

FRONTIER NEWS



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

We are FLamily!

SUMMER

2013

#52

SUPER 727 JOINS FLEET

Frontier Airlines flew the first of its new "long-bodied" Super 727 jet aircraft on February 9 at the Boeing Company in Seattle.

Frontier has ordered five of the 727-200's. The second of these aircraft was delivered the last week in February. A third "long-bodied" jet will be delivered in March and the fourth and fifth aircraft will be delivered in late summer of 1968. In addition, Frontier has on order ten Boeing 737-200's, the twin engine pure jet which will complement the larger 727 fleet. The first of the 737 twin jets will be delivered in early 1969.

To provide greater comfort and a more highly improved in-flight service, an additional galley is being added to the Super 727 which will now provide four galleys — two in the forward portion of the cabin and two in the rear. This will enable passengers to receive their in-flight meal and beverage service more efficiently and quickly.

Also being added are cloak closets. One will be positioned in the front of the aircraft, while the other will be at the rear.

MAR 1968 FL NEWS



FRONTIER'S FIRST AND SECOND BOEING 727-200's fly in formation above the snow-capped mountains of Washington State for final checks. Number one aircraft (foreground) was delivered February 9 and the second aircraft, the last week in February.

As Frontier's first "Dash 200" was being checked out by Frontier executive personnel, the carrier's second "Dash 200" was receiving final checks from the Boeing Company. This provided the extraordinary photograph above of the first two "long-bodied" aircraft in a Frontier formation.

Cont'd on page 27

Photo posted at FLfacebook of FL 727-200 landing at STL in 1971. They were gone by the next year.

-Jake Lamkins

Funny how you notice the little things. Radome was swapped as the paint does not match, needing a little tail wash when the time comes, uuuugh filthy! Great Bird though!

-Dennis Casadoro

I think that the 727-200 was the second best AC ever made. I don't think there will ever be a better number one than the DC-3.

-Joe Barker

Cont'd on page 23

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

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

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

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

Text ads are \$5 for 20 words, \$10 for 40 words, \$15 for a business card, \$20 for 1/8th page and \$40 for a quarter page, \$100 for a full page. Mail checks to Jake Lamkins, FL NEWS, 1202 Scrimshaw Cove #4, Fayetteville, AR 72701. Thanks for your support.



Many thanks to Jim Meade for sending me some CP&Ps and other memorabilia. Carolyn Boller mailed a large box of seniority lists and rosters that are wonderful for research. Both FLolks are great appreciated.

You can listen to a FL radio ad from about 1969 thanks to Chuck Tiskos on the internet at

<http://www.youtube.com/watch?v=gKqyIGaTmzE>

This issue marks 13 years of editing/publishing this re-incarnation of the company newsletter, Frontier News, which the company published from 1966 til about 1983 when it seems to have disappeared in the turmoil of FL's slow death. Before that the company's employee newsletter was the Sunliner News published 1951 - 1965.

Two ALEA Master Chairmen have died. One, this past month, was Jack Casey and the other, only recently discovered, was Larry Williams. Both were station agents who served their fellow employees far above and beyond the call of duty. Their obituaries appear elsewhere in this issue.

FRONTIER ON THE INTERNET

Visit <http://OldFrontierAirlines.com>. Check out our page on Facebook. Just search for Old Frontier Airlines. You can join the FL Club by emailing Jake at ExFAL@Yahoo.com.

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THE KANSAS CITY CV-580 CREW BASE

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**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.



**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

Was 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-Eules 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, nsbhg@att.net

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

Took place Fri, June 14, 2013

Contact:

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

SLC REUNION

Was 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

FL RETIRED PILOTS

(The FL Retired Pilots Assn quarterly newsletter is available for a \$15 annual subscription. Do not know if it will continue now since Ace has flown west.)

DFW

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

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

DEN

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

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

SLC

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

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

REUNIONS NEWS

Here is a recap of the SLC Reunion. But first let me say that we have had a good time organizing the reunion for the last 9 years.

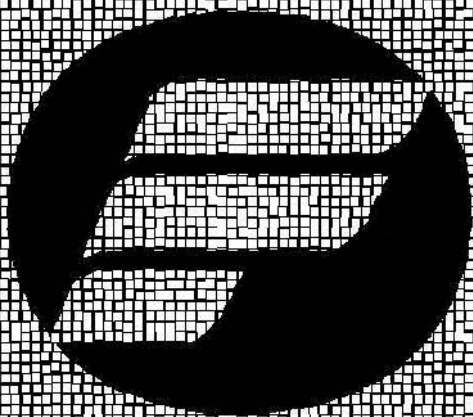
We have tried to get someone else to step up and take over but have had no results, so I am sorry to say we will not have a SLC reunion next year. The committee members are burnt out, so we will wait a couple of years to resume.

This year we had 44 attendees who enjoyed a fine lunch of BBQ ribs and chicken, coleslaw, beans and lots of drinks. There was a drawing to give away all the memorabilia that has accumulated over nine years. Several winners.

Seymour Isaacs won for the oldest (89) person attending. There was a good amount of pilots, several flight attendants and lots of agents. Duane Phelps of management and Howard Schatz of sales. No one from the mechanics group. Everyone had a great time. I hope we can do it again in a few years.

-Paul Farris





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 SPRING 2013 ISSUE

Karl Bancroft, DEN pilot & dispatcher, 5/19/13, age 82
Celia Owen Beardsley, DEN flight attendant, 3/16/13, age 72, COPD
Jack Casey, DEN station agent, 6/5/13, age 76
Bo Craig, BIL DEN pilot, 4/14/13, age 82
Luther Evans, DEN SMF station agent, Jul 86, age 62
Paul Gailey, DEN pilot, 4/12/13, age 86
Frank Gilbert, GSW DEN aircraft mechanic, 7/19/07, age 86
Walt Gilliam, MKC MCI DEN pilot, 5/17/13, age 87
Jim Harcrow, DFW DEN pilot, 6/17/13, age 75, cancer
George Hobbs, SLC station agent, Mar 87, age 69
Clayton Housh, DEN flight operations trainer, 5/18/13, age 87
Phyllis Seeley Kent, DEN reservation agent, Jun13, need more info
Bill Kirkwood, RKS station manager, 9/4/01, age 73
Jeane Laws, DEN secretary, 3/15/89, age 61
Jim Lankton, ACF GSW DAL DFW pilot, 4/28/13, age 96
John Lee, ELP station agent, 1960s, need info
Sol Lockett, GSW DAL JLN DFW station agent, ticket counter agent, 8/21/06, age 68
Chet Lundstrom, GSW DEN treasurer, 10/14/94, age 78
Mike McDonald, DEN aircraft mechanic, 3/27/13, age 68
Larry Miles, DEN pilot, 6/2/13, age 77

(Continued on page 15)

BILL KIRKWOOD

1947 - 1970

STATION AGENT, STATION MANAGER
EMM RKS

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

Name: William E. Kirkwood

State of Issue: Wyoming

Date of Birth: Monday December 26, 1927

Date of Death: Tuesday September 04, 2001

Est. Age at Death: 73 years, 8 months, 9 days

Last known residence:

City: Rock Springs; Bitter Creek; Quealy; County: Sweetwater

State: Wyoming; ZIP Code: 82901

-SSDI

WILLIAM E. KIRKWOOD

EMM station agent

per the 7/15/48 CHA Roster.

W. E. KIRKWOOD

RKS station agent

per the Nov 1955 FL Roster.

W. E. KIRKWOOD

RKS station manager

DOB 12/26/27

DOH 6/9/47

per the Feb 1960 FL Roster.

W E KIRKWOOD

Station agent seniority date of 6/9/47, #1 on list per the 8/1/66 FL/ALEA Seniority List. He is not on the 1/1/74 seniority list.

Nothing at FindAGrave.com or Boller Files or web search.

Still need an obituary for Bill and when he left the company. I cannot find anything on Bill between the 1966 seniority list and the 1974 seniority list so I will show he left in 1970 until I get more information.

-Jake Lamkins

DARROL PARKER

196? - 196?

STATION AGENT
FLG

[http://FAL-1.tripod.com/Darrol\)Parker.html](http://FAL-1.tripod.com/Darrol)Parker.html)

There is an agent death that I didn't see on your lists.

DARROL PARKER

He was an agent in FLG.

He was hiking and fell off of Mt. Humphrey's near the top.

I believe Mt. Humphrey's is the highest peak in AZ.

This occurred in about 1966 or 67.

-H Lee Davis

Neither are listed on the Feb 1960 FL Roster.

Nor on the 8/15/63 - 7/15/66 Sales & Service Rosters or any of the 1960s ALEA seniority lists.

Checked the 1960s Sunliner Times and found nothing.

Nothing at SSDI or FindAGrave or web search.

Hardly any info on Darrol.

Post anything you have.

-Jake Lamkins



CHET LUNDSTROM

1954? - 1968

ASSISTANT TREASURER, TREASURER
GSW DEN

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

Chester E. Lundstrom
State of Issue: Illinois
Date of Birth: Tuesday
April 25, 1916
Date of Death: Friday
October 14, 1994
Est. Age at Death: 78 years,
5 months, 19 days
Last known residence:
City: Killeen; Harker
Heights
County: Bell
State: Texas
ZIP Code: 76543



-SSDI

He was at both CN and FL. The 1967 Frontier Annual Report lists him as assistant treasurer. Referred to as C. E. Lunstrom mostly but sometimes as Chester and Chet. He is not in either the Jan or Jul 1970 FL Telephone Directory. I will assume he left in 1968 until more info is received. Still need an obituary and when he started at Central.

-*Jake Lamkins*

CLAYTON HOUSH

1959 - 1986

AIRCRAFT MECHANIC, OPERATIONS INSTRUCTOR
DEN

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

I got a call this morning from Linda Housh advising that Clayton passed away on May 18, 2013 (Saturday). I gave her my email to send me the complete obit when they have it written. She said he spend 27 years with FAL and stayed to the end. He worked in Emergency Planning, mechanic, inspector, credit union and was a member of the Pilot Association.

He was diagnosed with osteoarthritis a month ago, was in great pain and his bones were so brittle that they would break just sitting on the couch.

-*Carolyn Boller*

OBITUARY: RALPH CLAYTON HOUSH, 87, CHADRON
Graveside services for Ralph Clayton Housh of Chadron, Nebraska will be held on Wednesday, May 22, 2013 at 10:00 AM at Greenwood Cemetery in Chadron with Dr. Russ Seger officiating. Mr. Housh passed away on May 18, 2013 at Crestview Care Center in Chadron.

Ralph was born on September 5, 1923 in Chadron, Nebraska. He was 87. His survivors include: Brother: Don Housh of Chadron Daughters: Linda Housh of Denver, Colorado, and Judy (Danny) McMahon of Omaha. Grandchildren: Charlsey and Ian McMahon of Omaha

-*Chamberlain Chapel of Chadron*

Sorry this took me so long but here is dad's obituary. His grandchildren are Charlsey and Ian McMahon. We were not happy the newspaper folks didn't include their names when they

wrote the obituary. I know dad would have wanted them mentioned.

The graveside service was wonderful and dad would have been proud. He was truly honored by the 21 gun salute and the guards folding and presenting the flag - least I forget to mention TAPS. Charlsey and Ian, in response to dad's love of getting mail, bought 25 helium balloons.

The people at the service that wanted to join us were given a balloon to write a message or note to dad. Then all together we sent dad a mass balloon gram.

Judy got pictures of most of the service and gave dad an awesome eulogy/letter from her and it honored the family too. I know Dad was looking down and so proud of her, she was strong and brave.

We miss him terribly and he took a little of us with him. We are comforted knowing he is no longer in pain and at peace now living with our lord. He lives in our hearts forever and we will all join him when we are called home.

Thank you for passing the information on to all dad's friends at Frontier. He loved getting together with all of you. He enjoyed reminiscing over the good ole days. Those times and people were very special to him. He cared about all of you and I know it was mutual and he took those memories with him.

Peace and Gods blessings from Clayton's girls and family.

-*Lynda Housh*

I loved being around Clayton. He made training enjoyable. RIP.

-*Tom Robertson*

Remember Clayton's motto? "Chance Favors the Prepared Mind". What a peach of a guy!!!

-*Shari Salsbury*

Clayton taught a major part of our flight attendant training and was the most captivating teacher. Great memories of a great man.

-*Trisha Hood*

Clayton was the emergency training instructor for my flight attendant class in 1972. He was a wonderful man. We learned so much from him.

-*Martie Palser*

Remember Clayton well from our annual recurrent training. Nice man. RIP Clayton - there are many there to welcome you!

-*Joanne Griffin*

RALPH C. HOUSH
DEN aircraft mechanic
DOB 9/5/25 DOH 1/29/59 per the Feb 1960 FL Roster.



CLAYTON HOUSH

DENDG operations instructor per the Jan & Jul 1970 FL Telephone Directories. He's not shown in the Nov 1977 - Jan 1983 Quick Reference Directories. No instructors are shown.

-*Jake Lamkins*

MORE GONE WEST

BO CRAIG

1959 - 1986

PILOT

BIL DEN

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

I received a note from Suanne Craig informing me her husband Capt. Bo Craig passed away the 14th of April 2013. There were no funeral services only a small Memorial Gathering. I have no further information at this time.

-Janet Avakian, wife of Capt. Ace Avakian

I am so sad to hear about Bo Craig. I hadn't seen him at the luncheon for a while. I sent a photo I took of him in 2011 of he and Wylie Adair. I met Bo Craig in 1963 when I transferred to BIL for 1 year, he was a great guy. He was likable, bashful, one of the best.

God Speed, Captain Craig.

-Bonnie Dahl

B O CRAIG

Pilot seniority date of 5/1/59 per the 9/1/86 FL/ALPA Seniority List.

B O CRAIG

BIL co-pilot

DOH 5/16/59

DOB 8/2/30

per Feb 1960 FL Roster.

-Jake Lamkins

Name: Byron O. Craig

State of Issue: Nebraska

Date of Birth: Saturday

August 02, 1930

Date of Death: Sunday April 14, 2013

Est. Age at Death: 82 years, 8 months, 12 days

-SSDI

EARL THRUSH

195? - 195?

AIRCRAFT MECHANIC

BIL

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

OBITUARY: Earl Dean Thrush, Aug 23, 1918 - Sep 05, 2012, 94, of Great Falls, a retired automobile mechanic and Army veteran, passed away of natural causes on Wednesday, September 5, 2012 at a Peace Hospice facility.

Earl Dean Thrush was born August 23, 1918 in Sheridan, Wyoming, the second son of David W. and Florence Thrush. He graduated from Sheridan High School and started working for his father at the Thrush Garage. He married his high school sweetheart, Louise Bailey, September 12, 1939. Earl served in the Army Air Corps during World War II as an airplane mechanic.

