.

The picketing took place the next month and a large crowd of picketers had gathered by the 7 am start time. We marched up and down along the curb and the front steps of the building, making sure we did not impede traffic or cause any problems with FLolks getting to work. We handed out leaflets and many of us carried large signs stating our opposition. The newspapers and television stations were well represented.

I was midway up the stairs to the general office's front door when I saw Hank arriving for work. It was obvious by his face that he did not know what was going on. I alerted the media people that the boss of Frontier Horizon was coming and got in Hank's path so he walked up to me. He had a very puzzled look on his face and before he could say anything, I said, "Hi, Hank, hold this for me." and handed him my picket sign. He reached for it and just before his hand closed on the wooden shaft he realized what was going on. "Oh, hell, Jake!" he blurted and swiftly entered the building.

What a photo that would have made - the Frontier Horizon president holding a picket sign protesting his own operation.

Nov 6, 1984



From left, M. Gerald O'Neil, chairman of GenCorp; M.C. Lund, new president of Frontier Holdings; and Glen Ryland, former president of Frontier Holdings who resigned Monday, appear at press conference. ROCKY MOUNTAIN NEWS STAFF PHOTOS BY GEORGE KOCHANIEC JR.

AL SCHMIDT**1949 - 1965****DIRECTOR-INDUSTRIAL RELATIONS
DEN**http://FAL-1.tripod.com/Al_Schmidt.html

OBITUARY: Alban J. Schmidt, 90, of Berthoud, CO passed away August 8, 2012 at Berthoud Living Center. He was born June 23, 1922 in Liebenthal, Kansas to Stephen and Theresa (Wasinger) Schmidt. Al grew up on a farm, graduated from St. Joseph's Military Academy, in Hays, KS and received a MS degree from University of Denver in Mechanical Engineering in 1949. Al served in the Army Air Corps and then served 20 years in the Air Force reserves. Al Married Mary Groll of Pana, Illinois in 1949. They lived in Denver, CO and moved to Berthoud in 1972.

Al worked for Frontier Airlines as personnel manager, then Cosbro Manufacturing partnership and half owner, which later became Refabeo Inc. After moving to Berthoud he built and started Berthoud Rose Farm Inc., a wholesale grower of cut roses. Retiring in 2005. He was a member of St. John the Baptist Catholic Church, Colorado Greenhouse Growers Assoc., Rose's Inc., Town of Berthoud board member, Berthoud National Bank board of directors, and Colorado Air National Guard for 20 years.

Al enjoyed gardening, aviation, politics, football, business, space science, reading, TV, barbeque and cooking. He was preceded in death by his parents, his wife Mary, son John, brother Albert, and four sister's Cecelia Obenhaus, Theresa Mesch, Judy Stahlin and Georgina Schmidt. Al is survived by three sons; Robert and wife Lynn, David, and Steven and wife Rose, three daughters; Susan Agiewich husband Jerry, Lisa Schmidt Primus husband Chris, Katie Feder husband Michael, grandchildren; Danielle, Kristen, Tricia, Crista, Baxter, Quincy, Miriam, Lily, A.J., Lisa, Max, Mimi, great grandchild Katelyn Agiewich, and sister Paula Harless. Memorial service will be 4:00 PM, Saturday, Aug. 11, 2012 at Ahlberg Funeral Chapel. Mass of Resurrection will be 11:00 AM, Wednesday, Aug. 15, 2012 at St. John the Baptist Catholic Church Longmont. Inurnment to follow at Berthoud Greenlawn Cemetery. Share condolences at ahlbergfuneralchapel.com.

-Longmont Times-Call on August 10, 2012

A. J. SCHMIDT
DEN Persn Mgr
per 11/4/55 FL Roster
A. J. SCHMIDT
DEN Dir of Ind. Relations
DOB 6/23/22
DOH 11/1/49
per Feb 1960 FL Roster
(I am not sure when Al left Frontier. Don Hatfield was director-industrial relations per the Jan 1970 FL telephone directory.
Al is not on the 6/12/67 FL Centrex List.



The Jan 1968 Frontiersman says Gordon Linkon came to FL in 1965 as director-industrial relations and personnel so that must be when Al left the company.)

MORE GONE WEST**ALANA RUA SCHUBERT****1980 - 1986****FLIGHT ATTENDANT
DEN**http://FAL-1.tripod.com/Alana_Rua.html

Alana Schubert, flight attendant for FAL and CAL passed away last night from cancer. She was a good friend and will be remembered for her kindness and outgoing personality. She started as a flight attendant at FAL in 1981 and went on to Continental. Gone but not forgotten. Sympathy to her family.

-Marcia Glasrud Crump

OBITUARY: Alana Kay Rua-Schubert, 58 passed away on January 26, 2013 at her home in Ballwin, Missouri after a long battle with breast cancer. She was born in Pittsburg, Kansas to August and Helen Clutter Rua on July 30, 1954. She attended College High School until it closed in 1971 and graduated from Pittsburg High School in 1972. She graduated from Pittsburg State University where she was a Cheerleader, Homecoming Queen, and a member of Alpha Sigma Alpha Sorority.



Alana taught Health Sciences and Physical Education in the Wyandotte County, KS school system for three years before becoming a Flight Attendant for Frontier Airlines in Denver, Colorado. Alana continued to fly with Continental Airlines after their merger with Frontier, moving to St. Louis, Missouri at that time. She began flying international flights in 2010, mostly to China and some European flights. Alana loved her job and continued to fly with United Airlines after their merger with Continental, until October of 2012 when she retired due to ill health.

Alana was preceded in death by her father, August Rua and nephew Tyler Rhuems. Survivors include her two daughters Britani and Alexis Schubert of Ballwin, MO, her mother, Helen Rua, brother, David Rua (Nena), and sister, Brenda Rua Chappell (Paul), all of Pittsburg, KS. Also surviving are nieces Andrea Chappell Bennett (Rusty) of Pittsburg, Kimberly Rua and Stephanie Riley of Aurora, CO, and nephews Kevin Rua (Kristin) of Arlington, TX and Dr. Eric Chappell (Sabrinah) of Santa Fe, NM, and numerous cousins.

Alana never met a stranger. Her infectious smile and vibrant spirit touched all who knew her. She will be deeply missed by her close knit family, wide circle of friends in her Ballwin, MO neighborhood, her Alpha Sigma Alpha sisters, high school and college classmates, and her numerous friends and colleagues at Frontier, Continental and United Airlines.

A memorial service will be held at 3:00 p.m. February 9, 2013 at the First United Methodist Church, 415 N. Pine, Pittsburg, KS.

(A K RUA, Flight attendant seniority date of 8/28/80 per the 2/1/86 FL/AFA Seniority List.)

BILL GROODY**1962 - 1971****VICE PRESIDENT - TREASURER
DEN**http://FAL-1.tripod.com/Bill_Groody.html

Jim Montgomery just called me and told me Bill Groody passed away. I believe Mr. Groody was in Finance with FAL. His funeral will be at Horan & McConanty, located on Colo Blvd in DEN.

Tomorrow Ellen and I and hopefully several others will be at Jim Montgomery's 94th Birthday party! Bill Groody was the same age as Jim and usually was always at the party with his wife.

-Bonnie Dahl

OBITUARY: William (Bill) Matthew Groody, 93 years old, of Denver, CO, was born on July 22, 1919, and schooled in Philadelphia, PA. He died in Denver on January 23, 2013. Bill was the son of John J. and Dora (Dorothy) Groody. His father's family emigrated from Ireland in the 1840s, and his mother was born in Switzerland in the 1890s. He enlisted in the U.S. Army in December, 1941. He served actively for 4 years, with service in the European Theater (ETO), and was 3 years on inactive duty. He was honorably discharged in both enlistments.

In 1950, he graduated from Ben Franklin University in Washington, DC, with a Master's in Commerce Science. Professionally, he worked as Vice-President/Treasurer of American Chrome Company in Nye, Montana, and of both Frontier Airlines and Transmountain Financial Company in Denver, CO. Before retiring, he worked for K-Mart of Denver as a door greeter.

Bill is survived by his loveable wife Marie, five daughters: Carolyn (Jeff) Loeb, Linda (Rudy) Castillo, Kathleen Groody, Diane Groody, Cheryl Gregory, two sons: Richard Fair and William Groody, Jr., twelve grandchildren: Luke, Claire, Eric, Michelle, Kevin, Devin, Becky, Christine, Lisa, Steven, Sergei and Leo, and nine great-grand-children: Cassy, Hanna, Micky, Robby, Lucas, Matthew, Milo, Jasper, Ruby. Bill was preceded in death by his brothers: John, James, Joseph and sisters: Elizabeth and Dorothy, and one infant daughter, Mary.

Visitation will be at Horan & McConaty Family Chapel on Sunday, February 3, from 1-3 pm, and from 9-10 am, on Monday, February 4. Bill's memorial service will be held in the chapel on Monday, February 4, at 10 am also at Horan & McConaty Family Chapel, followed by military interment at Fort Logan National Cemetery. Donations may be made to the VFW or the American Legion. **-HoranCares.com**

(There was a big change in 1971 when Al Feldman took over. My 1972 FL annual report doesn't have Groody on the VP list. Groody was VP-Treasurer and probably left about 1971 when Feldman took over. Bill is not in the Nov 1977 - Jan 1983 FL Quick Reference Directories.)

**BOB MILNE****1963 - 1986****STATION AGENT, STATION MANAGER
PHX FLG JLN HOU MSN HOU**http://FAL-1.tripod.com/Bob_Milne.html

Just a note to let you know Bob Milne passed away at 1:00 P. M. 1-22-13. He lived in Rogers Arkansas.

-Sam Jones

OBITUARY: Robert "Bob" A. Milne, age 70, of Rogers, passed away Tuesday, Jan. 22, 2013, at the Circle of Life Hospice Care in Springdale.

Bob was born in Maddock, N.D., on March 22, 1942, to Wallace and Lydia (Syvertson) Milne.

On June 27, 1999, he married Patty Milne in Eureka Springs. He served his country in the United States Army National Guard during the Vietnam era and received an honorable discharge. Bob worked as a manager at Frontier Airlines for many years and he enjoyed golfing, bowling, going out to eat and the movie theater, and spending time with his family and friends.

Preceded in death by his parents, Bob is survived by his wife, Patty, of the home; one son, Rick Milne of Texas; two daughters, Jennifer Brehm and husband, Grant, of Texas; Kimberly Edkar and husband, Dave, of Hawaii; one brother, Bill Milne and wife, Judy, of Colorado; four grandchildren, Megan, Rachel, Parker, and Brandon; numerous nieces, nephews, other relatives, and many friends.

Private family services will be held.

-Benton County Memorial Park Funeral Home on 1/24/2013

Sorry to hear about that. Bob and I went to high school back in the dark ages in Wyoming.

-Buck Hawk

Sorry to hear about Bob, he was such a nice person

-Ben Duggan

Wow! Thanks for the update. Sorry to hear about this. I worked for him in JLN and MSN. Great guy and always a great mentor for me and many others.

-Larry Johnson

Sorry to hear this. Bob stopped by my office at LAX in late 90's and was beginning to have health problems then. If I recall, he was with a contract service company and living in SFO area. A great guy and fellow manager.

-Jim Mustain

Sorry to hear of this. Think he was in PHX for a short time. Remember meeting him so long ago.

-Ginger Treptow

Thanks for the info, so sorry to hear about Bob,

-Joe Barker

I worked for him at HOU. He was such a great guy. I will keep him in my prayers.

-Mary Beth Henderson Hardey

(R A MILNE: Station agent group seniority date of 6/1/63 per the 1/1/74 FL/ALEA Seniority List.)



