

# FRONTIER NEWS



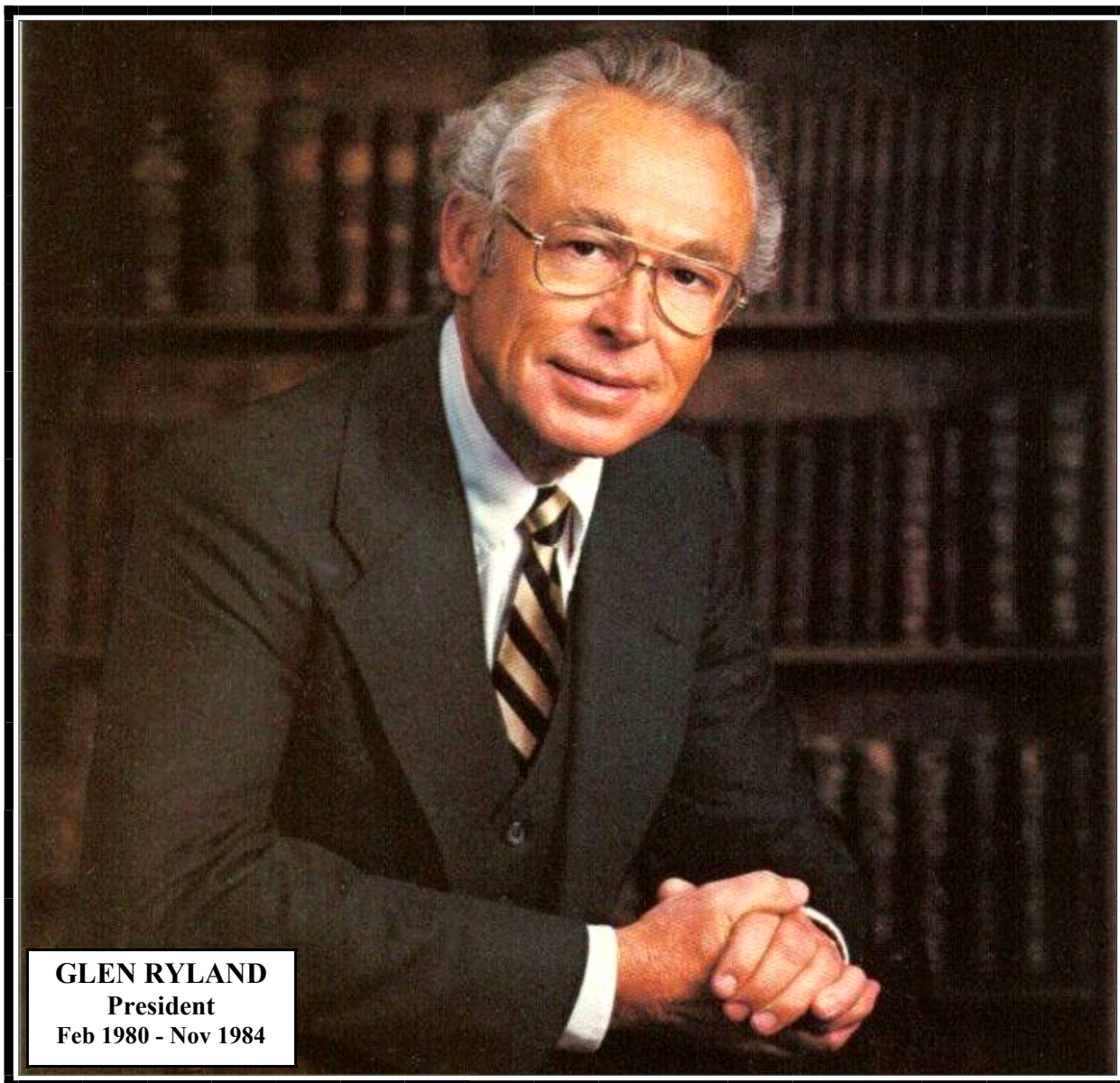
A newsletter for the employees, families and friends of the Old Frontier Airlines

We are FLamily!

WINTER

JANUARY 2016

#62



**GLEN RYLAND**  
President  
Feb 1980 - Nov 1984

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.



Bigtime FL News supporter pilot Phil Stallings has retired! Some never thought they would see it. See his ad this page and his note on page 17. Best wishes for a wonderful retirement, Phil. You're a great FLriend to the FLamily.

As I began wrapping up this issue of the Frontier News, I received an email from Glen Ryland, our 7th president. He was just saying hello and verifying his address with me. Now 91 years old, he lives in Carmel, CA where his wife Corky and he honeymooned in 1947 and vowed then to retire there. I hope you enjoy the two part article about him which begins in this issue.

Another big supporter of the newsletter, PHX senior station agent Vern Crawley, sent a nice note (page 17) and a sizeable chunk of his social security check to keep the News coming. Thanks you Vern for your longtime support

## THE KANSAS CITY CV-580 CREW BASE

is a proud supporter of  
THE FRONTIER NEWS &  
OLD FRONTIER AIRLINES WEBSITE  
at <http://OldFrontierAirlines.com>  
Jake Lamkins, Webmaster,  
[ExFAL@Yahoo.com](mailto:ExFAL@Yahoo.com)  
and <http://www.KansasCityCrewBase.com>  
Capt'n Phil Stallings, Webmaster,  
[RedRyder35@att.net](mailto:RedRyder35@att.net)  
Check the websites for FL news,  
notices on upcoming events,  
pictures and stories from the past.

## FRONTIER ON THE INTERNET

<http://OldFrontierAirlines.com>.

Visit the FL website and 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](mailto:ExFAL@Yahoo.com).