After the war, he worked for Frontier Airlines in Billings, Montana and then returned to the Thrush Garage and continued that business as a self-employed automobile mechanic.

He enjoyed hiking, fly fishing, football, stamp collecting, traveling and spending time with his family.

Earl is survived by his two children, Don (Gay) Thrush of



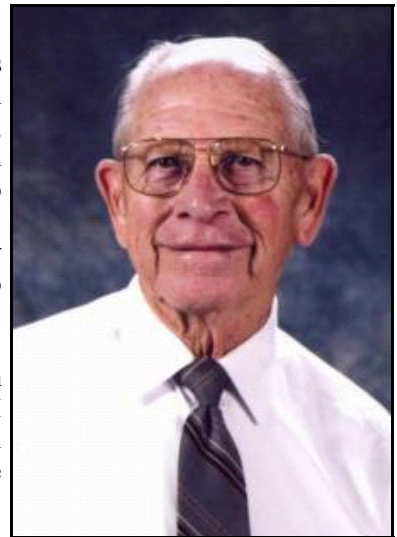
Great Falls and Carol (John) Cochran of Puyallup, WA; five grandchildren; ten great-grandchildren and two great-great-grandchildren.

He was preceded in death by his wife, Louise; and his two brothers, Paul and Loren.

-Schnider Funeral Home

Still have no info on when Earl worked for Frontier. I cannot find any records of Earl in my files. Looks like he worked in the early 1950s.

-Jake Lamkins



GEORGE HOBBS

1952 - 1982

STATION AGENT, STATION MANAGER

RWL SLC

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

My father went to work for Frontier in about 1951 in Rawlins, Wyo. He worked there until they pulled out of Rawlins then he transferred to Salt Lake City.

I rode on the DC3s and Convairs and the Jets, usually on my dad's pass. My dad was George Hobbs and he passed away in 1987. Here's a picture of my dad. I might have a better one but I haven't located it yet.

I don't have an obituary but he was cremated & his ashes were buried between his mother & father in the cemetery at Franklin, Idaho.

-Tad Hobbs

Name: George Hobbs

State of Issue: Idaho

Date of Birth:

Monday May 14, 1917

Date of Death: March 1987

Est. Age at Death:

69 years, 10 months

Last known residence:

City: Salt Lake City

County: Salt Lake

State: Utah

ZIP Code: 84104

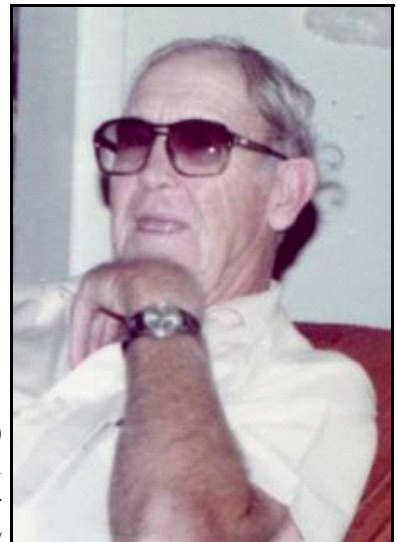
-SSDI

Retirements

George E. Hobbs, station agent (SLC) May 29, 30 years per FL NEWS dated Jul 1982. G. E. HOBBS, RWL station agent, per the Nov 1955 FL Station Roster. G. E. HOBBS, RWL station manager, DOB 5/14/17, DOH 5/8/52, per Feb 1960 FL Roster.

Still need an obituary for George. He was 65 years old when he retired in May, 1982 with 30 years.

-Jake Lamkins



HELEN MURPHY WEBSTER

1951 - 1953

FLIGHT ATTENDANT

DEN

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

OBITUARY: Helen Murphy Webster Naples, FL, 85, passed away peacefully on March 13, 2013 in Naples, FL. She was born on January 6, 1928 in Philadelphia, PA to John and Mary Ann (McLaughlin) Murphy. Helen was the second eldest of ten children.

Helen became a flight attendant for Frontier Airlines and later, Capital Airlines. Her flying career ended when she met and married the love of her life, John L. Webster. They were married for 54 years when John became deceased in 2009.

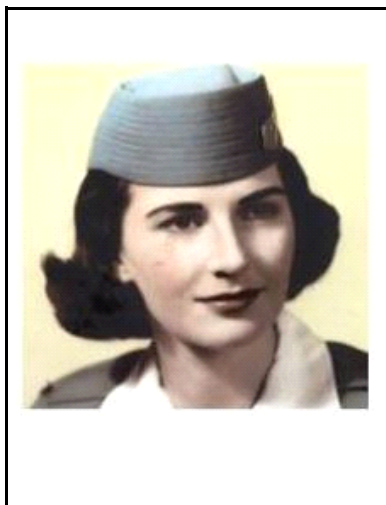
John and Helen resided in Northern Virginia in Annandale and later McLean, VA where they raised their children, John Jr., and Joanne.

Helen is survived by her son, John Webster and daughter, Joanne (Challen) Bonar; five grandchildren; and loving brothers and sisters.

-Naples Daily News on March 17, 2013

I could not find her in my files. Would have worked for us in 1950-55 period as she got married in 1955. I'll guess 1951 - 1953 since she worked for Capital Airlines after Frontier Airlines. No idea where she was based but will show DEN for the time being

-Jake Lamkins



ROGER SORENSEN

1970 - 1986

STATION AGENT, STATION MANAGER
LAS DEN ELP BVO JAC WYS WRL HDN BOI

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

I am very distraught over the death of my dear friend, Roger Sorensen. He died in a San Francisco hospital after driving himself there. I do not know the particulars yet but I loved him for the last 35 years of knowing him. He will certainly be missed by all Frontier employees and his family. He died in the hospital. Please let people know.

-Shirley Shackelford

OBITUARY: Roger J. Sorensen, (May 27, 1941 - April 12, 2013), passed away suddenly at the age of 71 on April 12, 2013, dearly beloved husband of Katherine "Kathy" Sorensen of Sonoma. Loving father of Stephen Sorensen and John Sorensen and Step Father ("Pops") of Karen Moreda, Jolene Borders, Shelly Bianchi and Stephen Bianchi. Devoted grandfather of 13 and proud great grandfather of 3. Dear brother of Lee (Dick) Miller and loving brother in law of Myrna (Don) Donaldson, Barbara Paris and Willie (Leroy) Paulucci. Loving uncle to several nephews and nieces.

He dedicated 42 years to the airline industry. He was the

youngest person in the State of Nebraska to receive a pilot license at the age of 14 and fly. Although he loved his work, he mostly cherished family time with his wife, grandchildren and friends.

As a native of Lexington, Nebraska, he played on the 1958 Nebraska State Champion High School Football Team. His passion for the game continued by supporting local high school football teams.

Family and friends are invited to attend the Celebration of Rogers' Life on Saturday, May 4, 2013 at 11:30 a.m. at Sonoma Golf Club, 17700 Arnold Drive, Sonoma, CA.

-http://www.parentsorensen.com

I talked to one of his daughters today. Roger drove himself to the hospital last Friday night. They rushed him to ER but unable to save him. He died of an aneurysm, the large vein in his abdomen broke and he bleed internally. His celebration of life will be held in Sonoma, CA first week of May. Roger was 71, would have been 72 in May. He was still employed as station manager for new Frontier in SFO.

Roger was a neat guy, Arthur and I hung out with him a lot in the 1970's, going snowmobiling and fishing in Yellowstone. He was station manager in Hayden at one time, I went to visit him and his girlfriend in Steamboat, he gave me one of those posters of Steamboat with the barn, Mtns, two on horseback carrying their skis, it still hangs in my home.

-Bonnie Dahl

Another good cowboy gone south, he was a class act.

-Kenneth Wientjes

I'm so shocked, as I have been getting at least a couple of e-mails from Roger for the past several years and it only seems like a few days ago I got some. Wonderful, Wonderful guy - worked with him in JAC back in '74 and had some great times.

-Ron Herring

It was a complete surprise to hear about Roger. He was a great guy to know. Knew him at the old FAL and when F9 opened SFO.

-Pat Kern

JOHN LEE

196? - 196?

STATION AGENT
ELP

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

There is an agent death that I didn't see on your lists. JOHN LEE in 1965 or 66. At the time he was an agent in ELP. He was shot and killed.

-H Lee Davis

He is not listed on the Feb 1960 FL Roster. Nor on the 8/15/63 - 7/15/66 Sales & Service Rosters or any of the 1960s ALEA seniority lists. I check the 1960s Sunliner Times and found nothing. Share any info you have on John.

-Jake Lamkins

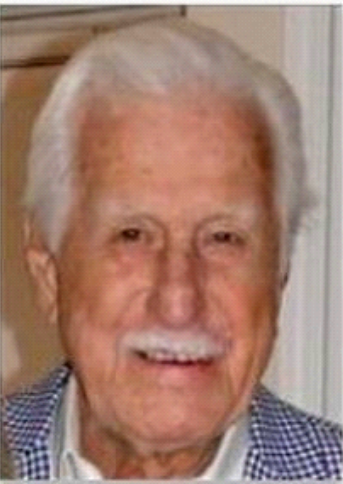


JIM LANKTON**1950 - 1977****PILOT****ACF GSW DAL DFW**http://FAL-1.tripod.com/Jim_Lankton.html

Jim (Willard James) Lankton pass away April 28, 2013. Memorial service 2 p.m. May 6th in the Lower Rose Garden in the Ft. Worth Botanical Garden. The obituary is in the Star-Telegram (May 4,2013). A good man has gone.

-Jim Ford

OBITUARY: 1917 - 2013, Willard James Lankton, 96, went home to the Lord on Sunday, April 28, 2013, after a long and beautiful life with his bride of 67 years. Memorial service: 2 p.m. Monday, May 6, in the Lower Rose Garden Pavilion in the Fort Worth Botanical Garden.



"Jim" was born Feb. 4, 1917, in Rochester, N.Y. He attended the University of Michigan and the University of Vermont, studying engineering. Jim's lifelong passion was aviation.

He was ranked a lieutenant in the U.S. Navy, where he flew PB2Y seaplanes and DC-3s in Panama and the Galapagos Islands. Following honorable discharge in 1946, he was stationed at Meacham Field as a naval reserve officer, and there he met his wife, Margie.

He also flew commercially for Pioneer, Central and Frontier airlines. In retirement, he enjoyed woodwork, bird watching, baseball, military history and travel, especially to Mexico. Jim will be remembered for his resourcefulness and mental agility, his patient spirit, his gentle ways and his devotion to his family, especially his wife. Survivors: Adoring wife, Marjorie Myrick Lankton; devoted son, Scott Lankton and wife, Kelly.

-Fort Worth Star-Telegram on May 4, 2013

W J LANKTON: Pilot seniority date of 10/19/50 on the 9/1/72 FL/ALPA seniority list. He is not on the 1981 list. Item in the Mar/Apr 1977 FL News, page 3, notes Jim's retirement.

-Jake Lamkins**EVERETT SIMKINS****1957 - 1986****STATION AGENT, STATION MANAGER
GTF WRL COS HDN**http://FAL-1.tripod.com/Everett_Simkins.html

I worked with a great old guy named Everett Simkins in Hayden and knew he just didn't fit in Denver. I was only 19 or 20 when I worked in Hayden and he took me out to see the migrating cranes one day.

-Bill Hoermle

I also worked with Everett in HDN, a terrific guy. Roger Sorensen also put a lot of faith in Everett. Everett nicknamed me Delay DeLoach after I ruined a longstanding on time departure record at Hayden. Sorry to hear the news.

-Chuck DeLoach

E. E. SIMKINS

GTF station agent

DOB 7/5/26

DOH 4/15/57

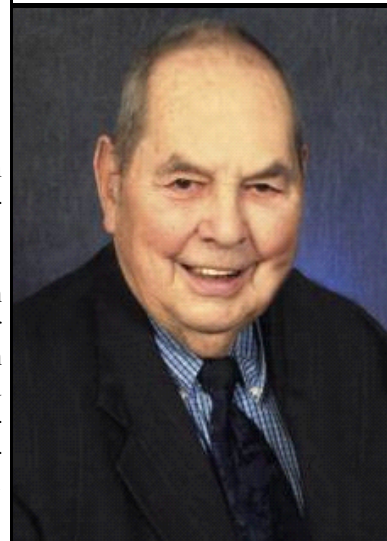
per the Feb 1960 FL Roster.

-Jake Lamkins

I worked with Everett in HDN...sad to learn of his passing. A great guy.

-Mike Jensen

I also worked with Everett in HDN, a terrific guy. Roger Sorensen also put a lot of faith in Everett. Everett nicknamed me Delay DeLoach after I ruined a longstanding on time departure record at Hayden. Sorry to hear the news.

-Chuck DeLoach**MORE GONE WEST****FRANK GILBERT****1965 - 1985****AIRCRAFT MECHANIC
GSW DEN**http://FAL-1.tripod.com/Frank_Gilbert.html

FRANK S. GILBERT, DEN avionics mechanic, Died Jul 19, 2007, age 86, DOB Sept 9, 1920, DOH Feb 2, 1965 per 4/11/09 Ken Schultz database.

-Jake Lamkins

Name: Frank S. Gilbert, State of Issue: Texas

Date of Birth: Thursday

September 09, 1920

Date of Death: Thursday

July 19, 2007

Est. Age at Death: 86 years,
10 months, 10 days

Last known residence:

City: Aurora; Buckley Air

Natl Guard Base

County: Adams

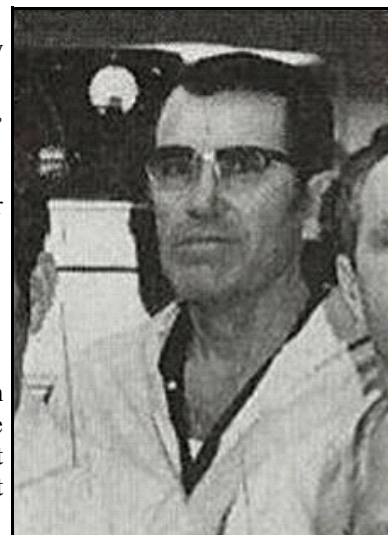
State: Colorado

ZIP Code: 80011

-SSDI

Nothing at FindAGrave.com or web search. Not sure when Frank retired, but if it was when he turned 65 it would have been 1985.

I will use that date until more info received.