BOB SAMPSON**1956 - 1986****PILOT****MKC MCI DEN**http://FAL-1.tripod.com/Bob_Sampson.html

Captain Bob Sampson passed away yesterday and I have included the obit website for you to pass on to the group. He was a fine Man. Thanks

-Mike Hampton

OBITUARY: Robert Thomas Sampson, 81, passed away Friday, February 1, 2013 at his home in Kansas City, MO. A visitation will be held 6:30 – 8:00 p.m., Monday, February 4, 2013 at St. Therese Catholic Church in Platte Woods, MO. Funeral services will be held 10:30 a.m., Tuesday, February 5, at

the church. Interment with military honors will follow at Resurrection Cemetery, in K.C., MO. The family suggests contributions be given to: Vasculitis Foundation—P.O. Box 28660—K.C., MO 64188. <http://www.vasculitisfoundation.org>

Bob was born November 4, 1931 in Tulsa, OK to Carl William and Maureen (Stuckey) Sampson. He was a 1949 graduate of the East Central School system in Tulsa, and 1954 graduate of Oklahoma A & M (Oklahoma State University), with a B.S. degree in Animal Science. Bob served his country in the U.S. Air Force during the Korean Conflict. He married his first wife, Marilyn Horky on August 25, 1956 in Ft. Lauderdale, FL.

Over the years, Bob lived in Oklahoma City, Kansas City, and Platte City, where his children attended school. Bob had a distinguished 35 year career as an airline pilot, for numerous airlines, retiring in 1991 from Continental.

He was a founding member of the original Good Shepherd Catholic Church in Smithville, MO; and was presently a member of St. Therese Catholic Church. Bob enjoyed raising cattle on his farm, near the KCI Airport. He also enjoyed restoring and flying World War II Fairchild PT-19 trainer aircraft, in his retirement years.

He was preceded in death by: his parents; his first wife Marilyn; and 3 brothers Carl William, Jr., James Louis, and William Sampson. Bob is survived by: his second wife Margarette Louanna (Little), of the home. 4 children Thomas R. Sampson (Kelley) of K.C., MO, Karen Higgins (John) of Platte City, Julie Coatney (Tom) of Overland Park, KS, and Tyson Sampson (Cortnie) of Schaumburg, IL; 1 brother George Sampson (Bernice) of Grove, OK.

-Rollins Funeral Home

A fine aviator and a true gentle man. It was an honor to work the back end of an airplane for him.

-Barb Womack

(BOB SAMPSON, MKC captain per the 10/1/64 CN Pilot Domicile List. R T SAMPSON, Pilot seniority date of 11/23/56, #12 rank, per the 9/1/86 FL/ALPA Seniority List.)

MORE GONE WEST**TERRI PORTLOCK****1981 - 1986****FLIGHT ATTENDANT****DEN**http://FAL-1.tripod.com/Terri_Portlock.html

I just talked to Joe and Sherri Portlock about Terri's funeral. Terri died of a heart attack and was found in her condo by her father Wednesday night. The funeral will be held Thursday Jan. 17th at 1:00 at Arvada Covenant Church, 5555th and Ward Road. There is suppose to be a viewing but I do not have that information yet. I would appreciate it if you could pass this on to anyone who I have not contacted. Thank you,

-Lis Lane

OBITUARY: Terri Portlock Rutherford, 53, of Arvada, passed away on January 5, 2013. Daughter of Joe (Sherry) Portlock from Arvada, CO and Beth Portlock from Brighton, CO; Sister of Gregory Allen Portlock from Brighton, CO, Jeffrey Raymond Portlock from Longmont, CO and Scott Allen Portlock from Arvada, CO.

A Public Visitation will be held on Wednesday January 16, 2013 from 4:00 PM to 7:00 PM at the Horan & McConaty Family Chapel 7577 West 80th Avenue, Arvada, CO 80003. A Funeral Service will be held on Thursday, 1:00 PM, Arvada Covenant Church 5555 Ward Road, Arvada, CO 80002. A private Interment will be held.

Please share your memories of Terri and condolences with her family by singing the guestbook.

-HoranCares.com

Terri was a Frontier F/A. According to the Frontier seniority list published Feb, 1986, Terri's seniority date was 6-24-81. #516 seniority. Joe's wife, Sherry was also a FAL F/A, her hire date was 5-29-76. So we had Sherry Portlock and Terri Portlock. Then Terri was married and her name became Terri Rutherford after we merged with Continental. I don't know when she separated from Rutherford, he was one of the pall bearers at the funeral. I flew with her from 2000 till my retirement in 2008, I don't believe she was married then. Sherry was her step-mom.

Terri Ann Portlock/Rutherford was born August 18, 1959, in Hialeah, Florida. She died January 5, 2013. Funeral was January 17, 2013.

A fellow flight attendant told some funny stories about her at the funeral when this person was new at Frontier. But the ex FAL person did not identify herself when standing at memorial telling the stories.

-Bonnie Dahl

It's a sad time for me right now. My stepdaughter just passed away. She was so young, and a shock. Just like Christmas, she had a beautiful heart. I'm going to miss her.

-Sherry Portlock

Facebook posting by

Terri Portlock Rutherford on January 1, 2013

Came home last night from a DEN domestic 4 day - changed clothes - woke up this morning on New Year's Day with my United scarf still tied around my neck. Happy New Year to all!!!

I recently changed bases - soon to be in Denver and flying domestic - what a change this will be in my wild life for over 20 years? Can that be right? A 32 career coming full circle faster than I could have ever imagined ??? As we grow older change is terrifying - I'll hang in there and do my 147 Omaha turns and come home - sure I'll fit right in ??????

Favorite Quote: Walk a mile in my shoes - I dare you....if it was not for my beloved family I would have lost my shoes a long time ago.

RO HOWENSTINE

1967 - 1986

RESERVATION AGENT
DEN

http://FAL-1.tripod.com/Ro_Howenstine.html

Just received news that Ro Howenstine (worked in DEN res) died on Feb. 20, 2013 in Denver. Have not heard any more about her - maybe some people in Denver know about this.

-Trish Swanson Hawk

This is what I got--- from Anna Metzsch who got it from Peggy Spencer...and Peggy is trying to get in touch with Ro's brother Bill but with no response.

Shortly after I talked to you I then called Ro. She does not have a computer and it had been some time since we spoke. We usually call each other at Christmas & our birthdays, hers being on June 8th.

Her phone was answered by her brother Bill who advised me "Ro had fallen and broke her hip and was found by her neighbor who had come to check on her. Ro passed away on Feb. 20th. She would have been 86 this coming June.

Actually she was already 86 and her birthday June 8, 1926 and died February 20, 2013....

Roe Jean Howenstine....we always spelled her name as Ro...and grew up in MHK (Manhattan Kansas)....Apparently her brother lives in Texas and no one has found an obit yet.

-Carolyn Boller

R. J. HOWENSTINE

1665 Lima St, Aurora CO 80010-2527
per the 2011 DENFL Reunion mailing list.

R J HOWENSTINE

Reservation agent seniority date of
10/09/67,
emp# 03764
per the 1/1/86 FL/ALEA Seniority List.

RO J HOWENSTINE

Aurora, CO 80010
per Switchboard.com

LES ALLEN

1950 - 1970

PILOT

DEN OMA

http://FAL-1.tripod.com/Les_Allen.html

Posted at FFacebook and the FL Club: Does anyone recall a pilot named L. A. Allen? His name may be Leslie or Les. He started with FL in 1950 and left about 1970. It appears he died in 1998, age 81.

-Jake Lamkins

I remember Captain Les Allen. I don't remember the retirement date though, but 1970 sounds about right.

-Ardell Arfsten

I think I remember a Les Allen.

-Joanne Griffin

Yes, I remember that name.

-Jeff Mills

Ellen and I remember him. Ellen says he was in Omaha. Didn't have much of a personality like Bradley and the others. I'll know more after I talk to Patty. We might have a photo of him. Big stocky guy. I'll ask Jim Hanson at next luncheon. We all remember him.

-Bonnie Dahl

I flew with Les. ...a curmudgeon! ...what a character!

-Billy Walker

I flew co-jock for Les many hours. I heard someone say they thought he was still upright but didn't know where. Pleasure to fly with.

-Billy Watkins

(L. A. ALLEN DEN
copilot per the Nov
1955 FL Roster.

His page missing
from the Feb 1960
FL Roster.

His DOB is

10/23/1917 per the FL ALPA list which also shows his retirement in 1970. Nothing at FindAGrave under Leslie Allen. Still need more info on Les such as a photo and obituary.)

SSDI Death Record

Name: Leslie A. Allen
State of Issue: Massachusetts
Date of Birth: Tuesday October 23, 1917
Date of Death: Friday October 30, 1998
Est. Age at Death: 81 years, 7 days
Last known residence:
City: Auburn; Glenrock; Howe; North Auburn
State: Nebraska ZIP Code: 68305

Below; the recently discovered photo of pilot Dan Gough's gravestone which features the Frontier crescent logo.

Dan died in the crash at Miles City Mar 12, 1964.



DEE LAKE**1951 - 1961****STATION AGENT, STATION MANAGER****POY FLG**http://FAL-1.tripod.com/Dee_Lake.html

OBITUARY: Dee Harris Lake died March 12, 2010, at his home in Cinebar, Wash., after a two-year battle with cancer. At the time of his passing, he was surrounded by family members.

Dee was born in Rexburg on June 29, 1929, the fourth child of J. Morgan Lake Sr. and Fern Harris Lake. He grew up and spent his early years on the Lake farm north of Rigby and graduated from Rigby High School with honors.

On July 7, 1950, he married Jolene Ellis in the Idaho Falls LDS Temple. To this union were born six children, Teresa (David) Fry, Brad (Becky), James (Jenna), Deanne (Rick) Cheney, Debbie (Gary) Waddington and John (Erin); 23 grandchildren; and 27 great-grandchildren.

Other family members include James Morgan (Velma, deceased), Cecil (Jackie, deceased) and Carma (Clair) Theurer.

He was preceded in death by his parents and a brother.

Dee attended Idaho State University for two years and was employed by Frontier Air Lines for 10 years and the Federal Aviation Administration as an air traffic controller at the SeaTac Airport in Seattle, Wash., for 22 years.

He and his wife, Jolene, were active in The Church of Jesus Christ of Latterday Saints and spent 14 years working in the Family History Center in Centralia, Wash. He was also a ward and stake clerk while living in Auburn, Wash.

Interment was in Alpha Cemetery in Onalaska, Wash.

Dee loved the outdoors and was happiest when he was working in their large garden or out in the boat fishing for salmon on the Columbia River.

-Post Register on April 4, 2010

Dee Lake was Station Manager at FLG just prior to my taking his place after he resigned to take a position as an ATC Controller. Another real prince of a FL man.

I've heard of him occasionally - seems to me he went to SEA as a controller. That's about the best I can come up with. I believe that this was the first ALEA agreement. I had one in my possession until recently but can't locate it. Too many moves I guess.

-Kerry Allen

(Article in Spring 1957 ALEA magazine shows Dee on the first FL/ALEA negotiating committee. A station managers' meeting photo in 1959 shows him as FLG manager.)

D H LAKE: Seniority date of 1/7/51 on the 11/1/55 Station Seniority List. He's not on the 3/1/62 list.

DEE LAKE: POY station manager, per the 3/1/56 Station Personnel Roster.)

LELA O'CONNOR**1967 - 1986****FLIGHT ATTENDANT****DEN**http://FAL-1.tripod.com/Lela_OConnor.html

I appreciate your continuing to maintain the old FL website. I do want to report the death of flight attendant Lela O'Connor of cancer in January 1996. Lela was 50 when she died.

-John Feldman

FLacebook: I just got word flight attendant Lela O'Connor passed away in Jan 1996. My source said it was cancer - first I heard about it. Does anyone have more info?

-Jake Lamkins

We all knew Lela O'Connor very well. But when this happened we had all spread to the 4 winds in 1987. Most of us flying for CAL were either in EWR or IAH.

I see her sister at the Golden Penguins meetings (old CAL ladies). We were all devastated, she was a great lady. I think she had been sick for a long time. When I have time to dig, I probably have some photos of her.

-Bonnie Dahl

I do know it is true. I went to Lela's funeral. I will see if my friend Trisha Flueger Hood has any pictures.

-Sharon Trumble

I remember her when I first started flying out of Denver. She was very warm and welcoming. Being on reserve and brand new was very intimidating. I will always be grateful for her kind encouragement.

-Martie Palser

Thanks for your work - it's very nice to see this after all the years.

-John Feldman

(L O'CONNOR, Flight attendant seniority date of 5/20/67, emp# 06265 per the 2/1/86 FL/AFA Seniority List. She was listed as L Williams on the 8/1/74 FL/AFA Seniority List. She's buried at Morrison, CO in Mount Lindo Cemetery. Still need an obituary.)

**Social Security Death Index (SSDI) Death Record**

Name: Lela M. Oconnor

State of Issue: Colorado

Date of Birth: Wednesday November 07, 1945

Date of Death: Wednesday January 03, 1996

Est. Age at Death: 50 years, 1 months, 27 days

Last known residence:

City: Denver

County: Denver

State: Colorado

ZIP Code: 80209

BOB PRANGE**1963 - 1986****PILOT, REGIONAL DIRECTOR-FLIGHT OPERATIONS
DEN**http://FAL-1.tripod.com/Bob_Prange.html

Captain Bob Prange - Gone West: I spoke with Bruce Albin, Bob Prange's nephew. Bruce flies the Airbus for United in DEN. Services for Bob have already been held. Bob had been ailing and then caught the Flu. He was admitted to the hospital and passed Monday. The flu is nailing a lot of people in recent days! Was living in Nebraska at his mom's place.

-Billy Walker

I just got a call from Bruce Albin, Bob Pranges nephew. Apparently Bob died on Monday. He was in the chief pilots office. Do you guys remember him? Was a wonderful man and boss!

-Darlene Tieskotter

OBITUARY: Services for Robert A. Prange, 80, of Plainview will be at 10 a.m. Wednesday at Ashburn Funeral Home with military honors by American Legion Post 148 and VFW Post 5330 and burial in St. Paul's Catholic Cemetery. Visitation will be one hour before service. The Rev. Keith Rezac will officiate.

He died Monday, Jan. 7, 2013, at the Plainview hospital.

Robert Prange, son of Walter and Anna Prange, was born Aug. 8, 1932, in Stuart and graduated from Plainview High School. From there he went to own and operate Ski-Hi Drive Inn in Plainview. Robert served in the United States Army as a paratrooper. He later had a career as a pilot flying for Frontier, U.P.S. and United Airlines.

Robert is survived by two sisters, Catherine Bessmer (Ronald) and Gloretta Albin, both of Plainview, and many nieces and nephews.

Robert was preceded in death by his parents, brothers Jack Prange and Edward Prange and his beloved dog Treyton.

-Norfolk Daily News, Wednesday, January 9, 2013

Thanks for the heads-up. Sorry to learn of Bob's passing.

-Mark Ingram

One of the finest, fellow aviators I have had the honor of working with, for, during and in business with. Godspeed and tailwinds, dear friend!

-Dale Buss

I do remember him. Chief Pilot when I was a new guy !! Amen....

-Ed Woodson

I remember when my Dad and I lived on Lima St. right behind Bob Prange and I believe you lived right next door to him on Lansing St. Down the street from Leo Dorsey. Mid '70's.

-Vicky Veldboon

BOB PRANGE

DENDJ Flight Operations, no title given

per Nov 1977 - Jan 1982 FL Quick Reference Directories.

R. A. PRANGE

DEN Regional Director-Flight Operations

per the Jan 1983 FL Quick Reference Directory.

This was still his title in 1985 and I assume until the bankruptcy.

R A PRANGE

Pilot seniority date of 7/12/63

per the 9/1/86 FL/ALPA Seniority List.

-Jake Lamkins**DAN HOGBERG****1977 - 1986****STATION AGENT****GFK MAF RFD MSP FAR**http://FAL-1.tripod.com/Dan_Hogberg.html

My name is Dan Hogberg, I worked in GFK MAF RFD MSP and FAR. I was with Frontier from January 1977 thru August 1986. I am now working for United airlines in DEN.

Bruce Osborne has kept in touch with me and said he read in a FL newsletter that Gary Lee passed. I was wondering if this was the Gary Lee from Grand Forks, I have not seen anything in the Grand Forks newspaper? I would like to join the Frontier Club.

I was in Midland TX only 3 months April 1984 - June 1984.

-Dan Hogberg (1/19/2010)

I just received word that Danny Hogberg passed away a couple of days ago from a heart attack. I worked with Danny in GFK back in 82 or so - he went to work with UA after FL and at the time of his death was a supervisor in DEN. I should be getting some more info and will pass it on when I do

-Joe Barker

OBITUARY: Daniel Lowell Hogberg, the son of Lowell and the late DonnaMae (Lind) Hogberg, was born September 10, 1953 in Karlstad, Minnesota. He was the oldest of four children. Dan attended school in Newfolden, MN and graduated from Marshall County Central High School in 1971. On September 21, 1973 he was united in marriage to his high school sweetheart Peggy Ann Sustad at Evangelical Covenant Church in Thief River Falls, MN.

In 1973 Dan began his career in law enforcement as Chief of Police in the city of Newfolden, MN. In May of 1974 he graduated with his Law Enforcement degree from the Minnesota Bureau of Criminal Apprehension. He worked as a Police Officer in Warren, MN from September to December 1975, then as Deputy of the Marshall County Sheriff Department from December 1975 to April 1977.

Following his career in law enforcement, Dan began working within customer service for Frontier Airlines from April 1977 to May 1985. He continued his career with Customer Service for United Airlines beginning October 1986 to present.

Survivors include his wife Peggy; son Corey (Anna) and grandson Cameron Corey of Thornton, CO; father, Lowell (Viola) Hogberg of Thief River Falls, MN; Mother-in-law Ruth Sustad of Thornton, CO; brothers David (Pamela) Hogberg of Sandstone, MN; Myles (Judy) Hogberg of Newfolden, MN; sister, Marinell (Philip) Waterworth of Newfolden, MN; great aunts and uncle, several aunts, uncles, nieces, nephews, and great nieces and nephews.

-Parker Funeral Home

REINY SAYLER
STATION AGENT, STATION MANAGER
1954 - 1986
BIS

http://FAL-1.tripod.com/Reiny_Saylor.html

Just got word that Reinhold Saylor, Bismarck Station Manager for FAL died Jan 10, 2013 in Bismarck, ND. His Obit can be found in the Bismarck Tribune. His funeral was today.

-Lyle McGarvin

OBITUARY: Reinhold Saylor, 80, Bismarck, died Jan. 10, 2013, at a Bismarck care center. Services will be held at 11 a.m. Monday, Jan. 14, at Word of Faith Church with the Rev. Dom Vetter officiating. Burial will be held at North Dakota Veterans Cemetery. Visitation will be from 2 to 4 p.m. Sunday at Bismarck Funeral Home and continue one hour prior to the service at the church.



Reinhold was born April 13, 1932, to Edward and Christina (Weisser) Saylor, in McIntosh County. He was

raised and educated in Wishek and graduated from Wishek High School. Following high school he joined the National Guard and was stationed in Alabama during the Korean War.

He married Ella Mae Wagner in Mercer on Jan. 14, 1955, and together had two sons. He was employed with Frontier Airlines for 32 years, starting as an agent and later became the manager of the Bismarck station. In 1976, he started Sanitary Systems and worked there until he retired due to health reasons.

Reinhold loved woodworking, animals, working with horses and most importantly spending time with his family.

He is survived by his wife of 58 years, Ella, Bismarck; his sons, Greg (Robin), Pasadena, Md., and Jeff and special friend, Darcy, Mandan; four grandchildren; three great-grandchildren; four brothers; four sisters; and many nieces and nephews.

He was preceded in death by his parents; four brothers; three sisters; and grandson, Christopher.

In lieu of flowers, memorials may be made to a charity of donor's choice or the Ruth Myers House.

-Bismarck Tribune

I believe Reiny is STILL sharing all the love he shared with so many on earth.

-Bud Ortgies

It is sad to hear that Reiny has died. I was a new hire in Mar. 1959 when I arrived in BIS and he was my first Station Manager. He was the old man of us bunch of youngsters at the age of 27! A real nice guy and you could not ask for a better Boss! Another gone West!

-Jeff Mills

(R SAYLER: Station agent seniority date of 8/25/54 on the 11/1/55 Agent seniority list. Reiny may have been FL's longest serving station manager at one city. He was BIS station manager from 1959 or earlier until 1986, at least 27 years.)

WALT TUBB
1947 - 1949
STEWARD, PILOT
SLC

http://FAL-1.tripod.com/Walt_Tubb.html

Walt was a steward. He ended up with Bonanza and was killed flying his Pitts S-1.

-Billy Walker

WALTER F TUBB, SLC first officer, per the 7/15/1948 CHA Roster. He must have gone from steward to pilot.

-Jake Lamkins

Reviews & Ratings for the movie Cloud Dancer. I must have seen this film about 100 times. My dad, Terry Tubb, and my grandfather, Walt Tubb, were in this film. My dad and grandfather were aerobatics pilots back in the 70's before I was born.



My grandfather played one of the judges and also did some of the aerobatics routines in his 'mythical Pitts' and my father does a lot of the flying in his Pitts Special.

The thing that most people don't know is that when they filmed Brad's older friend 'Walt's plane crash scene where he dies, my grandfather Walt Tubb, flew that sequence in his airplane to make it look like he was spinning out of control and falling towards the earth.

My grandfather said he got a weird feeling after filming this scene. He died shortly after the film wrapped flying in an airshow where he crashed the very plane he did a 'pretend' crash sequence for.

He died before I was born. I never knew him, and as a young child when I watched this movie, I thought I was watching my grandfather die. It wasn't until I was older that I understood what it really meant.

-M. Tubb

(There are two Walt(er) Tubbs in the SSDI who died in 1978. One was born and died in Mississippi. The other, who I will assume to be our Walt, was born in Idaho and died at PHX where Walt made the movie. I'm guessing Walt was at CHA 1947 - 1949. He was a captain at Bonanza by Dec 1949. No info on his start date at CHA but he is on the 7/15/48 CHA roster.)

DARREL BEHREND
1947 - 1950
STEWARD, CHIEF STEWARD
DEN

http://FAL-1.tripod.com/Darrel_Behrend.html

Hello, allow me to introduce myself. The name is Darrel and I'm a very good friend of Jack Weiss who you have been chatting with re: Monarch Airlines. Well, needless to say we all have a lot in common with this subject. I worked with Jack in the late forty's, for about 3 years. I started as a flight steward under



Richard White who was the chief. I eventually became the chief steward until Monarch merged with Challenger Airlines, that's when Jack and I left for California.

There has been a lot of water under the bridge in almost 50 years, that's for sure. Jack told me you worked later, possibly with Frontier. In any event it's great to know someone from the airlines and I would be interested to chat with you.