-Jake Lamkins**IRENE REPLOGLE STADTMILLER****1948 - 1953****DIRECTOR - PASSENGER SERVICE
DEN**http://FAL-1.tripod.com/Irene_Replogle_Stadtmiller.html

Irene Replogle was chief stewardess & Ellie Bastar was #1 in seniority. At least one pilot (I think ex-Navy) did not believe that women or ladies should be allowed to work on an airplane.



So we had to slide the flight papers under the bulkhead door. We were not allowed in the cockpit except to access the commissary. We felt lucky if we were allowed to ride into town with him.

-Donna Mans Gens

IRENE M STADTMILLER, Born 02 Apr 1918, died 22 Jul 2002, age 84, at 80917 (Colorado Springs, El Paso, CO) 80915 (Colorado Springs, El Paso, CO), SSN issued in Nebraska.

-SSDI

Irene was a Challenger stewardess who headed up the program when Frontier was formed in 1950 and the Monarch stewards were replaced with stewardesses. I just recently tracked her down on the internet.

Irene married Neil Stadtmiller on Dec 12, 1953 so that is when her career ended with Frontier Airlines. She is not on the Jul 15, 1948 Challenger Employee Directory.

The earliest reference I find to her employment is a Sep 1948 item so I will assume she started in late 1948 until info to the contrary is received. Another undated article says she came from Continental Airlines where she had worked in customer service and as a stewardess.

-Jake Lamkins

KARL BANCROFT

1948 - 1986

STATION MANAGER, PILOT, DISPATCHER
VEL SLC DEN

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

Karl passed away today. Funeral services will be held in Tucson and internment at Ft. Logan in Denver. Will let you know when his daughter calls. As you know Karl was a really great guy!

-Ernie Van Winkle

OBITUARY: Karl D Bancroft, born Aug 3, 1930 in Grand Junction, Colo. to Eugene and Thelma Bancroft. Karl was an only child, loved by his parents and grandparents. He grew up with his paternal grandparents in the Palisade, CO area where the family had peach orchards. His grandparents were very special to him and our family spent many wonderful times with them. We had an opportunity to even meet Great Grandma Sadie on her 91st Birthday. Five generations in one gathering. He met and married Violet E. Schissler, former Frontier stewardess, in 1952. They would have cel-



brated 61 years on 5/25/13.

Karl was a PFC-Army-1948-49-Tank Co 9th Infantry. SFC E-6 Co A 1334th Engineer Battalion-Army. Seaman recruit V-6 USNR 1948-51.

He worked as a station agent for Frontier Airlines from 1949-52. Co-pilot from 1952-1963. Dispatcher from 1964-1986. Dispatcher for Sierra Pacific from 1987-1995, semi-retired-worked as Dir. of Safety until his death 2013.

Lived and worked in Salt Lake City, UT, Vernal, UT, Denver, CO, Arvada, CO, Northglenn, CO, Tucson, AZ. Karl has 3 children, 3 grandchildren and his wife who survive him. Karl loved working with wood since he was young. He built and remodeled all of the homes he lived in and could fix anything.

He took up woodturning when he moved to Tucson. He also carved fish that look as fresh as one just caught. He loved anything with exacting details he could apply.

Of course, his great love was flying and he spent his life in the airline industry. He has left a hole in many hearts but we remember his quiet strength, patience, dedication to his work and his very kind heart.

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

LUTHER EVANS

1951 - 1985

STATION AGENT, STATION MANAGER

GEY LWT DEN SLC

SMF

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

[Luther_Evans.html](#)

Name: Luther Evans,
State of Issue: Colorado,
Date of Birth: Friday, May 09, 1924, Date of Death: July 1986, Est. Age at Death: 62 years, 2 months, Last known residence:, City: Citrus Heights, County: Sacramento, State: California, 95610

-SSDI

L. E. EVANS, GEY station manager, per the Nov 1955 FL Roster.

L. E. EVANS, LWT station manager, DOB 5/9/24, DOH 11/14/51, per Feb 1960 FL Roster.

L E EVANS, Seniority date of 11/14/51, EMP# 02577, per the 7/1/84 FL/ALEA seniority list. He is not on the 1/1/86 list.

L.E. Evans, listed on the FL ESOP Lost List dated 8/2011

L. E. EVANS, Emp# 02577, SMFOO, Address Citrus Heights, CA per the 11/1/1984 FL Roster

I will assume he retired in 1985.

-Jake Lamkins

Luther Evans. was one of the most memorable people I knew at Frontier. I worked at SMF. He truly was the most lovable person beneath his gruff exterior.

Years after FL closed in 86 I heard a rumor he had been killed by a car in a parking lot. I will say my life has been made better by knowing him.

-Mike Barney, SMF 1980-86



MIKE MCDONALD**1967 - 1986****AIRCRAFT MECHANIC****DEN**http://FAL-1.tripod.com/Mike_McDonald.html

DEN mechanic Mike McDonald passed away this past week. Will send further info later.

-Leo Schuster

OBITUARY: Michael Leroy McDonald, 68, residing in Pueblo West, CO passed away March 27, 2013. Survived by his wife of 45 years, Cindy McDonald; daughters, Ainé McDonald-Hibbert and Heather McDonald; son, Michael McDonald II; granddaughter, Ellie McDonald; daughter-in-law, Denise McDonald; and son-in-law, Martin Hibbert. Preceded in death by father, Edward McDonald; and mother, Lori McDonald. Rosary, 6 p.m. Thursday, Apr. 4. Memorial service, 2 p.m. Friday, both services at Montgomery & Steward Chapel. Memorials may be made to St. Jude Children's Hospital through the funeral home.

-MontgomerySteward.com

M MCDONALD, aircraft mechanic seniority date of 10/23/67 per the 11/1/76 FL/IAM Seniority List.

Service awards, September/October/November, per the Dec Jan 1977 FL NEWS

10 Years: McDonald, M.L. — Aircraft technician, DEN

-Jake Lamkins**PAUL GAILEY****1966 - 1980****PILOT****DEN**http://FAL-1.tripod.com/Paul_Gailey.html

I just stumbled across your website accidentally yesterday. My father-in-law was a pilot for Frontier, and was hired in 1966. His name was Paul J. Gailey, and unfortunately he passed away on April 12th, 2013 at age 86.

I have attached a photo of him, and if you would like to add it to your website. I know Paul's wife and daughter would be very proud.

Here is a link to an article on Paul that may have a photo or two that might be useful.

<http://donmoorewartales.com/2012/11/07/paul-gailey/>

I will look for others from his Frontier days, and I will forward any I find.

Here is a copy of his obituary: Paul J. Gailey, formerly of Punta Gorda, FL, passed away peacefully on Friday, April 12th, 2013 in Flower Mound, TX. He was born on July 4th, 1926 in Cleveland, OH.

Paul was a veteran of the U.S. Marine Corps, and proudly served during WWII in Okinawa, Japan.

Paul later went on to work as an airline pilot for Eastern Airlines and Frontier Airlines.

Paul was a wonderful husband and father, and will be missed by everybody who was lucky enough to know him. He is survived by his loving wife Camilla, and daughter Paula.

After retiring from Frontier, Paul actually started his own successful Toy Train restoration business, and was active in the Toy Train Operating Society and the Train Collectors Association.

After finally settling into retirement, Paul wrote a yet to be published book that is a historical fiction about the early years of

Pan Am. I am in the process of taking his 600 page book, and converting it into a digital format that we can share with others.

Paul spent his retirement years at Burnt Store Marina in Punta Gorda, FL with his wife Camilla. Paul was also very proud to see his only daughter, Paula, continue the family tradition by becoming a pilot. Paula is currently a captain for American Eagle Airlines.

Thank you so much for adding Paul to your website. His family will truly be amazed to see him on there.

It's a great thing you are doing to keep the memories of Frontier alive.

-Darrin Colegrave**PRETZ PRELLWITZ****1954 - 1961****STATION AGENT****OLF BIL**http://FAL-1.tripod.com/Pretz_Prellwitz.html

OBITUARY: Bernard Roy 'Pretz' Prellwitz, 89, who was born Dec. 5, 1923, died April 16 in Casper, Wyo. A celebration of his life is 2 p.m. Saturday at the Creel Funeral Home in Lewistown, with interment in the Lewistown City Cemetery to follow.

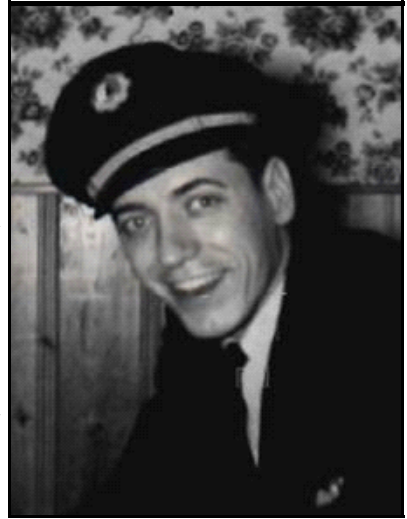
Pretz was born in Ypsilanti, N.D., the oldest of four children to Ewalt and Marie Prellwitz. His parents were the children of German immigrants; they migrated to Montana from their family homesteads in Minnesota with the hope of starting a farm on his father's land. He grew up mainly in Judith Gap, where he graduated from Judith Gap High School in the class of 1942.

In 1943, Pretz was inducted into the U.S. Army 103rd Field Artillery Battalion and served as a tank driver in the Pacific Theater of World War II. Upon his honorable discharge in 1946, he had spent over a year in foreign service to his country and saw military action in Luzon and New Guinea. He earned service ribbons for the American Theater of Operations, the

Asiatic Pacific Theater and Philippine Liberation, in addition to the Victory Ribbon.

Pretz married the late Jessie Viola Brewington, also of Judith Gap, on July 3, 1948. They were married for 60 years and had two children, Karen (Howard) Marie Palmer of Thermopolis, Wyo., and Tami Kolene Prellwitz, also of Thermopolis.

His career path took his family many places, starting with his years in the Milwaukee Railroad and then with Frontier Airlines in Montana.

MORE GONE WEST

He later worked for the FAA as an air traffic controller, which took him from Lewistown and Cut Bank to as far away as Alaska, back stateside to Minot, N.D., and Great Falls; whereupon, he retired after 26 years of service before settling in Lewistown.

Pretz is survived by his sister, Bea (Chuck) Andrews of Great Falls; his brother, Ralph (Anita) Prellwitz of Hanford, Calif.; and both of his daughters.

-Great Falls Tribune

B. R. PRELLWITZ, OLF station agent, per the Nov 1955 FL Roster.

B. R. PRELLWITZ, BIL station agent, DOB 12/5/23, DOH 9/20/54 per the Feb 1960 FL Roster.

Cannot find him on the 3/1/62 FL/ALEA Seniority List or the 8/15/63 FL Roster. I will assume he left in 1961 until info otherwise is received.

-Jake Lamkins

CAROL PICKETT STILLMAN

1966 - 1986

FLIGHT ATTENDANT
SLC DEN

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

I am sorry to say that Carol passed away this morning from recurring colon cancer. Trudy Ross called to let me know, and to ask that we email those here in SLC and especially in Denver. Trudy had been in touch with her the last couple of weeks and stayed with her a few days ago. Kathy, Carol's sister, and her daughter stayed with her when she died. Kathy said they would be planning a 'Celebration of Life' for Carol as soon as they are able. A great loss to many of her friends.



-Sandi Roberts

OBITUARY: Sept. 30, 1944 ~ May 23, 2013, Carol P. Stillman passed away in the early morning of May 23, 2013 after a second battle with colon cancer. Only 68 years old, our sister, aunt and friend left us much too early.

Carol, known for her strong-will and spunk, excelled at every hobby and career she tackled. She spent 20 years as a flight attendant with Frontier Airlines, 10 years as an accountant with Northwest Pipeline and 10 years as a loan processor. She also showed Arabians and West Highland Terriers, gaining awards in both arenas. In her forties, she returned to school, earning a scholarship to the University of Utah and graduating with high honors in accounting.

She is survived by her father, Ellis Pickett (Lowa), five siblings, Craig Pickett (Virginia), Leslie Higgins (Chip), Kathy Pickett, Diane Pickett, Mark Pickett (Jeanene) and nine nieces and nephews. She is preceded in death by her mother, Maxine Rowena Duncan Pickett.

The family would like to give a special thank you to Carol's

Aunt Jean Duncan, good friends Trudy and Lew Ross and their daughter, Megan, for all of their hands-on care, love and support to Carol and her family

A celebration of life service date is pending for this summer.

-Salt Lake Tribune on June 2, 2013

Carol's death was a great shock to me. She and Clyde were a big part of my life for several years. She will be missed.

-Paul Farris

Carol was one great lady, I am so sad to hear of her passing. We flew many a trip together and had many laughs. You will be missed. Celebrate her life of course, she would want nothing less!

-Christina Bonatti

So many memories - we were in the same "stew" class in '66 and kept in touch for all the years since FAL's death in '86. The suffering is over and you're in a better place now with all the others that have gone before. We'll see you again someday, old friend.

-Joanne Griffin

Love the lady. She really chewed me out one time when I was new on the 737 and I made a steep approach into SLC. We laughed about it for years. Miss you Carol.

-Tom Robertson

C STILLMAN, Emp# 07072, Flight attendant seniority date of 9/14/66 per the 2/1/86 FL/AFA Seniority List.

-Jake Lamkins

LEON ROSS

1968 - 1986

STATION AGENT
BFF LAS

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

In case you had not heard, Leon Ross has passed. He was in LAS and then was with American West as a ramp supervisor.

-Larry Kramer

OBITUARY: LEON ROSS Leon L. Ross, 73, a retired airline supervisor, of Henderson, passed away Thursday, March 21, 2013. He was born April 3, 1939, in Scotts Bluff, Neb., and was a resident of Nevada since 1976. He was preceded in death by his wife, Kathryn; brother, Warren Ross; and one granddaughter. He is survived by his sons, Warren Ross and Wade Ross; daughter, Penny (Mike) Hayden; stepdaughters, Tami (Russel) Tibbs-Northy and Trista (Mike) Hermann; stepson, Travis (Stacy) Tibbs; 17 grandchildren; two great-grandchildren; and sister, Barbara (Melvin) Havelly. Memorial services will be at 5:30 p.m., Wednesday, March 27, at Sam's Town, Searchlight Room, 5111 Boulder Highway, Las Vegas.

-Las Vegas Review-Journal

Our thoughts and prayers are with you. Enjoyed working and hunting with Leon in Scottsbluff. May God bless.

-Kent Uphoff

Our thoughts and Prayers to the whole family, to let you know that we lost a good friend and co/worker. Having many memories of Leon will keep a smile on our faces, until we all meet again at that "Huge Airport" in the sky and join all the airline folks meeting us at the gate...RIP Leon.