Nice to get your reply. Yes, I certainly do remember 'ol Ace Avakian and be sure and give him my best even tho he might not remember me, it's been quite a while to say the least. Jack and I were indeed @ Buckley during that period in time. I flew with Ev Aden when he was Chief Pilot, also with Johnny Myers, Dallas Taylor, Art Ashworth and many more.

-Darrel Behrend (9/20-21/99)

Name: Darrel W. Behrend, State of Issue: Colorado
 Date of Birth: Sunday October 26, 1924
 Date of Death: Friday April 21, 2006
 Est. Age at Death: 81 years, 5 months, 26 days
 Last known residence: City: Yorba Linda, State: California
-SSDI

LYNN POPE
1954 - 1970
STATION AGENT
VEL GJT

http://FAL-1.tripod.com/Lynn_Pope.html

Lynn Pope Killed In Auto Accident In Grand Junction

Funeral services Monday in the Naples LDS Chapel at 11 a.m. honored Lynn Marion Pope, 47, of Grand Junction, former Vernal resident, who died Thursday of last week of injuries suffered in an automobile accident in Grand Junction. Burial with military honors was in the Vernal Memorial Park under the direction of the Vernal Mortuary.

Mr. Pope was born December 22, 1922 in Vernal to Charles T. and Viola Massey Pope. He married Amy Gardiner June 14, 1943 in the Salt Lake LDS Temple.

He graduated from Uintah High School and attended Utah State University in Logan. A veteran of World War II, Mr. Pope joined the National Guard in 1939 and served with the Army Engineers as first lieutenant.

Mr. Pope was with the first wave of men who landed on Omaha Beach and continued action at the Elbe River, Germany when met by the Russian troops.

He was awarded the purple heart, two bronze stars, three silver stars for bravery beyond the call of duty, and the Distinguished Service Award.

Mr. Pope was formerly employed by Calder's Creamery, Utah Motor Company, Slaugh Motor Company, Buick Sales and Service, manager of Mobile Service and has been employed by Frontier Airlines since September of 1954, 17 years.

Frontier Airlines had transferred Mr. Pope to Grand Junction

two months ago. He was a member of the National Rifle Association and the National Muzzle-Loading Rifle Association.

Survivors include his widow, Grand Junction; sons and daughters, Mrs. Lonnie T. (Linda Marie) Oaks, Midvale; Wayne Douglas, Vernal; Vivian, Provo; Dean Alan and Anita, Grand Junction; step-mother, Mrs. Charles T. (Nina A.) Pope, Vernal; brothers and sisters, Lloyd, Harold, Mrs. Carl (Reva) Mohlman, all of Vernal; Mrs. John Magee, San Aggelo, Texas; and Kay, Salt Lake City.

-Vernal Express on Nov 26, 1970

(Relief agent Mo Osborne's sister, Maurine, sent me Lynn's obituary. I did not have Lynn in my files before receiving it. Maurine found it in one of Mo's yearbooks. It's almost like Mo is still reaching out to the FLamily. I'm so pleased to give Lynn the belated recognition he deserves. Thanks, Mo! And Maurine too. Lynn had been a VEL station agent from 9/20/54 until his transfer to GJT in 1970.)



BILL JENSEN
19?? - 19??
AIRCRAFT MECHANIC
DEN?

http://FAL-1.tripod.com/Bill_Jensen.html

OBITUARY: William "Bill" Jensen, 76, Stanley, ND died Tuesday, July 3, 2012 at Mountrail Bethel Home, Stanley. His funeral service will be Saturday, July 7, 2012 at 11 a.m. at American Lutheran Church, Stanley, ND. Burial will be at Fairview Cemetery, Stanley.

Bill was born March 17, 1936 in Stanley, ND at the home of midwife Tillie Johnston to Dr. Edward and Florence Jensen. He attended grade school in Stanley and graduated from Stanley High School. He attended Wahpeton State School of Science and then served in the U.S. Army. He lived in Kansas, Nebraska and Denver, CO where he received his A & P mechanics license.

Bill worked for Frontier Airlines, Alleghany Airlines and Pan American Airlines. He eventually moved to Germany and lived there for 30 years, moving back to ND in 2005.

Bill enjoyed building model airplanes, golfing, hunting, fishing and bicycling. One notable bicycle trip was a 90 day cycling experience through the British Isles.

He is survived by his brothers Clayton, Detroit Lakes, MN, Jerome (Pat), Stanley, ND, Tom (Judy), Dalton, MN and his sister Marlene (Don) Hoirup, Winston Salem, NC; daughter Kristina Ursula Solvig Jensen and his lifetime companion, Mechtilde Dudek, both of German.

-Springan Funeral Home

(Cannot find Bill in any of my Frontier records. Email or write me with any info you might have.)

YOUNGEST FLOLKS GONE WEST BY AGE

Celeste Reid, MLS station manager, 4/17/81, age 21, aircraft crash

5/20/1959 - 4/17/1981

21 yrs, 10 mos, 28 days

Dorothy Ruth Reif, BIL flight attendant, 3/12/64, age 22, DC-3 crash at MLS

?/?/1941 - 3/12/1964

22 yrs, ? mos, ? days

Carol Johnson, DEN flight attendant, Jan71, age 23, auto accident

?/?/1948? - 1/?/1971

23 yrs. ? mos, ? days

Barbara Petty, DAL flight attendant, 3/21/73, age 23, heart failure

4/7/1949 - 3/21/1973

23 yrs, 11 mos, 14 days

Ray Horrell, SLC reservation agent, 2/2/85, age 25

12/29/1959 - 2/2/1985

25 yrs, 1 mon, 4 days

Charlie Gayles, DEN manager-spares planning, 8/8/81, age 25

1/9/1956 - 8/8/1981

25 yrs, 6 mos, 30 days

Dan Gough, BIL pilot, 3/12/64, age 25, DC-3 crash at MLS

?/?/1938 - 3/12/1964

25 yrs, ? mos, ? days

Wayne Johnston, DEN payroll manager, 12/5/64, age 26, auto accident

9/7/1938 - 12/5/1964

26 yrs, 2 mos, 28 days

Gayle Bussinger, MLS station agent, 3/12/64, age 27, DC-3 crash at MLS

1/21/1937 - 3/12/1964

27 yrs, 1 mon, 19 days

Jay Shah, DEN mechanic, 2/13/80, age 27, ramp accident

6/11/1952 - 2/13/1980

27 yrs, 8 mos, 2 days

Bernie Kersen, DEN mechanic, 3/15/72, age 28, auto accident

8/29/1943 - 3/15/1972

28 yrs, 6 mos, 15 days

Karen Allen, STL ticket counter agent, 10/28/76, age 29, during childbirth

9/16/1947 - 10/28/1976

29 yrs, 1 mon, 12 days

Will Pliska, MCI reservation agent, 9/7/76, age 29

11/4/1946 - 9/7/1976

29 yrs, 10 mos, 3 days

Dan "Smitty" Smith, DEN station agent, 9/2/86, age 30, motorcycle accident

11/27/1955 - 9/2/1986

30 yrs, 9 mos, 6 days

Bill Kilian, DEN station agent, 11/24/76, age 31, killed by gun in luggage

2/10/1945 - 11/24/1976

31 yrs, 9 mos, 14 days

Duane Dillard, DEN pilot, 11/19/74, age 32

12/31/1942 - 11/19/1974

31 yrs, 10 mos, 19 days

Harold Worrell, DEN mechanic, Apr84, age 32

1/3/1952 - 4/?/1984

32 yrs, 3 mos

Christine Denning, STL marketing rep, 12/13/80, age 32

7/17/1948 - 12/13/1980

32 yrs, 4 mos, 26 days

Jimmy Fanning, FSM DEN cleaner, Jun84, age 32

11/2/1951 - 6/?/1984

32 yrs, 7 mos

Morris Leach, DEN mechanic, 6/30/58, age 32, ramp accident

?/?/1926 - 6/30/1958

32 yrs, ? mos

Dennis Klock, DEN pilot, 2/28/79, age 33, air crash

10/30/1945 - 2/28/1979

33 yrs, 3 mos, 29 days

Rick Cochran, DEN 12/21/67, age 33, DC3 crash at DEN

6/28/1934 - 12/21/1967

33 yrs, 5 mos, 23 days

Don Jansen, TOP station manager, May68, age 33, auto accident

11/25/1934 - 5/21/1968

33 yrs, 5 mos, 26 days

Marty Favor, MKC mechanic, 5/6/66, age 33

10/7/1932 - 5/6/1966

33 yrs, 6 mos, 29 days

Andy Andersen, DEN aircraft mechanic, May89, age 33

8/10/1955 - 5/?/1989

33 yrs, 9 mos

Joe Hill, PHX pilot, 2/24/59, age 33, cancer

5/3/1925 - 2/24/1959

33 yrs, 9 mos, 21 days

Total of 40 FLOlks who were 35 years old and under when they flew west.

Mickey Ishida, DEN clerk, 1/21/62, age 33, heart disease
2/8/1928 - 1/21/1962
33 yrs, 11 mos, 13 days

Charlie Hirsig, founder-Summit Airways, 1/15/45, age 34, aircraft crash
1/11/1911 - 1/15/1945
34 yrs, 4 days

Denny Meyer, pilot, 1/18/78, age 34, Otter crash at PUB
12/7/1943 - 1/18/1978
34 yrs, 1 mon, 11 days

Fred Van Weerd, SLC cleaner, 10/8/72, age 34, heart attack
8/8/1938 - 10/8/1972
34 yrs, 2 mos

Rocky Crane, pilot, 12/21/67, age 34, DC3 crash at DEN
7/7/1933 - 12/21/1967
34 yrs, 5 mos, 14 days

Diane McLaughlin, flight attendant, 8/2/85, age 34, aircraft crash
2/2/1951 - 8/2/1985
34 yrs, 6 mos

Dave Allison, DFW station agent, 7/11/80, age 34, motorcycle wreck
9/24/1945 - 7/11/1980
34 yrs, 9 mos, 17 days

Dale Epperson, aircraft mechanic, 11/25/82, age 34
?/?/1948? - 11/25/1982
34 yrs

Lee Smart, DEN flight attendant, age 35
11/18/1954 - 12/16/1989
35 yrs, 28 days

William Poe, SLC pilot, 5/27/72, age 35
3/31/1937 - 5/27/1972
35 yrs, 1 mon, 27 days

Dale Glenn, pilot, 1/18/78, age 35, Otter crash at PUB
10/12/1942 - 1/18/1978
35 yrs, 3 mos, 6 days

Jack Griffin, pilot, 10/4/74, age 35, aircraft crash
2/13/1939 - 10/4/1974
35 yrs, 7 mos, 21 days

Jim Booth, DEN JAC RNO station agent, 6/12/82, age 35, cancer
10/19/1946 - 6/12/1982
35 yrs, 7 mos, 24 days

Doug White, DEN mechanic, 4/9/77, age 35, drowning
4/29/1941 - 4/9/1977
35 yrs, 11 mos, 11 days

EDGAR JOHNSON

1953 - 1966

STATION AGENT, SENIOR STATION AGENT
ABQ

http://FAL-1.tripod.com/Edgar_Johnson.html

OBITUARY: Edgar B. Johnson Services were held Monday in Parker, Ariz. for Edgar B. Johnson, 65, who died Saturday in Phoenix, Ariz. after a long illness. Cremation followed the service.

Johnson was born in Bloomfield, Iowa, and moved to Parker about three years ago. He was a former Albuquerque resident for several years. He is survived by his widow, Clevena of Parker; two daughters, Mrs. James Fowler of Albuquerque, and Mrs. Lyle Steurn of Missouri.