-Bill McGinnis

L L ROSS, station agent seniority date of 3/25/68, Emp# 07582 per the 1/1/86 FL/ALEA Seniority List.

-Jake Lamkins

JACK CASEY

1966 - 1986

STATION AGENT, PRESIDENT'S ASSISTANT
ALEA MEC CHAIRMAN, & REGIONAL DIRECTOR
DEN

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

My daughter just called me to tell me that Jack Casey passed away. They just found him today. He was at home and died in his sleep. No arrangements.

-Linda Casey Hamala (6/5/13)

OBITUARY: In Memory of John P. "Jack" Casey, 1936 - 2013, Loving father and grandfather, Jack Casey. Survived by family; Kerry Ridder; Julie, Jessi (Patrick) and Jacqui Hayes; Jana, Rod, Kayla, Adam and Austin Vahling; and Gina, John, Kendra and Kaitlyn Reilly.

Preceded in death by wife, Mary, son, John Kevin and son-in-law, Matthew Ridder. Mass of Christian Burial, Tuesday, June 18, 2013 at 10:00 am at Christ on the Mountain Catholic Church; 13922 West Utah Avenue, Lakewood, Co 80228.

Internment at Ft. Logan National Cemetery at 12:00 pm, Staging Area A. Reception to follow at Julie's house; 8906 West Geddes Place, Littleton, Co 80128.

In lieu of flowers, donations can be made to the Denver Rescue Mission.

-NewcomerDenver.com

Below is a favorite pic of Jack. I'm on the left with ALEA President Vic Herbert on the right. One of my last acts as FL ALEA Master Chairman, in Apr 1984, was to present my union mentor, Jack Casey, with the 1983 ALEA Award of Merit. I nominated him for it and it was approved unanimously.

Since learning of Jack's death, I have been flooded with memories of the wars we fought, the hundreds of grievances we tried to win, and his unwavering dedication to unionism.

The lessons I learned from him are too numerous to count. He righted more wrongs, did more good deeds and supported more people through thick and thin than anyone else ever on Frontier Airlines. It was a privilege to be associated with him and to call him my friend.

-Jake Lamkins

My friend who supported me in stuff when no one else would. He will be missed...RIP

-Bev Cummiskey

Used to have some great times with Jack whenever we had a union meeting in Denver or Chicago! RIP friend!

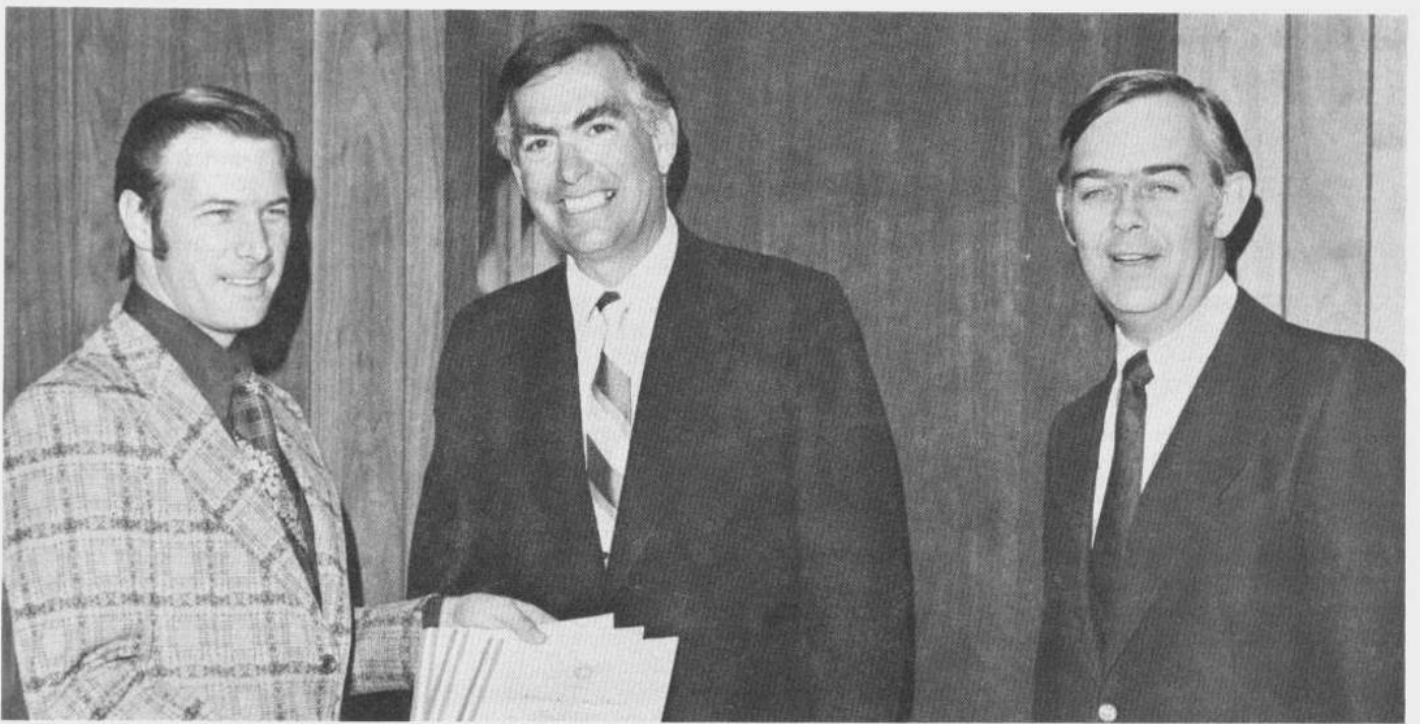
-Darrell Robson

J P CASEY: Station agent seniority date of 7/6/67, emp# 01311, DOH 5/23/66, DOB 11/24/36

per the 10/31/86 FL/ALEA Seniority List. He lost ALEA seniority while a president's assistant. He was 76 years old.

-Jake Lamkins





Denver, Colorado—Master Chairman Jack Casey finds a break in contract negotiations to be an ideal time to meet informally with top officers on Frontier Airlines, President A. L. Feldman (center), and Industrial Relations Director Don Hatfield. Both men, said Casey, were enthusiastic about "Labor's Long, Hard Road" and commented that the booklet was a worthwhile tribute to the nation's Bicentennial.

Aug 1975

President Herbert Names John Scott to Home Office Staff, Jack Casey Becomes Director of West Central Region

The Air Line Employee, January/February, 1976

Formation of a new and extremely active Department of Education, Organization, and Research was announced January 1 by ALEA President Victor J. Herbert. In naming John Scott to head the department, Herbert cited the need for full time attention to these important areas of Association business.

"Service to our membership is the name of the game," he said. "Growth is essential because every new member strengthens our present agreements. We are fortunate, indeed, that John was available for this assignment. I am confident his knowledge of the industry and his proven ability to explain the advantages of organized labor will benefit everyone in the months and years ahead."

Prior to the appointment Scott had served four years as West Central Regional Director, a position Herbert has assigned to Jack Casey. Both Casey and Scott are on extended leaves of absence from their work on Frontier Airlines.

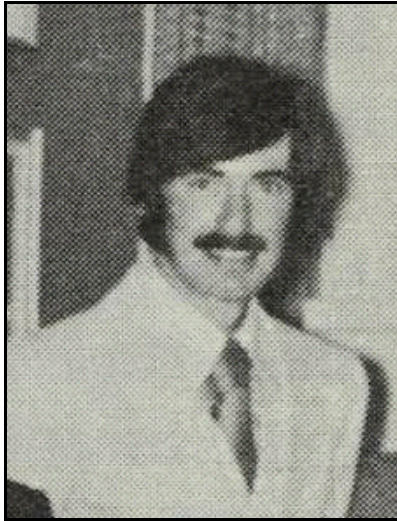
The new Regional Director is in his 17th year of his air line career. Starting with Continental at Denver in 1959, he moved to Houston in 1961 where he was assistant supervisor for terminal operations.

"Our family was not too happy with Houston's warm, humid climate," says Casey. "After two years we packed up and returned to mile - high Denver. Also, the lack of skiing in Texas may have had something to do with it. My wife, Linda, and all five of our children are real down-hill racers!"

Jack left Continental for Frontier in 1966. Since then, in addition to his work as a station agent, he spent 14 months as a President's Assistant, providing in-flight service to passengers. His ALEA activities got off to a fast start in 1972 when he was elected Chairman of Council 73, and Master Chairman of the entire FL membership.

Probably the best proof of Casey's concern for others is revealed in this incident related by one of his buddies on Frontier. At Christmastime several years ago, Jack was working a gate at Stapleton when he noticed a passenger (obviously a college student) who was unable to catch a flight back home. Realizing the student had little chance of traveling standby, and learning he had no extra money to pay full fare, Jack phoned the youth's parents and then made up the difference out of his own pocket. Two days later he received a check for the full amount, along with a hearty note of thanks.

Elected to succeed Casey as Master Chairman on Frontier was James R. Lether who heads up Council 45 at Salt Lake City. Lether, a station agent, has been with the air line since 1961.

LARRY WILLIAMS**1967 - 1986****STATION AGENT
TOP MEM SLC DFW**http://FAL-1.tripod.com/Larry_Williams.html

Still looking for Larry Williams. When he left SLC I'm sure he transferred to DFW. Do you know anyone there that might know of his whereabouts?

-Paul Farris

Larry was in DFW until 8/86. I've never heard from him after that.

-Ray Hall

I have not heard a word nor anything about/from Larry Williams since we folded in '86! LONG LIVE THE "FLamily!

-Jon Sluder

Thanks to some records sent me by Carolyn Boller, I just found out that SLC DFW station agent Larry Williams died 9/1/2005. Larry was ALEA Council Chairman and Master Chairman 1977-78. He succeeded Jim Lether, SLC, then Frank Monheiser was elected in late 1978. Larry was 59 when he died.

L D WILLIAMS, Seniority date of 7/3/67, emp # 09425, on the 1/1/86 FL/ALEA seniority list.

L D WILLIAMS, Emp# 09425, DOB 5/13/46, per the Oct 1986 FL/ALEA seniority list.

L D WILLIAMS, Emp# 09425, Batesville, AR 72501, per the Aug 1990 FL Roster.

-Jake Lamkins

LARRY D WILLIAMS was born 13 May 1946, and died 01 September 2005.

-SSDI

Larry was in MEM when I was given the Manager's position, Oct. 1970. He was there about a year then transferred to ?? may have been to SLC. I believe he was in TOP before MEM. Enjoyed my association with him.

-Jim Mustain

So sad to read this - I had the privilege to work alongside Larry. Rest well, Larry.

-Mike Gordon

NEWSLETTER

FRONTIER AIRLINES MEC

April, 1978

AIR LINE EMPLOYEES ASSOCIATION

WELCOME NEW CHAIRMEN

We welcome you to the Master Executive Council. In particular, I'd like to salute those who are serving for the first time - Al Martenson (44), Don Christensen (47), Walt Hatfield (48) Martin Gulikers (71), and Jake Lamkins (74).

I guess they are well aware they succeed some very capable union reps, but I'm also confident they'll do an outstanding job.

Helping them along will be five officers who were re-elected: Carolyn Boiler (46), Robb Ogden (70), Ora Nestelroad (72),

Frank Monheiser (73) and myself (45).

At our first MEC meeting, which should be scheduled soon, we'll elect a Master Chairman and a Vice Chairman for this 1978-81 period.

Thanks to the outgoing officers for all their help and support over the years.

-Larry Williams, Chairman, FL/ALEA MEC**WALT GILLIAM****1955 - 1983****PILOT****MKC MCI DEN**http://FAL-1.tripod.com/Walt_Gilliam.html

I just received a phone message from Kathy Gilliam that Walt has fallen and is now receiving paleative care. His prognosis is not positive.

-Dick Bombard, (5/14/13)

I talked to Kathy Gilliam at length about Walt. I don't think he has but a few days to live and even if he survived is in his 5th year of Alzheimers.

-Hugh Barron

Just had a call from Kathy Gilliam. Walt passed away 1220 PM today, 5/17/13

-Dick Bombard

OBITUARY: Walter Gage "Walt" Gilliam, Del Norte resident Walter Gage "Walt" Gilliam, 87, died May 17, 2013 at the Colorado State Veterans Center at Homelake surrounded by his family.

Walt was born in Dallas, Texas on January 2, 1926 to Martin and Thelma Gilliam. He married his wife of 42 years, Kathleen G. Hawk in Denver, Colorado.

Walt served in the United States Army Air Corps during World War II and the Korean Conflict. Walt worked as an Airline Pilot for more than 28 years and until his retirement for Central, Frontier and Continental Airlines. Following his retirement Walt worked on outboard motors for boats. He was known to have a good sense of humor and loved a good laugh.

He is survived by his wife Kathy Gilliam of the family home in Del Norte; his children David Gilliam of Arizona, Shanna (Larry) Roberts of Monte Vista and Kelly Gilliam of Virginia Beach, Virginia; his grandchildren J.D., Michelle and Andy Gilliam, Cameron, Tyler, Kaitlynn, Bailey, Matthew and Jordan Roberts. His parents, his son Mark and his daughter Laurie preceded him in death.

Cremation was chosen and a Celebration of Life Service will be held 10:00 a.m. Tuesday, May 21, 2013 at the Feed Store Church in Monte Vista. Contributions are suggested in his memory to the Del Norte Public Library, 790 Grande Avenue, Del Norte, Colorado 81132.

-Rogers Family Mortuary of Monte Vista

WALT GILLIAM, MKC captain, #3, per the 10/1/64 CN



Domicile List. W G GILLIAM, ALPA# 0147694, DOB 01/02/26, DOH 09/15/55, RET 10/01/83, per the FL ALPA Roster.

-Jake Lamkins

SOL LOCKETT

1960 - 1986

STATION AGENT, TICKET COUNTER AGENT
JLN SLN DFW

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



This is Louie Fiorelli's third daughter. Sol is not doing to good, He is in San Angelo, and has had two brain tumors removed and has had two heart attacks, and now has a blockage. Sol is my little sister's God Father, and she was trying to find him. Thanks so much for helping us.

-Brenda Fiorelli Jamison, 10 Jun 2006

Thanks to some records sent me by Carolyn Boller, I just found out that DFW ticket counter agent Sol

Lockett died 8/21/2006.

S R LOCKETT III, Ticket counter agent seniority date of 8/24/60, emp# 05300, DOH 8/24/60, DOB 10/17/31 per the 10/31/86 FL/ALEA Seniority List.

-Jake Lamkins

Name:Sol R. Lockett, State of Issue:Texas, Date of Birth:Sunday October 17, 1937, Date of Death:Monday August 21, 2006, Est. Age at Death: 68 years, 10 months, 4 days, Last known residence: City: San Angelo, County: Tom Green, State: Texas, ZIP Code: 76903

-SSDI

So sad to read this - I had the privilege to work alongside Sol at the DFW ticket counter from late September 1982 through early 1983.

Besides working the ticket counter and gate for FL - Sol was also assigned to work the cash register "ticket machine" for the ML (Midway Airlines) passengers. At the time FL-DFW was handling ML and only had a manager assigned to station.

Like thousands of Frontier staff around the system - we dealt with the Christmas 1982 DEN blizzard and the aftermath. At DFW Sol, along with the other ticket counter staff, hand-wrote hundreds of bag claims for FL ticketed passengers that didn't fly FL but actually WN (Southwest).

WN at DAL (Dallas-Love Field) was more than willing to transport the affected FL customers returning back to the DFW region but, due to no interline-baggage agreement, WN was insistent that FL-DFW had to take the claim and deliver the baggage at FL cost. The missing bag clean-up lasted for many weeks. We all weren't happy with WN!

Sol had a habit to brush his mustache with his forefinger and thumb while talking. He was a very calm and easy going. Rest well Sol.

-Mike Gordon

LARRY MILES

1963 - 1985

PILOT
DEN

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

Just heard that Captain Larry J Miles passed away on Sunday, June 2, 2013 in Hemet, CA.

We flew, sailed, crewed Dave Norland's P-51 together for a lot of years.

Great pilot and friend. He will be missed.

-Jack McLaughlin

L J MILES, ALPA# 0231647, DOB 11/19/35, DOH 01/01/63 RT 03/01/85 per FL ALPA Roster.

L J MILES, Pilot seniority date of 10/8/63 per the 9/1/81 FL/ALPA Seniority List. He is not on the 9/1/85 list. He was 77 years old.

-Jake Lamkins

Larry J Miles was born in 1935. He currently lives in Hemet, California. Before that, Larry lived in Larkspur, CO from 1970 to 2008.

-MyLife.com

So sorry to hear this. Haven't seen the Miles' since we had to stop putting together the golf tournament a few years ago.

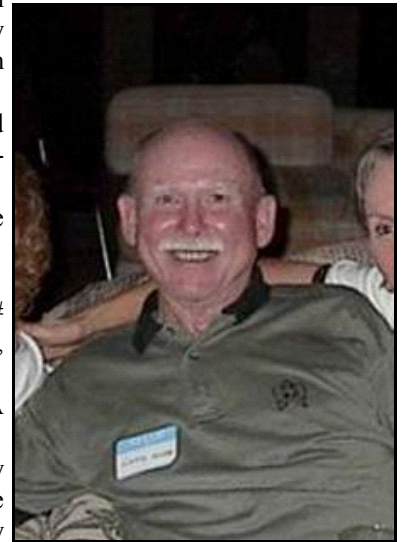
-Joanne Griffin

RIP Larry Miles, you will be missed.

-Sheree Hansen McLaughlin

I heard from Carol (Poling) Carter - she and Chris were good friends of theirs - and she told me a little about what happened. Larry has had heart problems for a number of years and moved to California because the altitude in Colorado was becoming a problem. He had just returned from a golf trip with his wife, Merrilyn, and friends, went into the hospital for an angioplasty that didn't go well and two days later passed away. She didn't have any additional information at that time.

-Joanne Griffin



(Continued from page 4)

Darrol Parker, FLG station agent, 1960s, need info

Pretz Prellwitz, OLF BIL station agent, 4/16/13, age 89

Leon Ross, BFF LAS station agent, 3/21/13, age 73

Everett Simkins, GTF WRL COS HDN station agent/manager, 4/26/11, age 84

Irene Replogle Stadtmiller, DEN director-passenger service, 7/22/02, age 84

Roger Sorensen, BOI station manager, 4/19/13, age 71, aneurysm

Carol Pickett Stillman, SLC DEN, 5/23/13, age 68, cancer

Earl Thrush, BIL aircraft mechanic, 9/5/12, age 94

Helen Murphy Webster, need info, 3/13/13, age 85

Larry Williams, MEM SLC DFW station agent, 9/1/05, age 59

JIM HARCROW**1964 - 1985****PILOT****GSW DAL DFW DEN**http://FAL-1.tripod.com/Jim_Harcrow.html

Subject: Jim Harcrow -
More bad news about one of
our own:

Barb Wessler called today
to inform me that Jim is in a
continued care hospital with
incurable cancer of the
throat and lungs. He has
been given three to six
months to live and three
months have past. He is in
Harbor Lake continued care
unit at Lake Granbury. I
will appreciate if you can
forward this to anyone on
you contact lists.

-Weldon Finney (6/15/13)

I was just in Grand Prairie
and DAL yesterday, wish I had known I would have gone by.
Always liked Jim very much.

-Leo Canavan

I just now received a phone call from Ed Trimble saying that
Captain Jim Harcrow has flown West. He passed at 1025 this
morning – Monday, June 17, 2013.

Barb said he would be cremated and she doesn't know if there
will be a service or not. Ed said that she seems to be holding up
pretty well.

-Phil Stallings

OBITUARY: James G. Harcrow Jr., retired captain for Frontier
Airlines, passed away Monday morning, June 17, 2013, with
his loving wife Barbara at his side. Service: At his request, no
services are planned at this time. Survivors: His wife, Barbara;
daughter, Jamey Harcrow; sons, Glenn, Lance and Shane Har-
crow; sisters, Roberta Woodall and Sharon Fentress; several
grandchildren; and nephews and nieces.

-Fort Worth Star-Telegram on June 19, 2013

JIM HARCROW, GSW first officer, per the 10/1/64 CN Pilot
Domicile List.

J G HARCROW, Pilot seniority date of 4/13/64, per the
9/1/85 FL/ALEA Seniority List.

JAMES G HARCROW, ALPA# 0235481, DOB 09/30/37,
DOH 01/01/64, RET 09/01/85, per the FL/ALPA Roster, Jim
was 75 years old.

-Jake Lamkins

Adios Jimmie , we'll miss you!

-Jack McLaughlin

Jim was one of the good guys. Always a smile on his face. RIP
Jimmie.

-Tom Robertson

I enjoyed flying with Jim.

-Rebecca Edwards McDowell

I'm so very sorry to learn of Jim's passing. Every trip I flew
with him was a delight.

-Ed Teel

CELIA OWEN BEARDSLEY**1962 - 1971****FLIGHT ATTENDANT****DEN**http://FAL-1.tripod.com/Celia_Beardsley.html

Thought you all would
like to know that Larry
Beardsley passed quietly
March 2, 2010 at the age of
92. I flew with Larry and his
wife Celia 1962 to 1968 and
have wonderful memories of
him.

-Bev Brown Armando

I so appreciate Larry's
webpage. I don't know how
you did it, but it is beautiful,
Thank you so very much. It
brought tears to my eyes and
Lori also, our daughter.

I'm sure I would recognize
you if I saw you. I recog-
nized your name immedi-
ately. I flew for Frontier from 1962 to 1971.

-Celia Beardsley

There is a gal who was my roommate, who I have completely
lost track of and would love to find out what has happened with
her. Her name was Celia Owen. Thank you for any information
you might find.

-Patty Reed Coleman

Thank you for forwarding Patty's e-mail address. I have been
without a working computer for several months and finally have
one now. How do I go about getting the newsletter? Larry & I
used to subscribe to the newsletter that Ace put out. I hope this
finds things going well for you.

-Celia Beardsley (1/13/12)

Just received sad news my ole flying partner and friend Celia
(Owen) Beardsley passed March 16th with complications to
COPD. Not really sure when she started with FAL I think around
1960 to 1973 - she was married to Capt. Larry Beardsley - I had
many of fun times flying with Celia - we kept in touch over the
years off and on she was a warm and lovely lady.

-Bev Brown Armando

I'm sorry to hear about Celia. I had an email from her last
year. Her photo is on page 125 of Bonnie Dahl's book.

-Jake Lamkins

Thanks so much for the picture - could u put it on the website?
The info I gave was all I could get and it was from her daughter
- I will e-mail her and see if they had a formal obituary.

-Bev Brown Armando

Paul and I have great memories of Celia, a most genuine and
class lady. She will no doubt be missed by those who had kept in
touch with her.

-Penny Overdier

Lori, Celia's daughter, just told me they didn't do an obituary
but she will put something together and send it to me and I will
send it on to you and maybe u could post it with the picture u
have of her.

-Bev Brown Armando

PHYLLIS SEELEY KENT

1967 - 1985

RESERVATION AGENT

DEN

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

SERVICE AWARDS 10 Years

Schrage, T.H. — Stock clerk, DEN

Seeley, P. — Reservations agent, DEN

Shepard, E.D. — Senior agent, MEM

-May June 1977 Frontier News

I just spoke with Boller, she is out of town. She suggested I tell you that one of our res agents passed away recently. Her name is Phyllis Kent. We don't have a funeral date yet.

She started in about 1966 (name at that time was Phyllis Seeley. She retired just a year or two before the shut down. I'll try to find more info. Phyllis's son said he would notify Julie Dickman.

-Kay Morey

P SEELEY

Reservation agent seniority date of 5/29/67, emp# 07791, per the 1/1/74 FL/ALEA Seniority List.

P KENT

Reservation agent seniority date of 5/29/67, emp# 07791, per the 7/1/84 FL/ALEA Seniority List.

P KENT EO (Early Out)

Reservation agent seniority date of 5/29/67, emp# 07791, per the 7/1/85 FL/ALEA Seniority List.

Still need an obituary and photo of Phyllis.

-Jake Lamkins

JEANE LAWS

1954 - 1956

SECRETARY

DEN

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

My mother worked for Monarch when Monarch, Challenger and Arizona merged to become Frontier, (The Ray Wilson days)....I became a fan of Frontier flying with my dad on business trips to Cody Wyo in the 60's in DC-3's.. I was a passenger and avid aviation fan and always had a favorite Airline!...FLew in a LOT of Convairs...CPR-LAR-DEN-MCK-EAR-LNK and I still remember my last trip in a DC-3, OMA-LNK around 1965. I lived in Denver in the 80s and watched the last FL's come into Stapleton...Sad Day.....

My mom was Jeanne Laws, 1954-1956 era, in Denver, I believe in the main Airline Offices. She passed away in 1989 at 61 Years Old. I remember She was in a picture including many Frontier or Monarch people, including Ray Wilson with a Monarch DC-3 in the background, I wish I could find that photo.

-Dan Laws

Name: Jeanne Laws, State of Issue: Nebraska

Date of Birth: Thursday October 06, 1927

Date of Death: Wednesday March 15, 1989

Est. Age at Death: 61 years, 5 months, 9 days

Last known residence: City: Casper; Bar Nunn

County: Natrona, State: Wyoming, ZIP Code: 82601

-SSDI

J. S. LAWS, DEN secretary per the 11/1/55 FL Roster.

-Jake Lamkins

A SHORT AFA HISTORY

At its 1944 board of directors meeting, the Air Line Pilots Association decided to create a number of affiliate unions that would represent all of the major crafts in the industry. ALPA formed the Air Line Stewards and Stewardesses Association (ALSSA), the Air Carriers Mechanics Association (ACMA), the Air Line Agents Association (ALAA), the Air Carriers Flight Engineers Association (ACFEA), and the Air Carriers Communication Employees Association (ACCEA).

Not surprisingly, ALPA's efforts were construed as the creation of a network of rival unions to encroach on the jurisdictions of established unions and prompted considerable competition and conflict. A 1946 TWU organizing pamphlet described ALPA affiliate ACMA as follows: "It is only the toy of a few Pilots who are laboring under the notion that they can hold on to their own wages by helping the companies keep down the wages of maintenance workers and other personnel". Arguments of this sort were apparently convincing to workers because few of the ALPA affiliates enjoyed anything more than short-term success and most had disbanded by the early to mid-1950s.

Although ALPA's grand design for the representation of airline employees was never realized, formulation of the plan was an early indication that ALPA would not be shy about assuming a dominant role in the industry or about promoting what it perceived to be pilots' interests, even when conflict with other unions was the likely outcome. One former ALPA affiliate, the Air Line Agents Association, changed its name to the Air Line Employees Association in 1965. It was ALPA's attempts to organize flight attendants, however, and place them in various affiliate organizations that enjoyed the most success and that had the greatest long-term impact on the structure of union representation in the industry.

Flight attendants organized their first union in 1945 at United Airlines. The unaffiliated Association of Air Line Stewardesses (AALS) (shortly thereafter changed to Air Line Stewardesses Association (ALSA) quickly found itself surrounded by flight attendant groups organized by ALPA's affiliate ALSSA, and at Pan Am, by the TWU. Because of its members' low wages and relatively small numbers, ALSA was chronically short of funds. Largely because of its financial exigencies, ALSA merged with ALSSA in 1949.

The marriage between ALPA and its flight attendant affiliate, ALSSA, was stormy, marked by persistent struggles over the flight attendants' autonomy. The relationship culminated with ALSSA disaffiliating from ALPA and joining the TWU in 1961. ALPA responded to this turn of events by creating another entity—the Stewards and Stewardesses Division, which immediately sought to regain representation rights from the now-TWU-affiliated ALSSA and was quite successful in doing so.

In 1973, the Stewards and Stewardesses Division of ALPA was made the Association of Flight Attendants, which became an "autonomous affiliate" in 1976. As of 1984, AFA had severed all formal ties with ALPA and had received its own AFL-CIO charter.

The history of flight attendant unions, then, has been one of inclusion within male-dominated unions on a subordinate basis, struggles to obtain greater autonomy, and, eventually, the formation of numerous separate organizations.