-Albuquerque Journal, dated Sep 29, 1971.

(E B JOHNSON, ABQ senior agent, per the Nov 1955 FL Roster. EDGAR JOHNSON, ABQ SSA, per the 3/1/56 FL Roster. EDGAR JOHNSON, ABQ station agent, per the 8/15/63 - 5/15/66 FL Rosters. He is not on the 7/15/66 FL Roster.

E B JOHNSON, ABQ senior agent, DOB 6/15/06, DOH 6/8/53 per the Feb 1960 FL Roster.

E B JOHNSON, Station agent seniority date of 6/8/53 per the /1/66 FL/ALEA Seniority List. He is not on the 8/1/66 list.

Still need info on Edgar. He may have been called Ed. It appears he left Frontier in 1966 and died in 1971. The obituary says he had a long illness so that may be why he left at age 60)

CHUCK PENNIE

1968 - 1985

BUILDING MAINTENANCE-LEAD TECHNICIAN
DEN

http://FAL-1.tripod.com/Chuck_Pennie.html

My name is Chuck Pennie, and I was employed at Frontier from Feb. 1968 to Jan. 1985. My last job assignment was in the Building Maintenance Group (DENIB) as a Lead Technician (Facilities Electrical) at the Denver Operations Base.

I've recently retired from a position with the Department of Labor and Industries, State of Washington, as a Construction Compliance Inspector, and I am living in Missoula, Montana. While inspecting construction work at the Airport in Moses Lake, Washington, I met a couple of former Frontier Mechanics who were working for Alaska Airlines at the JAL maintenance facility. Talking to these two mechanics caused me to think about the old airline and wonder if anyone was keeping the past alive.

I am, at the present, time receiving both IAM and Frontier retirement so I imagine you can say that I'm also retired from Frontier. Something else comes to mind that caused me to think of Frontier. The day that I happened to be in Moses Lake on the airport assignment was a day that Former Frontier VP Fred Schubel was at the Alaska Airlines facility, and he had left shortly before I arrived to return to Seattle.

I would have very much liked to be able to spend a little time with him. He was by far the best head of maint. that I worked for at Frontier.

-Chuck Pennie, Missoula, Montana 7/26/2006

(Cont'd on page 27)

Notes From FLolks

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

You can well imagine my total surprise and pleasure in receiving a most welcome phone call this past evening (12/24/12) from Jim Hartzer, a grand friend whom I met on my first day of employment with Frontier Airlines on July 4th, 1963 in Frontier's consolidated telephone reservations center in Hanger 5 at Stapleton Field in Denver.

I was delighted to learn that he is alive & well and is presently living in Wellsburg, West Virginia.

Jim ultimately returned to the Denver Station as an Station Agent and was there when the company ceased operations in August 1986.

The most recent time that I saw Jim Hartzer was at a FL Reunion at the Aurora Recreational Reservoir some 5 or 6 years ago. When Frontier ceased operations he had joined United Airlines in Denver and was getting near retirement with them.

Our all too brief "get Together" at this Reunion was the first time we had seen each other in years.

-Bob Pearson

I was a scheduler of aircraft parts in the Materiel Dept. I made a lot of friends in Maintenance and miss them a lot. I worked at FL from Oct. 1980 until August 1984 when I went to NYC to work for New York Air, which only lasted 9 months until I got a job in Marketing at TWA for 4 years and then went to NW in Minneapolis for about 4 years doing the same work.

I left the airline business in the summer of 1992 to run my own business, then got married in 1994 and now have 4 daughters. We are living in NYC as my wife works for the Wall Street Journal. All the best to you and all the old FL's!

-John Feldman

I went to work for Central Airlines 1-22-57 in HOT. After the racing season was over, I was sent to GUY, then to HRO. In June '58, Uncle Sam WANTED ME! I went into the USMC air wing to be a mechanic. Mar '62 I returned to Central in OKC and in '69 trans to MEM. I came back to OKC the same year, picked up SSA along the way, and stayed until the bitter end.

I spent the past part of '86 lost, but in the summer of '88 I went to work as a seed cleaner with a portable unit. I cleaned seed for the farmers to replant his next year's crop (wheat, rice and soy beans). In 1990 I started James on the Farm Seed Cleaning and in 2002 sold the business, and with my son Scott, bought 160 acres and started raising registered black Limousin cattle.

My wife Judy told me a few winters ago I was too old to be breaking ice, feeding and putting out hay and she was right. I sold out and now I try to take my pontoon boat to the lake a lot and in winter, beat a path to my hot tub. Do you know No. 7 Jack Daniels will not freeze if left outside?

To any of my old CN and FAL friends who have not flown "WEST", I say "hi" and my door is always open.

-Jesse James

Jim Montgomery just called me. Tomorrow Ellen Quinn and I and hopefully several others will be at Jim Montgomery's 94th Birthday party!

-Bonnie Dahl

FLfacebook: DEN assistant manager Jim Montgomery is 94 years old today, Jan 26, 2013. There's a birthday party - maybe we'll get some pix.

-Jake Lamkins

Happy Birthday, Jim, from Ginger Treptow of the Phoenix Station from 1957 till 1986. Many more to follow.

-Ginger Treptow

What a wonderful guy, he was the big boss over stations when I hired on in ALS on Jun 15, 1949, then almost fired me for spending too much time on the teletype with agents in ABQ. He transferred me from GJT to SLC as Sr. Agt on Sept 10, 1950.

-Duane Phelps

Happy birthday, Jim!!! I remembers you from DEN station.

-Chuck Tiskos

What a great guy! Still going strong! Happy Birthday from Jo (Wemlinger) Griffin, FA - DEN - 1966 to the bitter end!!

-Joanne Griffin

Happy Birthday, Jim. Looks like you still have a lot of tread left.

-Dick Rohrmann

Happy Birthday Jim...you were a favorite in Denver. Always great to see you at the picnics. Many more!

-Connie Mcalister

Happy Birthday Jim. Keep making music!

-Robert Wear

I first met Jim in 1959 when I was just 8 years old and he was just 40 years old. Happy birthday Jim and many more!

-Tom Schmidt

Still looking good, Jim! Nice beard!

-Joanne Griffin





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. Great article on Cal Reese. He joined Monarch after I left so I must have been really early with Monarch. Are there any left that joined Monarch when I did (1946 - 1947)? -Dick Faucett

More Notes From FLolks

Enclosed is my renewal. Enjoy it very much. Frontier was a family. I really miss it - there was no place like it. Sorry this is late. With grandkids getting married and off to college, time just passed by. Still keep in touch with some of the STL group.

-Irvin Moody

I received the Frontier News #50 - just great and I want to order 10 copies sent to me as soon as convenient. Thanks, Jake.

My good friend Pres Blatter (page 7) when fired by Bud Maytag - came to my office - sat down and said "Cal, I've just been fired (no reason, no thanks by Bud"! Pres then became president of Alaska Air. He called me from Seattle, asking my thoughts on some station matters. A fine gentleman - high I.Q., such as "When in doubt, ask questions."

I later on reported to John Ahlquist (page 8). Open minded; needed in our administration. A big help in my transition from PHX manager. I thank all personnel of FL for their support.

-Cal Reese

My name is Connie Wheeler and Cal is my uncle on my dad's side. And, as the article says, he is a great guy. My brothers and I were always excited when Cal would come to visit us outside of Chicago. He is 14 years younger than his brother, Dean, my father, and very special to my dad. I think his influence was where my love of flying started. I remember when he was transferred to Phoenix. My mother and I flew out there and he greeted us there. I didn't want to leave the airport!!

I want to thank you for this wonderful article. We live in Florida and struggle to get out to see him. He truly is a great guy and I love him dearly.

-Connie Reese Wheeler

Thanks for your work to keep us up to date. I feel that if no merger had taken place and with Hank Lund as the leader, Frontier would now be a giant airline.

-Jim Schneider

Enjoyed the article re the blizzard of 1982 in your last newsletter. Many, if not most, or all, of the flights diverted from DEN ended up in GJT. And not all of them were FAL flights, and we worked them all. I want to send you some information for a follow-up story about the blizzard (and other diversions), but I want to check with some of the FLolks still here in GJT to get as much info as possible, and as accurate as senior brains will allow. (See Jim's story on page 22.)

We will be meeting again, for our monthly coffee and brainstorming session, on Feb 19. The remaining FLolks here in GJT (there are still about 10 of us) get together on the third Tuesday of every month at the Pufferbelly Station Restaurant to drink coffee, brag, lie, and reminisce. If you, or any other FLolks are ever in the area, we would love to hear your stories, and compare our memories with yours.

-Jim Wilds

I'd like the quarterly newsletter. I was with FAL 9/9/63 in the maintenance depart-

ment till Sept 1986. My wife has lived in Aurora all this time. She isn't in good health so we don't get around too much. I enjoy the annual picnics and get togethers.

-John Sramek

My name is Peter Schniering and I play in a local pop band in the Western part of Germany, close to Cologne. We are currently recording our first EP with a couple of songs that all deal with air travel.

While looking for a cover shot for this small album, we noticed your impressive website with all the nice pictures and information on Central and Frontier Airlines.

There is an oil painting by Charles H. Hubbell which we like in particular. Do you happen to know who is holding the rights to this painting? We would like to ask for permission to use it as the cover photo for this EP - it would of course be mentioned in the credits / thank you section of the album (which we are recording for non-commercial purposes, we all have regular jobs and just love playing music)

Any of your advice would be appreciated, Thank you and best regards from Germany,

-Peter Schniering - Remscheid, Germany

Hello Peter, Nice hearing from you and I'm glad you enjoyed my website.

The painting of the DC-3 by Hubbell was commissioned by the employees of Central Airlines and presented to the airlines' founder Keith Kahle in September 1959 to celebrate Central's tenth anniversary. I have no idea who holds the copyrights to the painting after all these years so I cannot give you permission to use it. It may be in the public domain by now, but I do not know.

However, I have some simulations by David Grogg that are better than the Hubbell painting, in my opinion. David is the grandson of Hal Grogg, a Central and Frontier Airlines pilot. I've attached a few examples of his work and copied David in on this email. Perhaps he would be willing to permit you to use one. Best wishes with your album,

-Jake Lamkins - Fayetteville, Arkansas, USA

Dear Jake, Thank you so much for this immediate and detailed answer. I agree, the simulations look great as well. We had actually been wondering the other day, how those brilliant pictures might have been made during Central Airlines' times.



I will wait for David's view on this - should you moreover have any other idea on images we might be allowed to use (we were thinking about a 6-page booklet and will include other images on air travel in this era), we are thankful for any input.

Here is another one from your collection we liked a lot - but I am taking too much of your time. :-)) in anyway, you have compiled a great collection!

Have a nice evening and Best Regards,

-Peter Schniering

Good evening, Peter (and Jake), Jake was very kind in forwarding a copy your original e-mail to me.

That's fabulous about your band, and I agree completely about playing music simply because you love it. I am a drummer myself, and apart from art, music is my favorite thing in the world. I would love to hear some of your work.

It would be a great honor to have one of my paintings (simulations) featured on your album cover. Thanks so much for your interest. Feel free to copy one of my images from the Frontier / Central Airlines website to your desktop, and I thank you in advance for any mention in the credits. Best wishes from Justin, Texas!