-ON DIFFERENT PLANES by David J. Walsh

GONE WEST FLIGHT ATTENDANTS

Alice Bordelon Adams, 12/13/11, age 67
 Liz Freeman Adams, SLC? flight attendant, 4/19/11, age 80,
 Parkinson's
 Willie Edwards Ahrens, DEN, 3/9/09, age 78
 Carolyn Jackson Appleby, 2/24/10, age 70, cancer
 Ellie Bastar, flight attendant, crew scheduler, 10/14/87, age 63,
 hit & run accident
 Lee Kangieser Beck, 1/6/09, age 78
 Darrel Behrend, DEN Monarch steward, 4/21/06, age 81
 Sonya Lee Manweiler Bengel, GSW CN flight attendant,
 12/12/05, age 72
 Sharon Berg, 8/18/09, age 65, cancer
 Jody Lohse Binkley, 5/29/99, age 65
 Ginney Booth, 2/19/02, age 69
 Melanie Boyd, 8/8/95, age 37
 John Bramley, 9/11/09, age 55
 Marg Bussell, flight attendant, ticket counter agent, 11/18/10,
 78 years old, heart attack
 Juanita S. Campbell, 7/14/02, age 77
 Connie Capps, DEN flight attendant, 4/29/12, age 65
 Nancy Tipton Clopton, GSW CN flight attendant, May 2000,
 age 53, aneurysm
 Sandy Murray Crowe, 3/16/05, age 61, cancer
 Janet Crumpler, BIL OMA, 7/31/01, age 67, need more info
 Janet Cupps, 5/7/90, age 51
 Nancy Wilson Dailey, GSW, 3/8/09, age 67
 Lori Espinoza Day, MCI DEN, 8/27/09, age 58, stroke
 Karen McBride Erenfeld, SLC DEN, 5/26/02, age 49
 Devar Fairbourn, DEN flight attendant, 10/21/05, age 50
 Linda Fechner, MCI DEN, 10/19/05, age 48
 Elaine Carlson Fillmore, DEN?, 10/8/11, age 82
 Pat Fackenthall Forehand, 5/12/00, age 61
 Jerry Fox, DEN chief steward, 1/5/88, age 62
 Sonje Fredericksen, MKC MCI DEN, 8/11/09, age 62
 Donna Garland, FA and pilot, 9/1/99, age 50
 Barbara Eastus Goode, GSW, 11/2/12, age 79
 Mazie Graham, 3/3/09, age 66
 Diane Hall, DEN, 3/9/06, age 63
 Thomas Hampton, 11/6/90, age 36
 Penny Dearing Hansen, 7/23/09, age 57,
 cancer
 Susan Hansen, need info
 Rebecca Herbert, 2/5/02, age 55
 Dana Hoch, 8/23/97, age 45
 Carol Johnson, Jan71, age 23
 Cheryl Frederick Kardell, 10/8/06, age 60,
 stroke
 John Kelly, 11/9/04, age 54, heart attack
 Marsha Ladewig, 12/1/04, age 60
 Elaine Langloss, 3/24/91, age 43
 Elaine Foss Lewis, 5/3/04, age 72
 Anne Prentiss "Prensy" Marshall, 7/12/04, age 57
 Rosalind Mathews, 11/16/98, need info
 Kathy McCormick, DAL DFW DEN, 5/23/02, age 53,
 breast cancer
 Ruth Agnew McDonough, SLC, 7/11/04, age 67, cancer



Suzanne DeMier McGlashan, 4/8/09, age 54
 Verna Beattie McGoey, 8/11/00, age 58, cancer
 Deanna McKenna, 10/12/93, age 46
 Diane McLaughlin, 8/2/85, age 34, DFWDL crash
 Susie Landis Meyer, 8/24/06, age 65, cancer
 Helen Coons Miller, 7/28/96, age 62, cancer
 Sally Schumann Milligan, DEN, 1/20/08, age 69
 John Montgomery, 1992, need info
 Gayle Deedman Muhlenkamp, DEN, 6/18/12, age 71, cancer
 Lela Williams O'Connor, DEN flight attendant, 1/3/96, age 50,
 cancer
 Kathy Schwartz Pafford, BIL, 12/28/11, age 68
 Gerri Parish, GSW, 8/4/07, age 68, Lou Gehrig's disease
 Rita Smith Perrin, CHA/FL, 2/25/05, age 76, cancer
 Lavonne Peterson, 5/16/95, age 60, cancer
 Barbara Petty, Mar74, age 31, heart failure
 Scott Ponton, 3/22/94, age 42
 Mary Warhover Pover, DEN flight attendant, chief clerk, 9/23/75,
 age 52
 Vi Lester Powell, DEN chief flight attendant, 10/9/01, age 68
 Betty Green Pratt, GSW flight attendant, 8/26/12, age 76
 Dorothy Reif, 3/12/64, age 22, DC-3 crash at MLS
 Alana Rua-Schubert, DEN flight attendant, 1/26/13, age 58,
 cancer
 Terri Portlock Rutherford, DEN flight attendant, 1/5/13, age 53,
 heart attack
 Grace Twite Scantlin, 4/14/11, age 71, cancer
 Paula Locke Schkade, AMA GSW DEN DAL DFW, 2/19/02,
 age 61
 Joyce Darby Schmid, 10/11/03, age 64
 Gene Schroeder, DEN flight attendant, 1/15/91, Age 39
 Pat Larsen Sherwin, PHX DEN CHA/FL flight attendant,
 10/16/07, age 78
 Carolyn Ann Pittman Selinger, 6/6/11, age 72
 Lee Smart, DEN, 12/16/89, age 35
 Julie Lemer Smith, 10/30/03, age 45, cancer
 Carol Specht, 1/10/11, age 85, lung cancer
 Irene Replogle Stadtmiller, DEN chief stewardess, 7/22/02,
 age 84
 Shari Steadman, 8/13/09, age 67, liver failure
 Carol Pickett Stillman, SLC DEN, 5/23/13, age
 68, cancer
 Betty Snyder Stone, 11/27/09, age 81
 Patty Kirwan Swenson, FA & maintenance
 scheduler, 9/13/09, age 70, cancer
 Judy Butz Symmes, SLC, 2/25/11, age 68,
 aneurysm
 Samantha Ewing Taulli, 4/26/04, age 58
 Lyman Thomas, DEN Monarch steward & BFFFL station
 manager, 2/4/03, age 76
 Leslie Asay Thorstensen, SLC, 9/12/09, age 65, pulmonary
 fibrosis
 Helen Murphy Webster, 3/13/13, age 85
 Jack Weiss, DEN MON/FL steward & crew scheduler, 11/3/04,
 age 78
 Jean Mehaffey Whitlock, GSW DAL, Oct75, age 40,
 auto accident
 Donna Hicks Williams, SLC DEN, 1/13/07, age 64, stroke
 Carol Ann Wolfe, DEN FA & Clerical, 4/26/06, age 60, cancer

Notes From FLolks

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

I think the tornado in Moore (5/20/13) hit Bill and Peggy Blackmon's home. I stay in touch with them, and haven't had an answer from the phone call or the email. They may have gone to her son's house, but I feel Bill would have emailed or called some of us. I called Weldon last night, and he's going to do all he can to see if anyone of the pilots have heard from him.

-Mary Liddle

Bill and his wife Peggy was in the tornado at Moore Oklahoma. The Tornado destroyed their house and both cars. They were trapped in the center of the house and covered with debris, until someone found them. Bill is in the hospital, but is doing OK, his wife Peggy is OK and staying with relatives. They think they were fortunate.

-Weldon Finney

I'm living in KS now. Sold the house in AZ and with money from sale I built an addition on to my niece and her husband's farm house. They are good people. With home cooking and all how can a person complain. Health wise doing ok.

Wish this crazy wx would clear up. I want to make a trip to Iowa to do some genealogy research on my great-grandmother. I spend most of my time researching different relatives in Ancestry.com.

-Walt Hatfield

As I sit and ponder my coming retirement on May 31st, I think back over a 37 year airline career - I was lucky enough to have been hired as a station agent in PUB in 1976 and was transferred to ALS within two weeks of being hired. I found out many years later that one of the members of my barbershop quartet that I sang with in ALS knew Hank Lund and Hank arranged for me to be transferred to ALS so our quartet could remain together.

Hank loved barbershop music and I got to sing with him several times. I worked in PUB, ALS, COD, ISN as station agent and served in CEZ, GUC, GFK, MAF and BIL as City Manager. In all of those moves, I met so many great co-workers and was fortunate enough to live in so many wonderful small communities where FL was the only airline in town.

I worked as Western Region Director after Truman Jeter left until PE bought us and I did not see eye to eye with Larry Martin and was sent back to BIL with a 10% raise. PE didn't fire you, they just moved you out with a raise. I finished my FL career through the end in BIL.

I was privileged to work with some of the finest station staff, pilots, flight attendants, MX and HDQ staff I believe ever existed in the airline business. I go into retirement after 27 years with CO/UA but it was the 10 years I worked at FL that will always be foremost in my mind and my memories.

We were family and we cared for one another. I can remember many layovers in GFK where I helped the crew close the bar at 1 AM only to go home, grab a shower and then open the station at 0400 for the early morning flight back to DEN (thank goodness for a quick shot of straight O2 from the cockpit O2 supply) - I guess we were a lot younger then plus it was before drug/alcohol testing or we would probably had a lot of folks fired.

While it was only 10 years, the education I received, the help and counsel that I had from more senior managers helped me to achieve a very successful career both at FL and at CO/UA. I would give almost anything to have seen our beloved FL remain in the air past 1986 and to have been able to retire from FL, our

logo is still current in today's world and the service we provided was second to none.

A big thank you to any and all in this group that passed my way during my time

at FL, you all made my life fuller and richer. I will always proudly say that I worked for the BEST little airline in the world - Frontier Airlines.

-Joe Barker

Remember so well working flights across the highline on the DC-3. I had a wedding party on one time and they brought their own champagne which was not permitted but since they were the only ones on the flight, the captain said to let them have their fun. When we got to the station, I think it was Billings, after letting them off, I went with the crew as they taxied out to park the plane and then threw the incriminating bottles way out in the bushes! LOL! That must have been about 46 years ago!

-Joanne Griffin

Thank you for your kindness to all of us...FL was great to the very end. I locked the doors at LAX and cried as though my best friend had just passed away. Life goes on and memories last forever.

-Patty Duff

I worked GDV (actually hired on there). Back then it was mostly a one person operation. Two people there, but we did get days off. We had to do it all, including using the F Drop phone to Center to file/get flight plan info and clearances and write it all down. Had to take WX, monitor the "H" marker, check for local traffic, etc. If we had strong winds, we had to meet the DC-3s out on the runway and put the rudder lock in place. Never dull there!

-Darrell Robson

What can you tell me about Billings' "airport on top of the ridge"?? ... I've never been there, but I have a friend from Hardin MT who's told me a lot about it.

-Bruce Gipson

Billings sits about 300 feet above the city on what is commonly called "the rims or the Rimrocks". It was always frustrating for passengers when the airport would be fogged in but the valley was clear. They just could not understand why the airplanes could not land or takeoff but the valley below was just fine.

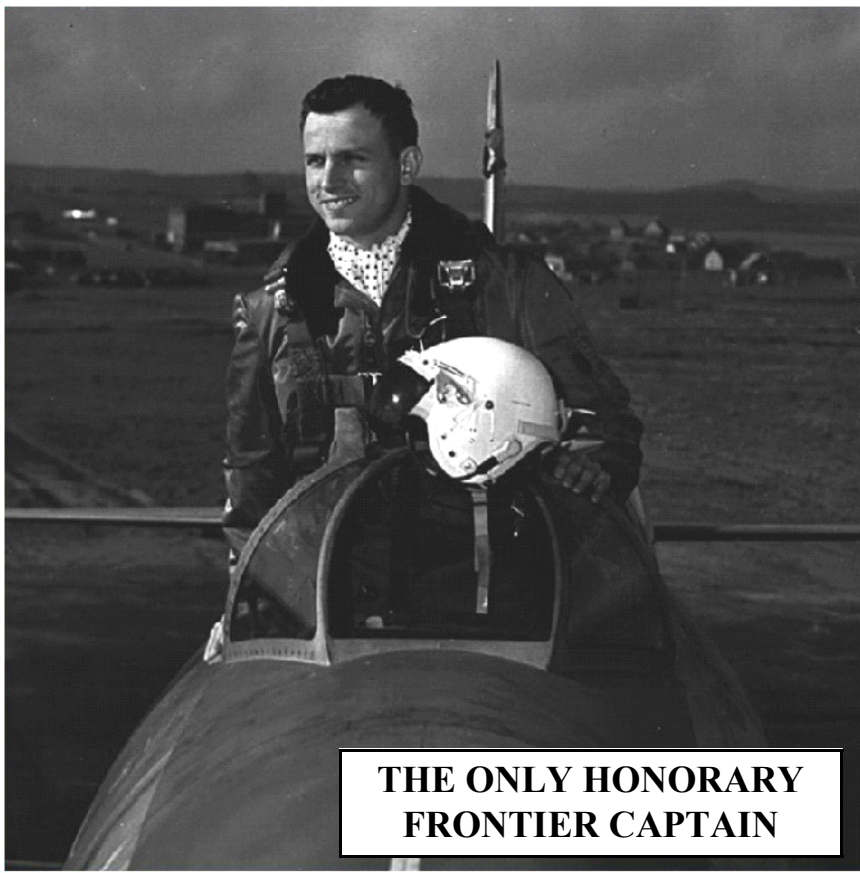
-Darrell Robson

Last Friday I went into my garage and began opening boxes that have collected dust for decades. Most of the Frontier items I found haven't been viewed or looked at since the 80's.

Example is the a letter from September 1982. OKC was shut down due to thunderstorms so the DFW station had several diverted flights. FL/DFW at the time was ground handling all ML (Midway) RC (Republic) and TWA operations.

It was a very interesting evening. The TWA 707 aircraft had to be fueled with an engine running since there was no APU/GPU available at DFW for the 707 equipment. We were able to push back the 707 using the available TWA ground equipment. I can't believe the letter made it this far.

After DFW I moved to the following cities - DTW 1983 (My home), DEN 1983, CMH 1983, DEN 1983, FAT 1983, FTC/FNL 1983, DEN 1984, MSN 1986, MKE 1986, DTW 1986 (My permanent home - following the August 1986 shut-down), PIT 1988 (US Air), INT 1989 (Winston-Salem due to the USAir / Piedmont merger)



THE ONLY HONORARY FRONTIER CAPTAIN

Frank was very special as were the other ground-school instructors who spoon-fed a bunch of malcontent pilots aeronautical knowledge so that we could ply our craft.

George Arwood, Ted VanSteenberg, Rex Myers, and Ed Sherman, along with Frank, made a HUGE difference to us individually and as a group. Frontier's enviable safety record is testament to their abilities.

-Billy Walker (Frank was a F-80 and F-86 pilot in the Korean War where he was awarded the Distinguished Flying Cross.)

DCA 1997 (Department relocated to -now- US Airways corporate headquarters at Crystal City, VA), MCO 2002 (Resigned US to join FL (Unfortunately not FL - Frontier but the FL - AirTran)

At FL - as you know too well - I was bumped often due to my low seniority (1980). Friday evening I went on-line and joined your Frontier Airlines group. It's good to be back home with the FL staff. I've missed my former co-workers and friends.

-Mike Gordon

Whenever Ace Avakian met lead mechanic John Brennan on arrival at the gate, John would ask Ace how the airplane was. Of course, this took place while there were a few stragglers still departing the aircraft. Ace would always, and this happened regularly, "The airplane is fine but I still am having a problem with the Scorgening of the florstoris valve. Naturally some of the passengers hearing this remark gave that "Look". Just a fabricated curious remark but it lightened up the day. Ace is quite a character. Great person. Now you know.

-Stu Hammersmark

(Incredibly, neither Scorgening nor florstoris valve got any results in a google search.)

My first flight was on a DC-3 in 1963 DEN-BIL. The pilots let me sit in the cockpit and then went out of the flight path just so I could see herds of wild horses in Wyoming. Quite a thrill for a

Hank Lund was truly a great leader as well as exceptional gentleman. I knew almost every pilot having taught the CV-580, B-737, MD-80, Twin Otter and Beech 99. I enjoyed working with them. Getting them ready for the FAA orals was rewarding. I never had a single pilot flunk their oral.

When I was teaching the MD-80 electrical system, Ace Avakian raised his hand and said, "Frank, I understand the electrical system but where the hell is the switch?" Ace was a great person as well as a terrific pilot. He and I were from Astoria, "Knoo York" as Ace would say.

Teaching was a lot of work but rewarding. Whoever kept me from being a line pilot did me a big favor. My reputation kept me employed from the downfall with American Eagle and UPS until I retired September, 1997.

The highlight of my 53 years in aviation was being named an honorary Frontier captain. Thank you all.

-Frank Meyer

Likely the only good thing I did as MEC Chariman was having a certificate made up for Captain Frank Meyer who, incidentally, was the only "Honorary Frontier Captain" ever!

12 year old. My brother Herb Schmidt was the District Sales Mgr in BIL at the time and had told the crew I would be on the plane. I was scared at first when the stewardess said that the pilot wanted to talk to me. I couldn't figure out what I had done wrong. Then he introduced himself and said take a seat up here with us. I'll never forget that. I sure wish I knew who the pilots were. I'll see if Herb remembers. Great memories. 7 years later I was working for Frontier in Kansas City.

-Tom Schmidt

Watch out for the CV580 that backs up on you when pulling up under wing...remember! I do, I was in the tug. Scared the &*^%! out of me.

It happened in 1978 May I think when LNK started the 3 way flt conx. 2 flts arrd the 3rd late, the way it was set up the late one was to arr 1st. so it had to park in center spot. SSA Kennedy was the signal man. Plane arr but would not pull fwd to parking spot as Capt thought space to tight so Kennedy gave cross arm stop, plane stopped. I proceed to pull in behind when the plane reversed props and moved back at me.

The tail section hit tug tearing a hole in fuseluge actualy raising the tug front end off ground. That's when I baled out...capt then knew something wrong and reversed prop pulling fwd with tug stuck in fuseluge then came to stop. All this with no hand signals given. Capt claimed he had been given the signal.

Manual Bulletin


FRONTIER AIRLINES

Sales and Service _____ Bulletin No. 83-05
 CP & P Manual Reference: 55-8
 To: All City Managers Section No. 1.060101
 From: Director-Procedures, Training, & Facilitation Page(s) No. 11
 Subject: FIREARM CONTAINER DEPOSIT Date: February 17, 1983

It was suggested by one of our employees that we increase the deposit price of our firearm container from \$25.00 to \$35.00.

Along with the suggestion, the employee included a complete justification as to the amount of money Frontier could realize over the period of one year.

As a result of his effort, we are convinced that the idea is sound. Therefore, effective immediately, the firearm container deposit is \$35.00. CP & P Chapter 55-8, Page 11 will be revised accordingly.

Jack and Shirley at the
2012 FYV-FSM Reunion

D. L. Ellington

I found this in some papers in my desk.

They told me at the time it was one of the largest awards given to an agent.

Usually mechanics got the good awards for maintenance savings.

Thirty years ago it was a nice paycheck.

Has it been that long since the "good old days"?

We did make some memories, didn't we?

-Jack Chambers



Suggestion Winners

Andrew J. Chambers, Little Rock, \$2,531; **Jack B. Scheeringa**, Kansas City, \$1,560; **Robert L. Miller**, Salt Lake City, \$42.50; **Martha A. Stockard**, Kansas City, \$40; **Doug F. Knipfer**, Reno, \$35; **Jerry L. Cordova**, Cheyenne, \$35; **Steve F. Pickard**, Kansas City, \$35; **Michele A. Bowen**, Kansas City, \$30; **Joe L. Kramer**, Kansas City, \$30; **Anthony S. Ames**, Toledo, \$27.50; **Mary C. Weseman**, Kansas City, \$27.50, \$25, \$20, \$10; **E. T. Hall**, Orange County, \$20; **Brenda Lyman**, Kansas City, \$10.

Denver: **L. J. Shackley**, \$878; **Jim A. Ligrani**, \$541; **T. L. Heiney**, \$518; **Mathias J. Litzinger**, \$477, \$155, \$27.50; **Charles R. Magnetti**, \$404, \$62.50; **Harry H. Ewing**, \$252; **Jack E. Zelkin**, \$113; **Joyce F. Washington**, \$100; **Ernest M. Steffek**, \$100; **C. John**

After the investigation I was cleared of all wrong. There's a lot more to this but too long. I always respected station manager Jonnie Jones for the way he handled the incident and investigation.

-Gene Hoskovec

If I recall, the Capt claimed he was given the back up signal but that was before we were given that signal to use. Capt. screwed up. I also remember the Chief Pilot out of KC riding up front through LNK to see what was going on.

-Don Porter

How many remember Dr. Becky? Bend over and cough was all I ever heard him say. I pulled my back carrying up a "person

of size" in a carryon chair on a 580 at DEN gate 20A. Becky said take some aspirin and and come back if it doesn't get better. My back still aches.

-Mike White

"You ARE feeling OK aren't you". That is what I remember him saying when we went in for our annual physical exam when I worked in the paint shop.

-Paul Ruberg

He was my doctor when I lived in DEN 16 years.

-Shirley Shackelford

Dr. Becky sewed my eye up after I got hit with a spring loaded tongue on a freighter. **-Connie Mcalister**

A SAD 727 STORY

N7278F, a Boeing 727-291, was delivered to Frontier Airlines in March, 1968 by Boeing Aircraft and went into service the same month. It faithfully served Frontier for four years until March, 1972, when Frontier decided to sell all of its 727s and concentrate on the Boeing 737. N7278F was one of many 727-200 series bought by Braniff from Frontier and it was re-registered N408BN.

In 1975, N408BN was selected to be the "flying canvas" for Alexander Calder's Bi-Centennial paint scheme. She would sport this scheme for seven years until Braniff's shutdown in May, 1982.

N408BN was given the nickname "Sneaky Snake" by Braniff pilots and engineers. There are two reasons for the nickname. Calder, shortly before his death in 1976, painted a snake on the number 1 engine nacelle cover. (It originally was delivered by Calder with just a red ribbon design on this nacelle) The second reason is because N408BN had a "trim problem." It would never "trim" correctly, so Braniff Pilots had to constantly re-adjust altitude and heading by hand. (Normally once you get an aircraft to cruising altitude, you can "trim it out," and it will fly straight and level for a long time with just a few minor course corrections) You can imagine that most Braniff pilots did not enjoy flying the "Calder 727."

N408BN also was always in the "shop" for mechanical problems. The Las Vegas Operations Manager told the Braniff Pages, "We tried to keep N408BN away from Vegas...because we knew she would be in the hangar for a couple of days."

It seems that "The Flying Colors of the United States" was just as temperamental as the artist who painted her!

In 1982, Braniff recalled N408BN (along with the rest of its fleet to D/FW). It would sit idle in the D/FW area until 1984.

On March 1, 1984, Hyatt Hotels launched Braniff, Inc (Braniff II). N408BN joined the other 29 727s Braniff had managed to hold on to. However, she had been re-painted in the corporate "red, white, blue and grey scheme" that was applied to the entire fleet. In 1985, because of low passenger demand, twenty of the thirty 727s Braniff was operating were grounded. N408BN was one of these. It was taken out of the fleet on February 19, 1985.

On May 30, 1985, N408BN was bought by International Air Leases (IAL) and leased to the following:

- Pride Air (6/85 - 11/85)
- Arrow Air (12/85 - 1/86)
- World Airways (3/86 - 9/86)
- Air Atlanta (11/86 - 4/87)
- Cayman Airways (7/87 - 1988)

(all above airlines retained the Braniff registration)

- re-registered as TC-AJY by Torros Airways (1988 - 1990)
- re-registered as N408BN by IAL (6/90)
- re-registered as YV-466C by Zuliana Air (8/92 - 9/93)
- final re-registration as N408BN by IAL (9/93)

IAL sold N408BN to Columbia Pictures in 1995 for the movie "Bad Boys" starring Martin Lawrence and Will Smith. Towards the end of the movie, the cops (Smith and Lawrence), have a shootout with the drug dealers in a Miami hanger. One of the "Columbians" boards N408BN (now painted all white and





everything valuable removed) and Lawrence fires his gun at some flammable containers near the tail section blowing up the bad guy and the plane.

As you can see, N408BN flew with no less than seven airlines after Braniff before she became a movie star in 1995. Her airframe was registered N408BN at the very last of her long life.

(Article adapted and edited from <http://www.braniffpages.com/calder/408.html>)

Fleet: B-727s of Frontier Airlines

11 aircraft records listed.

Reg'n	Type	MSN	S/N	Status	Remarks	Last Status
N7270F	B.727-191	19391	309	to	N297BN [Braniff]	Active with [private operator in USA]
N7271F	B.727-191	19392	317	to	N298BN [Braniff]	Active with [private operator in USA]
N7272F	B.727-191	19393	401	to	N299BN [Braniff]	Scrapped, last with [private operator in USA]
N7273F	B.727-191	19394	418	to	N300BN [Braniff]	Active with [Government of Djibouti]
N7274F	B.727-191	19395	431	to	N301BN [Braniff]	Stored by [private operator in USA]
N7275F	B.727-291	19995	666	not taken up to	N1784B	Scrapped, last with [US AW]
N7276F	B.727-291	19991	521	to	N406BN [Braniff]	Stored by [Custom Air Transport]
N7277F	B.727-291	19992	526	to	N407BN [Braniff]	Scrapped, last with [Zuliana de Avn]
N7278F	B.727-291	19993	549	to	N408BN [Braniff]	Scrapped, last with [IAL/Int'l Air Leases]
N7279F	B.727-291	19994	654	not taken up to	N1784B	Scrapped, last with [US AW]
N7279F	B.727-214	20162	715	ex	N536PS [PSA] to N499BN [Braniff]	Active with [Kelowna Flightcraft Air Charter]

-<http://www.aerotransport.org/>

I flew the 727 stretch for 20 minutes. Just crew onboard enroute to pick up our first group. What a thrill...

-Lana Kelley

I flew 727-200's with Continental. Real work horses but gas guzzlers, so said the pilots. Real bears to serve food on with the lack of food carts.

-Marcia Glasrud Crump

From page 1

Engines were a bear to work on since all work had to be done off a ladder or work platform.

-Joe Crider

1968-70: The 5 pm STL-DEN flight was usually tail heavy and it was always my pleasure to walk through coach sending anyone in military uniform to first class.

-Jake Lamkins

MARCH 1973 SERVICE AWARDS

20-YEAR SERVICE AWARDS

Curtis, J., Ground Radio Technician, DEN
 Gilbert, J.H., Sales Service Manager, HOT
 Johnson, J.M., Sales Service Manager, GUC
 O'Drain, J.F., Manager Telephone Systems, DEN
 Van Buskirk, P.R., Janitor, DEN

15-YEAR SERVICE AWARDS

Bagshaw, B.B., Captain, SLC
 Carter, D.E., Senior Agent, BIL
 Heerboth, M.B., Station Agent, MCI
 Mackenroth, L.B., First Officer, DEN
 Martenson, A.J., Senior Agent, BIL
 McGill, J.R., Station Agent, PHX
 Mertens, W.K., Station Agent, DAL

10-YEAR SERVICE AWARDS

Hall, E.R., Station Agent, LAW
 Munro, E.S., Aircraft Technician, DEN
 Sweeney, R.W., Aircraft Technician, DEN
 Walton, J.L., Aircraft Technician, DEN

5-YEAR SERVICE PINS

Abbott Jr., E.W., Station Agt., DEN
 Adey, D., Station Agt., OMA
 Archuletta, J.A., Res. Supv., DEN
 Bauer, K.D., Aircraft Tech., DEN
 Baxter, R.F., Aircraft Tech., DEN
 Beckingham, D., Station Agt., DEN
 Bronowski, E.J., Plant Maint. Mechanic, DEN
 Brown, J., Janitor, DEN
 Bryant, E.C., Station Agt., MEM
 Bushnell, V.D., Aircraft Tech., DEN
 Collins, A., Aircraft Tech., DEN
 Cross, G. W., Station Agt., DEN
 Demoney, L.F., Staff Assist., DEN
 Desmit, J.C., Station Agt., DAL
 Dix, R., Station Agt., OMA
 Dow, M., Stewardess, DEN
 Draddy, R., Station Agt., FSM
 Duby, S.V., Aircraft Mech., DEN
 Dunne, M., Stewardess, DEN
 Dyck, A., Aircraft Tech., DEN
 Elliott, G., Electronics Engineer, DEN
 Encz, B., Res. Agt., DEN
 Esau, D., Cleaner, DEN
 Farrell, M., Stewardess, DEN
 Faulk, G., Station Agt., FMN
 Faulkner, R.D., Station Agt., STL
 Fresquez, E., Station Agt., ELP
 Gill, J.D., Station Agt., FSM
 Gore, W., Station Agt., OKC
 Gross, L., Lead Cleaner, DEN
 Harms, E., Station Agt., DEN
 Hollins, C., Porter, OKC
 Hostetler, C., Station Agt., ABQ

Howard, J.R., Aircraft Tech., DEN
 Hustmyre, D., Stewardess, DEN
 Lacy, D., First Officer, GTF
 Langford, J.R., Station Agt. SLC
 Lowe Jr., R.D., Aircraft Tech., DEN
 Maranville, D.K., Stock Clerk, DEN
 Matticks, L., Station Agt., BFF
 Mease, R., Mgr. of Spares Support, DEN
 Medinger, R., Station Agt., GRI
 Michel, S.D., Sales Rep., STL
 Morey, W., Station Agt., MCI
 OConnor, P., Stewardess, DEN
 Pemble, P., Stewardess, DEN
 Pyatt, K., Stewardess, DEN
 Radovich, L., Stewardess, DEN
 Ramser, R.L., Mgr. Base Shops, DEN
 Richards, D., Station Agt., DEN
 Riedel, F.L., Aircraft Tech., DEN
 Rigby, B.L., Stewardess, DAL
 Rose, M., Aircraft Tech., DEN
 Rush, R.E., Foreman, DEN
 Schenck, H.B., Station Agt., DEN
 Schuhardt, T.R., Station Agt., STL
 Shepard, L., Station Agt., PUB
 Summers, G.W., Station Agt., MCI
 Williams Jr., E.W., Station Agt., LAW
 Wszolek, L.M., Stewardess, DEN
 Ziegler, R.M., Station Agt., MCI