-David Grogg

Dear David and Jake, Thank you for your kind Emails. We feel privileged to have the support of former Central Airlines team and family members for our small CD project. Best Regards from Germany and enjoy your Sunday,

-Peter Schniering



EMPLOYEE SERVICE AWARDS

Earned in May, June and July, 1965

From the Jun/Jul 1965 Sunliner News, page 11

15 YEAR SERVICE PINS

R. R. HILL, Station Agent, DRO
H. G. VANDEBERG, Sales/Service Manager, SAF
W. D. HECKMAN, Captain, DEN
J. R. LANGHOFER, Captain, DEN
D. E. WATSON, Sales/Service Manager, RAP
B. E. LANGFIELD, Mechanic, DEN
J. R. KLINGENSMITH, Dispatcher, DEN
P. R. LAWSON, Sales/Service Manager, AIA
R. W. PIER, Sales/Service Manager, ELP
J. G. GRIFFITHS, Manager of Property and Leases, DEN
J. F. TAGGART, Captain, BIL
G. E. MILLER, Forman-Maintenance, DEN
F. T. BLAKELEY, Captain, SLC
K. E. HOUCHENS, Sales/Service Manager, GUP
C. K. FOSTER, Regional Manager of Stations, DEN
O. L. BRUNZ, Sales/Service Manager, PUB
L. W. LARSON, Captain, DEN
J. A. WALKER, Captain, PHX
W. E. CHAMBERS, Captain, DEN
D. H. BURR, Administrative Assistant, DEN
R. M. SCHOW, Captain, DEN
M. E. LARSON, Manager of Revenue Accounting, DEN

10 YEAR SERVICE PINS

R. L. RIPPLE, Sr., Stock Clerk, DEN
N. L. KEEN, Mechanic, DEN
D. R. ANDERTON, Senior Agent, SLC
R. L. ROBERTSON, Senior Agent, DEN
C. J. SCHLENER, Assistant Manager DEN Station
W. J. RUEHLE, Captain, DEN
R. R. BLIESNER, Mechanic, DEN
O. G. BOLLSCHWEILER, Station Agent, SLC
T. ILLICH, Sales/Service Manager, LWT

5 YEAR SERVICE PINS

S. L. RAMOS, Purchasing, DEN
S. A. MILLER, Station Agent, BIL
J. KLONIZOS, Station Agent, SLC
J. J. LaQUEY, Station Agent, FMN
J. N. HARTZER, Reservations, DEN
M. AGENA, Station Agent, LNK
S. G. COVINGTON, Station Agent, SLC
V. J. ROBINSON, Stewardess, DEN
M. VAN SISE, Stewardess, SLC
M. E. HUNT, Station Agent, MTJ
P. HUNTER, Mechanic, DEN
E. C. MACEK, Station Agent, LNK
V. W. ADDISON, Station Agent, POY

THE 1982 CHRISTMAS BLIZZARD

by Jim Wilds and the GJT Crew

The Folks in GJT remember the Christmas blizzard of 1982. Not with a lot of fondness, but with a certain amount of clarity. As so often happens, the weather in GJT was good, while in DEN it started snowing, and in SLC their winter fog moved in after sundown.

I don't remember when we first started getting diversions from DEN, but I was the AM SSA, and it was before I was scheduled off at 3:00 PM. I finally got away about midnight. Usually when DEN had weather diversions, the flights went to COS or PUB. But this was a classic up-slope storm, and COS and PUB were getting almost as much snow as DEN, so everyone, and I mean EVERYONE, went to GJT. Not just FAL, but UAL, DAL, EAL and others, as well as UAL and WAL from SLC.

At that time FAL was the only airline with personnel in GJT, so we got to work them all. Of course FAL got first priority, and then we worked the other airlines first come, first served, or whatever worked out best for us. At one point there were 23 aircraft on the ground with maybe a total of 20 or 25 Folks to take care of them. That included everyone: ticket counter; ramp; operations; fuel truck; well, you get the picture.

Luckily, we had moved from the old terminal building into the new terminal building about two weeks earlier, or it would have been worse. We had about 50% more ramp space, and probably four or five time more terminal space. Plus the old ramp space was still available, but even with that, we still had to park some of the aircraft on one of the taxiways where they had to wait their turn for service. We called that the "penalty box". We had DC-8s, B-727s, B737s.

As the day went on it became increasingly apparent that the situation was going to get worse before it became better. So we called the motels close to the airport and reserved as many rooms as we could for FAL crews and FAL passengers. We told the motels not to use those rooms unless the people had the yellow authorization form. Remember, FAL first!

DENDD decided that some of the flights should refuel and then proceed to their final destination such as MKC, STL, DFW, PHX. We put any through passengers on those flights, then filled them up with whoever else wanted to go where the flight was going. Anything to get some of those passengers on their way. Remember "Rule 75"? The ticket agent's best friend.

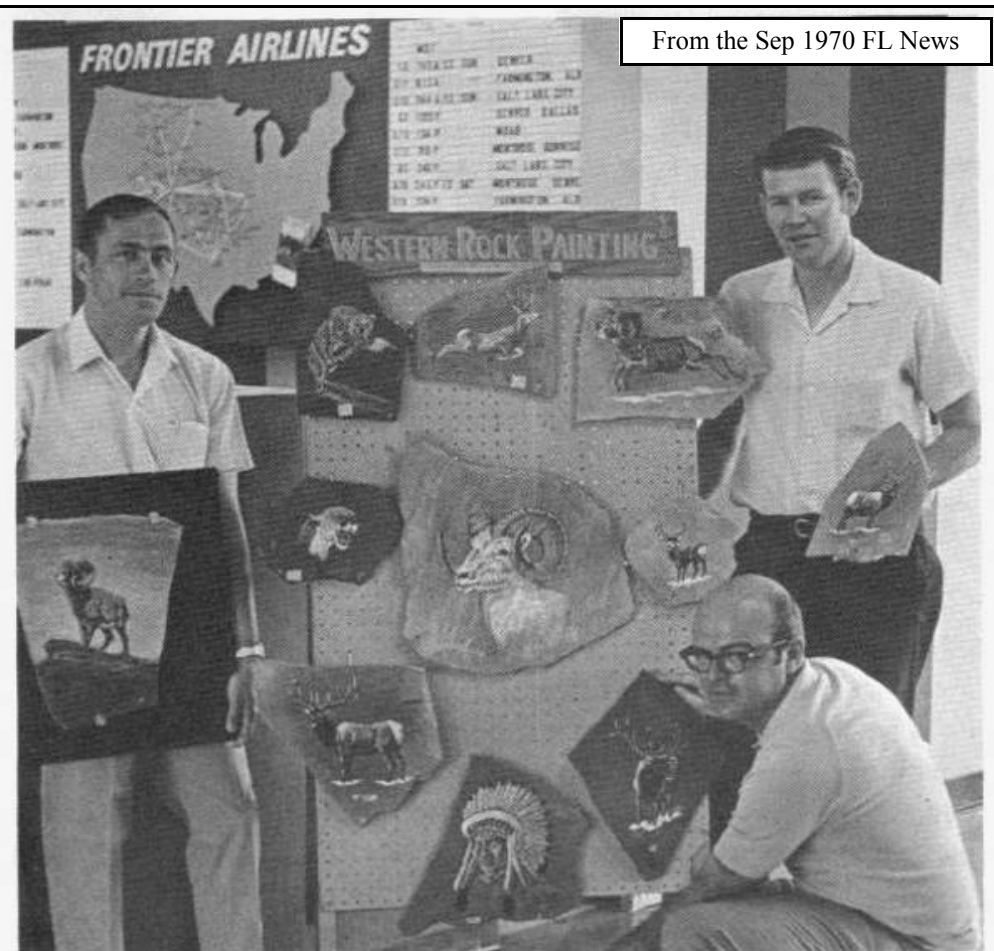
The rest of our flights had to wait for DEN to reopen. Some of those passengers were lucky enough to get one of our motel rooms. The rest spent the night in the terminal. I got away about midnight and was back the next morning at 6:00 AM. Sometime during Christmas Day, DEN re-opened and we started moving the rest

of the flights out. DEN ARTC would call the GJT control tower and give them a slot time into DEN, which gave us a departure time out of GJT.

At that time we had three different colors of boarding passes. We counted out the appropriate number of blue boarding passes for the first flight to leave, and the first passengers to check in got those boarding passes. Then we counted out the number of red boarding passes and the next passengers got those, and then the third boarding passes. When we got the first slot time, we made an announcement: "Frontier flight (so-and-so) is boarding. All passengers with blue boarding passes should board at this time, open seating. For ATC purposes this flight must be off the ground by (such-and-such a time). If not, it will lose its arrival time slot into DEN so all passengers are urged to board and be seated as quickly as possible."

And then when we got a slot time for the second flight, same thing, different color boarding passes. It was amazing how quickly those people got on their flight and got seated. We made every slot time.

Probably the worst thing that happened was the EAL B727-200 charter that arrived, deplaned the passengers, had us take off the luggage, re-fueled, and went back to ATL, empty! Those poor people were on their own. They were still trying to get out of GJT three or four days later.



From the Sep 1970 FL News

One sales outlet is this display which is on exhibit in the terminal building at Walker Field, Grand Junction. The paintings displayed here are just a few selections from the over 150 different wildlife and western scenes designed and painted by the Grand Junction agents.

Found a photo today of me working operations at Philip Billard Airport (TOP) circa 1974.

-Tom Schmidt

I remember it. The old IBM 1977 wasn't it. No Screen. I remember you would press BID, then type your entry and then ENTER and it would spit out your answer on paper.

-Chuck Tiskos

High Tech for the time but really not much more than an electric typewriter that replaced the teletype.

-Tom Schmidt

Very cool, I remember the old 1977 units, we had them in ALS when I started - did you have to have your SAWRS license - that was the hardest test I ever had to take, I failed it twice and I remember that if you failed it 3 times, you would be let go - thankfully I passed the third time and was able to become an official weather reporter.

-Joe Barker

I did get my SAWRS license. Passed with a 96 the first time. A good friend of mine in TOP worked at the weather bureau and he helped me study! Thank God, as once we moved from TOP to FOE the Air Force left at 10 pm and we always seemed to have 1 of our 3 night flights late. We had to report the weather often. I was always so nervous doing that!

-Tom Schmidt

We had a weather bureau in ALS as well and the manager helped me the 3rd try. You obviously were a lot smarter than I was. I worked on weekends and always had to send the hourly observations on the weather bureau teletype machine. I can remember sending up balloons to measure the ceiling, figuring

the dew point - it was actually quite fun after I learned it all, biggest problem was remembering to take the observation and get it put out on the teletype within the 10 min window of time we had. Those were fun times.

-Joe Barker

I agree with W Joe Barker. That SAWRS test was one of the hardest tests I'd ever taken. I passed it the 2nd time, with a lot of pressure on getting it right and not having to take it again. I used the certification in HDN in the winter of '75-'76.

The weather training must have stuck. I eventually got my Ham Radio License and have become a volunteer Severe Weather Spotter for the NWS. I still use some of my SAWRS training in my weather spotting exercises.

-John Morelli

I started in TOP in 1966. We didn't have the the IBM 1977 yet. I remember when it was installed and thought it was the greatest thing in the world. Worked ticket counter and we hand wrote the tickets, flight after flight. The crew at that time was Musselman, Peterson, Glenn Hastert, Del Zimmerman and Wayne Brickey was the ASM and Fred Thompson was the STN MGR. Don Jansen was the first mgr of TOP, but he was killed in a car accident just off the airport.

-Jim Meade

Musselman, Peterson and Thompson were there when I got there in 1973. Also Frank Schubert and Frank Rottinghaus and Roland Kuhn.