6-MONTH SERVICE PINS

Adams, A., Clerk, DEN
 Allen, K., Sales Rep. DEN
 Bonds, T.J., Provisioning Agt., DEN
 Cisneros, C.E., Communications Opr, DEN
 Diubaldo, S.M., Clerk, DEN
 Elmore, A.H., Mgr. Facilities Plng, DEN
 Gregory, D.M., Clerk Typist, DEN
 Gustke, B.A., Temp. Sta. Agt., GTF
 Harnisch, M.R., Mgr. Food Beverage Svcs., DEN
 Hartzog, F., Clerk, DEN
 Hobbs, S.J., Clerk, DEN
 Jarrell, W.L., Project Analyst, DEN
 McCauley, G.D., Customer Svc Rep. In-flight, DEN
 Miller, P.H., Temp. Draftsman, DEN
 Nichols, G.C., Sales Rep., MCI
 Rogers, A.J., Part Time JAMTO Agt.,
 HOL
 Schack, C.A., Clerk Typist, DEN
 Scott, K.L., Sr. Scheduler, DEN
 Sicher, A.C., Accounting Clerk, DEN
 Steere, M.C., Part Time JAMTO Agt.,
 WSR
 Storey, J., Special Asst to Sls Mgr.,
 OMA
 Taylor, G., Temp. Cleaner, STL
 Vaughn, R.W., Crew Scheduler, DEN
 Williams, A.L., Jr. Acctg Clerk, DEN
 Wurl, R., Supv. of Scheduling, DEN



MAR 1973 PERSONNEL CHANGES

NAME	FROM	TO	CITY
Clark, Brad	Customer Svc Rep Inflt	Sales Rep	OMA
Kennedy, Mike	Customer Svc Rep Inflt	Sales Rep	STL
Collins, Steve	Accounting Clerk	Station Agent	GLD
Henderson, Carl	Station Agent	SR Station Agent	RIW
Lester, Maurice	Station Agent	SR Station Agent	RIW
Rau, William	Power Plant Svc Engr	Reliability Analyst	DEN
Johnson, Joseph	Inspector	Lead Inspector	DEN
Wurtele, James	Ticket Cntr Agent	SR Ticket Cntr Agent	MCI
Milne, Robert	SR Station Agent	Sls Svc Mgr C	FLG
Alexander, Earl	Provisioning Agent	Ticket Cntr Agent	MCI
VanEpps, Robert	Customer Svc Rep Inflt	Sls Svc Mgr C	BZN
Scofield, Larry	Customer Svc Rep Inflt	Sls Svc Mgr B	GTF
Hatfield, Billy	Sls Svc Mgr C	Sls Svc Mgr B	MSO
Ruiz, Alfred	Station Agent	Sls Svc Mgr C	GUP
Keffalos, George	Station Agent	Sls Svc Mgr B	JLN
Matsumoto, Thomas	A/C Technician	Inspector	DEN
VanZonneveld, Joseph	A/C Technician	Inspector	DEN
Phillips, Clayton	Lead Inspector	NDT Inspector	DEN
Poole, Victor	Ticket Cntr Agent	Sales Rep	ABQ
Jones, Johnnie	Customer Service Supv	Asst MGR Trans Svcs A-3	DEN
Treptow, Don	Computer Controller	Analyst Programmer	DEN
Silverman, Bruce	Spares Support Sched.	SR Scheduler	DEN
White, Rovert	Cleaner	A/C Technician	CDR
Lang, Gail	Clerk Typist	Data Controller	DEN
Norton, John	Cleaner	Lead Cleaner	DEN
McKeown, Isom	Cleaner	Lead Cleaner	DEN
Ziegler, Robert	Station Agent	SR Station Agent	OMA
Clark, Charles	Station Agent	SR Station Agent	DEN
Leuck, Mike	Customer Svc Rep Inflt	Pilot	DEN
Wise, Edward	Cleaner	A/C Technician	DEN
Gold, Maureen	Clerk	SR Clerk	DEN
Maranville, Donald	Stock Clerk	Lead Stock Clerk	DEN
Rose, Boyd	Station Agent	SR Station Agent	LIT
Wilson, Linda	Data Conversion Opr.	Computer Operator	DEN



**YOU ARE INVITED TO THE
46TH ANNUAL
FSM FYV FRONTIER PIGNic
Saturday, September 14, 2013
Burford Pavillion
Near the FSM airport
11:00 a.m. - 3 p.m.**



Bring a potluck entree: BBQ pork, baked beans, beer and soda are provided.

We are still getting together to re-new friendships
and talk about what it was like to work for a great airline.

All FL employees, families & friends invited.

\$10 per person for expenses is appreciated.

For info and/or directions:

Phil Green, FSM, 479-783-2981, nsbhg@att.net

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



FRONTIER AIRLINES

27th DENVER ANNUAL REUNION PICNIC

Saturday, August 24, 2013 5:30pm to 9:00pm (reception)

Sunday, August 25, 2013, 10:30 am to 4:30 pm (picnic)

Welcome to the 27th Denver Annual Frontier Airlines Reunion Picnic.

Spread the word!! Please note the change in location.

A reception is planned for Saturday night (6:30pm to 10:00pm) at Las Brisas Mexican Food Restaurant located at 6787 S Clinton St, Greenwood Village, CO (Arapahoe Road and South Clinton Street). Telephone is 303-792-3212. One drink and chips and salsa will be provided. All other food and drink are at your own expense.

The Sunday picnic will be held at General's Park in Aurora. The Park is located at 1561 North Quentin St, Aurora (corner of Peoria and Colfax). Each shelter has a capacity of 125 (total 250). Picnic tables/tables and chairs provided.

We will have a catered BBQ for this year's festivities. Admission will be \$15 per person and children under 10 free. This charge covers your food (BBQ ribs, brisket and chicken with all the trimmings) plus ice tea, lemonade and water. Food will be served from 11:30 AM – 1:30 PM. The fee also helps defer other costs (facility rental, paper, printing, mailing, prizes, etc.). For planning purposes, payment in advance is greatly appreciated but otherwise payable at the Shelter. Tickets are not required. Make checks out to Frontier Airlines Picnic Fund. Parking is available at no cost. Park restrictions permit 3.2. beer only.

The drawing for prizes is always successful and we will do again this year. Coupons for the drawing will be \$2 each, 3 for \$5, or 7 for \$10 and will be available at the Shelter. The drawing will take place at 2:15 PM. It is extremely important that you advise if you will attend by completing the section below and mailing it by August 20th. This is needed for an accurate food count.

A big THANKS to all of you that attend the function and those of you that have mailed in donations. We couldn't continue if it were not for your generosity and support. Feel free to donate any items of "nostalgia" for auction, and/or sale. All proceeds from the auction or sales shall be donated to the Picnic Fund.

Your Committee

Carolyn Boller, 1293 Revere St., Aurora, CO 80011 303-364-3624 ckboller@comcast.net

Julie Dickman, 15501 E 112th Ave Apt 24. Commerce City 80022 303-288-2127 jjdickman@gmail.com

Sue Lehotay, 4622 S Fraser Cir, Aurora, CO 80015 303-766-0092 suelehotay@msn.com

Please detach on the line and mail to: Carolyn Boller at 1293 Revere St, Aurora CO 80011

I will attend the reception on Saturday night with _____(number in party)

I will attend the picnic on Sunday _____(number in party)

I will attend both _____(number in party)

Sorry, I cannot attend this year, however please keep my name on your list
(a donation is appreciated for continued mailing)

Boeing 727 and 727-200 Jet Aircraft Comparison

SPECIFICATIONS

The Boeing 727 jet airliner, built in Seattle, Washington, is designed specifically to bring jet speed, comfort and dependability to medium-range airline routes. It is the only three-engine jetliner in use in this country; it is also used in Europe, the Far East, the Middle East, Africa and Australia.

It is the most widely-used jetliner in the world. At the beginning of 1968, more than 500 of the tri-jets had been delivered and were in use by 43 airlines around the world, plus the U.S. Federal Aviation Administration.

Boeing offers three basic versions of the 727: the 727-100, the 727C/QC (Quick Change, cargo convertible), and the 727-200, all of which are now in service.

The 727-100, the original version, began service February 1, 1964. Able to carry a maximum of 131 passengers at speeds of more than 600 mph, it is designed for routes from 150 to 3,000 miles. The maximum gross weight of this airplane when ready to take off, which includes full fuel, passengers, and baggage, is set at 161,000 pounds.

Frontier Airlines received the first of its 727-100's in September, 1966. It now has five of these Arrow-Jets flying on system on routes between Denver and St. Louis, Den-

	727-100	727-200
Dimensions:	Wingspan 108' Overall length 133'2" Fuselage length 116'2" Height from ground 34' Fuselage width 12'4" Wing sweepback 32 degrees at quarter chord.	Same, except: Overall length 153'2" Fuselage length 136'2"
Maximum Gross Weight:	161,000 lbs. standard version; 170,000 lbs. available on cargo versions.	170,000 lbs.
Landing Weight:	135,000 lbs. standard version.	148,000 lbs.
Power:	Pratt & Whitney JT8D-1 turbofans (3) rated at 14,000 lbs. thrust each.	Pratt & Whitney JT8D-7 turbofans (3) rated at 14,000 lbs. thrust each; JT8D-9 rated at 14,500 lbs. optional.
Cruising Speed:	570 to 605 miles an hour.	Same.
Cruising Altitude:	15,000 to 35,000 feet.	Same.
Operational Ceiling:	37,100 feet.	35,200 feet.
Range:	3,000 miles.	2,300 miles.
Passenger Capacity:	Frontier — 24 first class; 75 coach; 99 total.	Frontier — 20 first class; 111 coach; 131 total.
Fuel:	7,174 United States gallons 7,680 United States gallons in alternate configuration.	7,680 United States gallons.
Payload:	32,336 lbs. standard; up to 42,360 lbs. in C optional.	42,275 lbs.
Landing Gear:	Tricycle: dual-wheel units.	Same.
Crew:	Three: pilot, co-pilot, and flight engineer.	Same.

ver and Phoenix/Tucson, and Denver-Salt Lake City.

The 727-200 is almost identical to the 727-100 except that it is 20 feet longer and has a maximum gross weight of 170,000 pounds. It uses the same engines, same wing, and systems (air conditioning, avionics, etc.), reflecting only later developments in the state of the art. Because it is longer and heavier than the basic 727, and still carries the same amount of fuel, it can carry more people - but not as far.

The new aircraft is being used in inaugurating new non-stop jet service between Las Vegas and Denver with continuing through-plane service to Kansas City and St. Louis. The aircraft will also be used on jet runs between St. Louis and Dallas and between Dallas and Omaha by way of Fort Smith and Kansas City.

The "Dash 200," as it is called, can carry as many as 178 people, but its normal maximum range is about 2,300 miles. Even before the first Dash 200 had flown, a number of airlines had decided it was the present-day answer to high capacity, medium range needs. It is already proving its economic worth on high-density U.S. corridors such as Boston-New York-Washington-Miami, and along the California coast.

The Dash 200 operates at a cost some 20 per cent lower per seat mile than the standard 727 over routes up to 1,500 miles.

The first of these stretched versions was delivered December 11, 1967, and by mid-February, 17 were in service. Some minor differences on the Dash 200 include a rounded center engine inlet (compared with an oval shape for the Dash 100), a strengthened tail skid, three lower deck cargo doors instead of two, a "buffer" skid on the center engine to protect against over-rotation, and two galley areas instead of one, with extra doors to service them. There is also an optional growth version of the Pratt & Whitney JT8D jet engine which delivers 14,500 pounds of thrust compared to the 14,000 pounds now in use.

More than 700 of the 727 models have been sold in various versions, and more than 500 already delivered. Of the total sales, 189 are the long-body 727-200's, ordered by 11 airlines. Boeing's production line turns out about 15 tri-jets per month.

Frontier Airlines was the fourth scheduled carrier in the world to receive the 727-200. Five of these "long-bodied" jets will be flying Frontier's system by the fall of 1968.

JAKE LAMKINS, Editor - Publisher
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Website: <http://OldFrontierAirlines.com>

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

FRONTIER REPORTS FOR SALE

(Costs are 20¢ per page to cover expenses for envelopes, postage & copying.)

- Air Mail Route Info, excerpt from 1978 book, 20 pages
- AZ Brief To CAB 1946, 42 pages
- AZ-Monarch Merger Application 1949, 52 pages
- AZ-Monarch Merger Application 1950, 32 pages
- AZ Stock Offer 1948, 23 pages
- Challenger Airlines Employees Directory, 7/15/48, 25 pages
- Challenger Airlines Prospectus, 9/3/47, 37 pages
- Challenger Airlines Prospectus, 8/4/48, 40 pages
- Challenger Airlines Stockholders Report, 9/30/49, 8 pages
- CN ALEA Seniority List, 1/1/62, 9 pages
- CN Corporate History, Boards of Directors 1944-67, 66 pages
- CN Files on a CD, \$5
- CN Inauguration Brochure, Dec 1954, 5 pages
- CN Open House Brochure, Sep 1959, 5 pages
- CN Packet, Articles & seniority list, 75 pages
- Convair Aircraft Packet, Articles & charts, 73 pages
- DC-3 A/C Roster (inc. predecessors) & Check List, 11 pages
- DEN Accident (12/21/67) Report & news clippings, 11 pages
- DEN station roster, 6/1/70, 5 pages
- DEN station roster, 8/9/86, 12 pages
- FLamily files on a CD, \$5
- FL 1955 Timetable/Srty-Personnel Lists, 43 pages
- FL AFA Seniority List, 2/1/81, 17 pages
- FL AFA Seniority List, 2/1/86, 15 pages
- FL ALEA Seniority List, 2/1/65, 7 pages
- FL ALEA Seniority List, 1/1/66, 8 pages
- FL ALEA Seniority List, 8/1/66, 10 pages
- FL ALEA Seniority List, 1/1/74, 30 pages
- FL ALEA Seniority List, 7/1/84, 55 pages
- FL ALEA Seniority List, 1/1/86, 48 pages
- FL ALPA Seniority Lists, 1955-72-81-85 37 pages
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