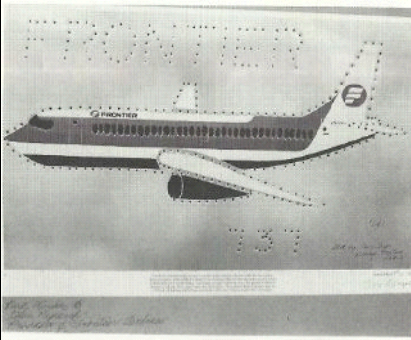
-Tom Schmidt

I forgot about Frank Rottinghaus, he was there also. Also, Wayne Grimes was in TOP during 1966 to 1970 time period.

-Jim Meade



737 print given to Reagan



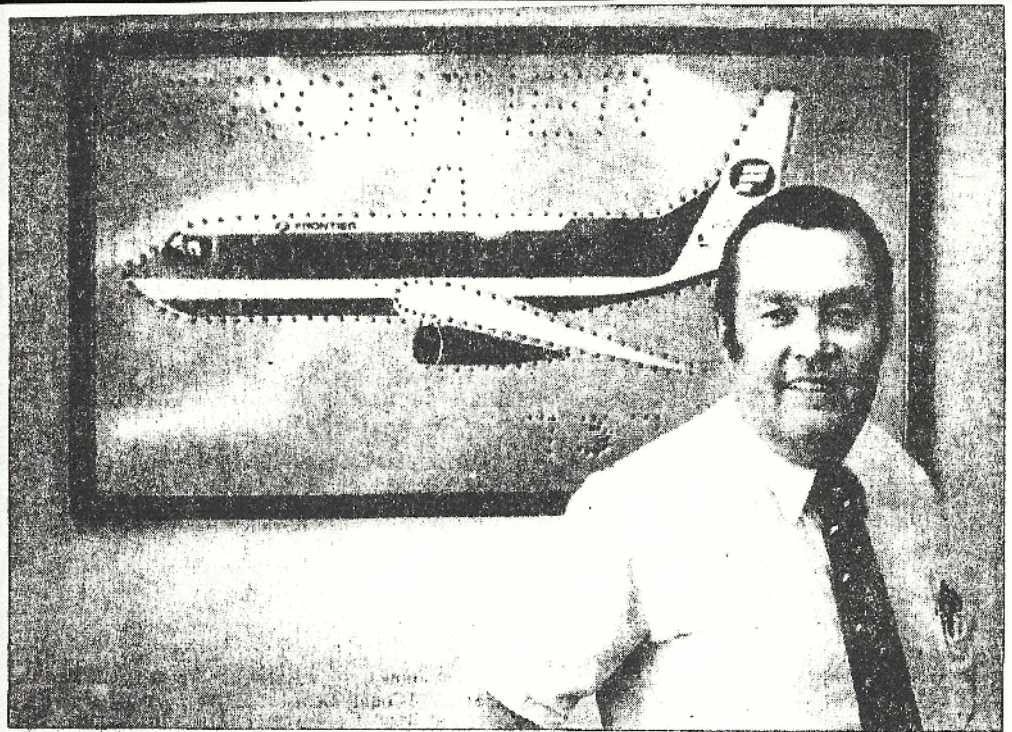
U.S. REPRESENTATIVE RON MARLENEE (Mont.) recently presented an inscribed print of a Frontier Boeing 737 jet to President Ronald Reagan. The art piece was 'shot' by noted artist/marksmen, Tom Frye. Reagan commented, "As an admirer of Western memorabilia, I certainly appreciate the impressive marksmanship."

GREAT FALLS — Jackie "Jack" L. Pfeiffer, 59, 1601 23rd St. S., formerly of Billings, died Saturday, April 24, 2004, at the Peace Hospice Residence of a heart condition.

A memorial service will be held at Hillcrest Lawn Chapel at 1 p.m. Thursday, April 29, with Rev. Ken Waag officiating. The burial of ashes



JACKIE PFEIFFER



Daily Pilot photo by Howard Lipin

Jack Pfeiffer displays his well-shot picture of a Frontier 737.

Airline's artwork created by a real 'big shot' artist

Frontier employee's wall plaque has 1,286 bullet holes

By CHARLENE WHITEHEAD
Daily Pilot Correspondent

Hanging on the wall in Frontier Airlines' Orange County offices is a piece of art that can best be described as, well, unusual.

For one thing, the "canvas" is

made of aluminum. For another, the outline of the subject of the painting — a Boeing 737 jetliner — was created by bullets shot into the metal at about two-inch intervals. That's 1,286 bullet holes, if you want to be precise.

Tom Frye, an internationally known professional exhibition shooter, "shot" this wall hanging from a distance of about 15 feet. He is listed in the Guinness Book of Records for a 1959 feat in which he shot at 100,010 wooden blocks over 13 days,

missing only 6.

Frye, who died in late 1982, created the Frontier plane art in 1980, plunking away for two days at the aluminum outline on the Crow Indian Reservation near Billings, Mont.

Jackie Pfeiffer, a Frontier Airline employee, who suggested Frye create the artwork, said just one misplaced round would have destroyed the project.

Pfeiffer says he paid around \$450 for the original work.

When Pfeiffer was transferred from Billings to Reno, to San Diego, and eventually to Orange County, he brought the bullet-riddled artwork with him and hung it in the office.

He's made color prints of the original and the first the limited series was sent off to President Reagan. Pfeiffer owns the last print.

Not surprisingly, it's No. 737.

Jackie was a station agent and senior station agent at RAP BIL RNO SAN SNA from 1967 to 1986. There are also items about him in the Spring 2001 and Fall 2002 FL News. His obituary is in the Summer 2004 FL News. He was very proud of Frontier and his 'Shot-up 737' creation.

—Jake Lamkins

http://FAL-1.tripod.com/Jackie_Pfeiffer.html





FL pilot Bill Neff celebrated his birthday on Jan 16, 2013 in Frontier style with this beautiful cake.
His wife, FL flight attendant Carol Shanklin Neff, sent the photo.

**Cities added since October 1978 when
the airline deregulation act passed:**

Jun 1981 FL News

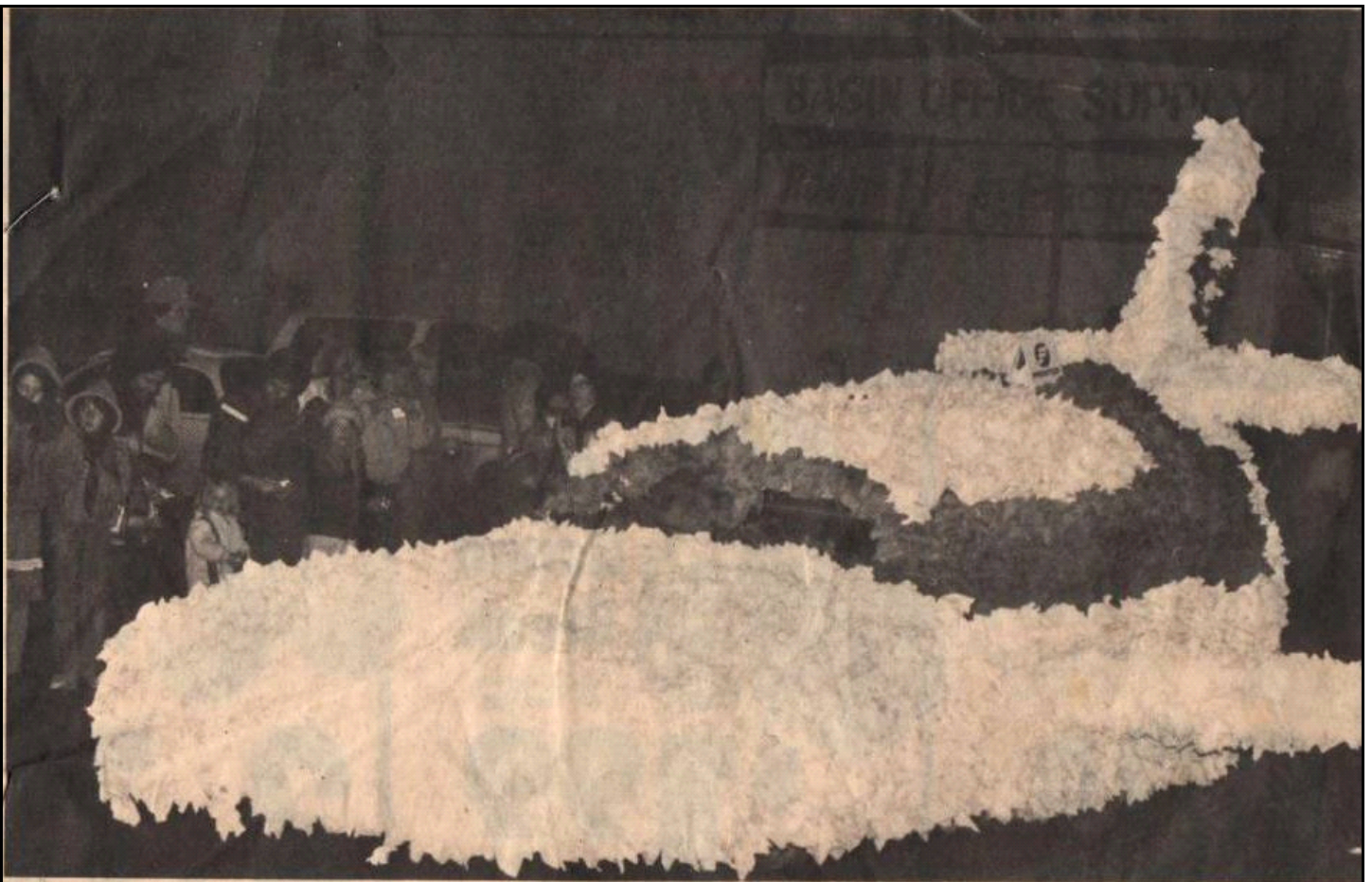
Mazatlan (Nov. 3, 1978)
Guadalajara (Nov. 3, 1978)
Detroit (Dec. 15, 1978)
Redding (May 1, 1979)
Shreveport (May 1, 1979)
Jackson, Miss. (May 4, 1979)
Toledo (May 24, 1979)
Boise (June 1, 1979)
Eugene (July 1, 1979)
Vancouver (July 16, 1979)
Helena (November 8, 1979)
Zihuatanejo (November 8, 1979)
Lexington (February 1, 1980)
Stockton (May 1, 1980)
Houston (May 1, 1980)
Des Moines (Dec. 1, 1980)
Orange County (Dec. 15, 1980)
Reno (March 1, 1981)
Los Angeles (May 1, 1981)
Regina (May 1, 1981)
Saskatoon (May 1, 1981)
Oakland (July 1, 1981)

Cities deleted since October 1978:

***Hastings, Neb.** (March 1, 1979)
***Kearney, Neb.** (March 1, 1979)

***McCook, Neb.** (March 1, 1979)
***Columbus, Neb.** (March 1, 1979)
***Hot Springs, Ark.** (June 15, 1979)
***Flagstaff, Ariz.** (Aug. 9, 1979)
***Enid, Okla.** (Sept. 1, 1979)
***Ponca City, Okla.** (Sept. 1, 1979)
***Silver City, N.M.** (Sept. 30, 1979)
***Alamogordo, N.M.** (Sept. 30, 1979)
Chicago, Ill. (Feb. 1, 1980)
***Havre, Mont.** (June 30, 1980)
***Lewistown, Mont.** (June 30, 1980)
***Glasgow, Mont.** (June 30, 1980)
***Wolf Point, Mont.** (June 30, 1980)
***Williston, N.D.** (June 30, 1980)
***Sidney, Mont.** (June 30, 1980)
***Miles City, Mont.** (June 30, 1980)
***Glendive, Mont.** (June 30, 1980)
***McAlester, Okla.** (Aug. 1, 1980)
***Chadron, Neb.** (Nov. 30, 1980)
***Sidney, Neb.** (Nov. 30, 1980)
***Alliance, Neb.** (Nov. 30, 1980)
Jackson, Miss. (Dec. 1, 1980)
Amarillo, Tex. (June 1, 1981)
***Liberal, Kan.** (June 1, 1981)
***Gallup, N.M.** (Sept. 1, 1981)

*Indicates subsidy-eligible cities.



FRONTIER AIRLINES' float in the 1982 Snowdown light parade Friday night was named the winner of the Mayor's Trophy for the best overall entry. This was the first year the Mayor's Trophy, a traveling trophy, was awarded.

I came across this article from the Durango/Cortez Herald from 1/31/1982. We used Ron Berg's car and built a 2x4 and chicken wire frame in my garage and stuffed it with colored tissue paper. The wings folded up on hinges so we could drive it to the parade starting point. We threw Jolly Roger candy out to the crowds along the street. -Gary Murrell

Arrow - Jets Begin Chicago Service Oct. 25

Smaller Cities Also Reap Air Service Benefits

October 25 is the big day! On this date, Frontier's sleek Arrow-Jets begin streaking skyward nonstop between Omaha and Chicago. Initially, three daily round-trip flights will be flown between the two cities via Chicago's "close to downtown" Midway Airport.

As part of this new route, several other Frontier-served cities receive additional air service benefits:

- First jet service for Grand Island
- New nonstop service between Omaha and Denver
- Direct through plane jet flights to Phoenix from Chicago by way of Omaha and Denver
- Direct jet service between Billings, Rapid City and Chicago via Omaha

The first Frontier eastbound jet to inaugurate this giant step service is flight 100 from Denver with morning service for Scottsbluff, Grand Island and Omaha with an 11:03 a.m. CST arrival in Chicago. En route, flight 100 will also provide major air service benefits for the Nebraska Frontier-served cities of Chadron, Alliance, North Platte and Columbus through excellent connecting service for Chicago at Scottsbluff, Grand Island and Omaha served by flight 100.

Second eastbound jet of the day, flight 102, departs Billings with connections from Bozeman and Missoula mid noon via Rapid City, which benefits from one-stop jet service to Chicago via Omaha. Flight 102 arrives Chicago at 1:33 p.m. CST. Passengers from Lincoln, Hastings, Kearney, McCook and Sidney receive excellent connecting service at Omaha to flight 102.

The third eastbound daily jet, flight 104, originates late noon in

Continued on Page 3



Clarence Buckingham Fountain in Chicago's Grant Park surrounded by a high terrace and formal gardens is a favorite of visitors to the city. Its majestic cascades are beautifully lighted each summer evening. Behind is the stately Chicago skyline.

FRONTIER AIRLINES



ARROW-JET NEWS

CHUCK PENNIE: OBITUARY, MISSOULA – Charles William Pennie, beloved husband, father and grandfather, passed away on Thursday, March 15, 2012, at the age of 73.

He was born on March 25, 1938, in Denver to Cyril and Edna Pennie. During his childhood he worked with his brother for his father's electrical sign business. They spent much time traveling the West, installing commercial neon signs. It was during this time that he fell in love with Montana. After high school graduation, he went on to serve as a Staff Sergeant in the U.S. Army and Army Reserves based out of Fort Belvoir, Va.

On June 24, 1967, he married the love of his life, Bonita Koehn. They had two daughters, Elisabeth and Catherine, and continued to live in the Denver area while Chuck worked for Frontier Airlines.

The family moved to Missoula in 1985. Chuck continued working as an electrician and electrical inspector in Montana, Oregon and Washington until his retirement in 2004. He enjoyed fishing and spending time outdoors with his family and faithful canine companions. He also had a passion for reading, furthering his knowledge of history, math and current events.

He is preceded in death by his parents and siblings Mart, Doris, Cathy and Enid. He is survived by his wife, Bonita of Missoula; daughters, Elisabeth (Gary) Pulse and Catherine (Larry) Flynn and grandchildren, Stefani and Hunter Pulse and Mara and Ian Flynn; brothers, Paul and Jack, and sisters, Mary Lou and Nancy.

Visitation will be from noon to 1 p.m. March 20 at the Cremation and Burial Society of the Rockies with services immediately following. Burial will follow at the Veterans' Cemetery.

The family would like to express their deepest thanks and appreciation to the doctors, nurses and staff at the Cancer Center and Infusion Center at St. Patrick Hospital.

-The Missoulian on March 18, 2012

ALMA WELTY

1968 - 1986

**TICKET COUNTER AGENT
CPR PHX**

http://FAL-1.tripod.com/Alma_Welty.html

OBITUARY: Alma Mae Welty, August 31, 1932 – June 10, 2012, beloved wife and mother, passed away peacefully at Davis Hospice Center in Cheyenne on Sunday June 10, 2012.

Alma was born in Wheatland, Wyoming on August 31, 1932 to Sidney and Florence Jenkins. She graduated from High School in Chugwater, Wyoming, class of 1950, where she met her sweetheart Lawrence Welty to whom she was happily married for 61 years. They both started classes at the University of Wyoming in Laramie, but with the outbreak of the Korean War Larry joined the Air Force shortly after they were married. Alma and Larry moved several times with the Air Force, eventually returning to Wyoming.

Alma was a homemaker and stay-at-home mom while her children were small. She later became a waitress at Sky King Restaurant at the Casper Air Terminal and then went to work as a ticket counter agent for Frontier Airlines. She transferred to Phoenix Arizona in 1977 and she and Larry moved to Tempe.

She was employed by Frontier for 19 years. After Larry retired, they moved back to Chugwater, Wyoming where they enjoyed fishing, hunting and traveling in their RV.

Alma is survived by her loving husband Lawrence Welty of Chugwater, WY, and her children Lawrence Welty, Jr. (Ellen) of Tempe, AZ, and Laura Costy (Louis) of Fort Collins, CO. She was preceded in death by her parents, Sidney and Florence Jenkins.

A memorial service will be held in Chugwater on Saturday, June 23, 11:00 am at the Methodist church.

-Platte County Record-Times on Jun 20th, 2012

(Ticket counter agent seniority date of 4/1/68 per the 1/1/86 FL/ALEA Seniority List.)

DEVAR FAIRBOURN

1978 - 1986

**FLIGHT ATTENDANT
DEN**

http://FAL-1.tripod.com/DeVar_Fairbourn.html

OBITUARY: DeVar Orsen Fairbourn 1955 ~ 2005 DeVar Orsen Fairbourn, age 50, beloved son and brother returned to his Heavenly Father, Friday, October 21, 2005. He was born July 31, 1955 in Salt Lake City to LeRoy E. and Nancy Blanche Freeman Fairbourn.

DeVar had a tough road in life yet experienced life's challenges with patience, strength, and courage. He loved music of all kinds. He played the trumpet at Jordan High School, followed by bass guitar. He worked for Frontier Airlines as a steward. He enjoyed traveling and meeting people.

He is survived by his mother; brothers, Kay and Kevin; sister, Gloria Rasmussen; and life friend, Jeffery Venis. Preceded in death by his father.

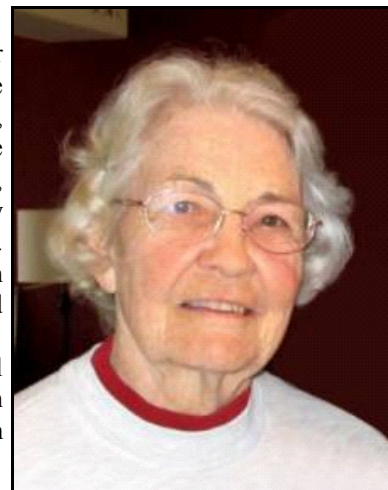
Special thanks to the medical staff at Salt Lake Regional Hospital, Federal Heights Rehabilitation Center and the U of U Hospital. Graveside services will be held Wednesday, October 26, 2005, 11 a.m. at Larkin Sunset Gardens, 1950 East 10600 South, Sandy, where friends may call Tuesday evening from 6-8 pm and Wednesday one hour prior to services.

-Deseret News on 10/23/2005

Name: Devar O. Fairbourn, State of Issue: Utah; Date of Birth: Sunday July 31, 1955; Date of Death: Friday October 21, 2005; Est. Age at Death: 50 years, 2 months, 20 days; Last known residence: City: Salt Lake City, County: Salt Lake, State: Utah

-SSDI

(Flight attendant seniority date of 9/11/78, per the 2/1/86 FL/AFA Seniority List.)



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AZ-Monarch Merger Application 1950, 32 pages

AZ Stock Offer 1948, 23 pages

Challenger Airlines Employees Directory, 7/15/48, 25 pages

Challenger Airlines Prospectus, 9/3/47, 37 pages

Challenger Airlines Prospectus, 8/4/48, 40 pages

Challenger Airlines Stockholders Report, 9/30/49, 8 pages

CN ALEA Seniority List, 1/1/62, 9 pages

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FL 1955 Timetable/Srty-Personnel Lists, 43 pages

FL AFA Seniority List, 2/1/81, 17 pages

FL AFA Seniority List, 2/1/86, 15 pages

FL ALEA Seniority List, 2/1/65, 7 pages

FL ALEA Seniority List, 1/1/66, 8 pages

FL ALEA Seniority List, 8/1/66, 10 pages

FL ALEA Seniority List, 1/1/74, 30 pages

FL ALEA Seniority List, 7/1/84, 55 pages

FL ALEA Seniority List, 1/1/86, 48 pages

FL ALPA Seniority Lists, 1955-72-81-85 37 pages

FL ALPA Seniority List, 10/28/67, CN/FL merger, 6 pages

FL ALPA Seniority List, 9/1/86, 11 pages

FL-CO Job Preservation & Litigation packet, 10/2/86, 66 pages

FL Files on a CD, \$5 each

FL History & Stuff on a CD, \$5

FL History, articles, photos, etc. , 49 pages

FL IAM Personnel Roster, 7/1/67, 6 pages

FL IAM Seniority List, 11/1/74, 22 pages

FL IAM Seniority List, 11/1/76, 26 pages

FL NEWS printed back issues, \$3 each

FL NEWS back issues copied on a CD, \$5 each

FL NEWS, May & Aug, '69 introducing 737s, 20 pages

FL Obituaries on a CD, \$5

FL TWU Seniority Lists, dispatchers 1966-68 , 7 pages

FL's Death, articles & essays, 63 pages

GRI Accident (12/21/62) Report & news clippings, 15 pages

GXY Incident (11/24/71) Beech 99 engine lost, 16 pages

Ken Schultz' Obituary List (Rev. 3/22/08), 11 pages

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

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Personnel Roster, Stations-Sales-FAs, 9/15/63, 6 pages

Personnel Roster, Stations-Sales-FAs, 10/15/63, 6 pages

Personnel Roster, Stations-Sales-FAs, 12/15/63, 6 pages

Personnel Roster, Stations-Sales-FAs, 1/15/64, 6 pages

Personnel Roster, Stations-Sales-FAs, 2/15/64, 6 pages

Personnel Roster, Stations-Sales-FAs, 3/15/64, 6 pages

Personnel Roster, Stations-Sales-FAs, 4/15/66, 6 pages

Personnel Roster, Stations-Sales-FAs, 7/15/66, 7 pages

PHX Accident (4/21/57) Report & news clippings, 30 pages

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Quick Reference Directory, Jan 83, 18 pages

Telephone List, 6/12/67, 5 pages

Telephone List, 11/25/85, 6 pages

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