## TABLE OF CONTENTS

Glen Ryland.....	1
Letter From The Editor.....	2
More On Glen Ryland.....	3
Reunions.....	4
FLights West.....	6
Obits - Management.....	13
Notes From FLolks.....	17
Employee News.....	18
BAC 1-11s.....	20
Fred Blakeley's War Diary.....	21
Frontier Reports.....	27
Ad From 1953.....	28



From the service is Second Lieut. Glen L. Ryland, son of Mrs. Lola Woodward of 238 North Branciforte Avenue, who was discharged from the army at McClellan Field, Calif., November 23. A fighter pilot of the AAF, Ryland entered the service in December, 1942. A former student at Sacramento junior college, Lieut. Ryland was an aircraft sheet metal template man before going into the army.

**-Santa Cruz (California) Sentinel, December 27, 1945**

Corinne "Corky" Vere Zurick Ryland, September 21, 1922 ~ February 12, 2013, was born in Lead, South Dakota to Albert Zurick and Mabel Martin Zurick at her parents' home with the aid of a Sioux midwife, who gave her the middle name Vere. She was an only child.

Corky was raised in Denver, Colorado, graduating from East High in 1941. She loved to dance and rode horses regularly with a local club, often competing in equestrian and jumping competitions. Corky went to Denver University for one year and left school during the war to work for the Federal Office of Price Administration at the Tire Rationing Board in Denver. When her mother died unexpectedly, Corinne moved to her aunt's home in Berkeley, California to continue her education at the University of California. She was a Decorative Arts major.

In early 1946, as a result of a blind date, Corky met Glen Ryland, a fellow CAL student who had recently returned from wartime military service as a fighter pilot in the Army Air Corps. They hit it off and were married at St. Clement's Episcopal Church in Berkeley on June 29, 1947. Corky and Glen took the train to the Monterey Peninsula and stayed in Carmel for their honeymoon. While there, they agreed they would love to eventually retire to the Monterey area. Neither had completed their studies and they finished up at CAL together, living in an apartment about a block from campus.

Upon graduation, Glen went to work in San Francisco, and the Rylands bought a modest home in El Cerrito, California where they lived in 1950 when Corky had her first child, a daughter, Sally Lynn. Soon thereafter, Glen was recalled to active duty with the U.S. Air Force for the Korean War. Although still on flying status, Glen was assigned to Fairchild Air Force Base near Spokane, Washington as Chief Procurement Officer. After a few months, Corinne was able to join Glen with Sally and in June of 1952, a new daughter, Gail Ann, was born at the base hospital.

Not long after this, Glen was transferred to the Headquarters of the U.S. Air Force in Europe at Wiesbaden, Germany. Corky and the girls had to wait five months to finally catch a military charter plane across the North Atlantic, finally landing in Frankfurt. Glen met his family and took them to a house in the little town of Neu Isenburg in a forest south of Frankfurt. Corky and the girls made do without initially speaking any German and living some distance from an American base. Glen finally was able to obtain a new apartment in Wiesbaden for the rest of his assignment. At the end of 1955, Glen returned to civilian life and the family settled into a house in the Berkeley hills, until Glen was recruited to join Aerojet General Corporation in Sacramento. The family arrived there just in time for Corky to deliver a son, Stephen Glen, in early 1957.

Corky and Glen stayed in Sacramento for most of Glen's 15 years with Aerojet, except for a two-year hiatus in Southern California. Then in early 1971, the Rylands moved to Denver, Colorado when Glen accepted the position of Chief Financial Officer of Frontier Airlines, subsequently moving up to Presi-

dent and CEO. Corky traveled frequently with Glen on business related trips to many places in and out of the country. She also did a wonderful job as the airline president's spouse with many of the employee groups at Frontier, particularly the pilots' wives. In 1985 Glen retired from Frontier, allowing Corky and Glen to return to California in 1987, where they had previously bought a home in Pebble Beach.

Corky and Glen were active in the Monterey community, both founding members of the Church in the Forest, Pebble Beach and each served on the church board. They also remained involved with their CAL Alumni Club and supported numerous civic and charitable groups. As members of the Beach and Tennis Club in Pebble Beach, they were both avid tennis players. In 2000 Corky and Glen moved into the Carmel Valley Manor, which they both enjoyed and where they made many friends.

Corky is survived by her husband, Glen; her daughters, Sally Whittaker (Brad) of Moraga, CA and Gail Ryland of Monterey; son, Stephen Ryland of Elkhorn.

**-The Monterey (California) Herald on March 21, 2013**

Joining Frontier as Executive Assistant to the President is Glen L. Ryland, formerly Controller of Aerojet Nuclear Systems Company. Since 1964, Mr. Glen Ryland has managed the overall business activities of Aerojet Nuclear Systems Company.

Mr. Ryland was responsible for contract and subcontract negotiations, administration, budgeting, cost control, personnel services and security.

Ryland is a 1949 graduate of the University of California at Berkeley.

**-Mar/Apr 1971 Frontier News**

Glen L. Ryland: President and CEO

Frontier employees will not notice major changes in the operation of the airline when Glen L. Ryland, executive vice president and chief operating officer, succeeds A.L. Feldman as president and chief executive officer Feb. 1, 1980.

"Al and I have been a team for nine years, since we joined Frontier in March, 1971," Ryland says. "We have worked closely together developing the management discipline that has turned Frontier into a winner. This management style will not change. The airline will remain on the same course."

Ryland, who joined Frontier as vice president-finance in March, 1971, was elected executive vice president in May, 1973, and later named chief operating officer.

Together, Feldman and Ryland have led a management team that has made Frontier one of the most consistently profitable airlines in the country.

One of Ryland's top priorities in the immediate future is to work with city and state officials to alleviate the congestion at Denver's Stapleton Airport.

For the 12 months ended March 31, 1979, Frontier had more scheduled departures from Stapleton than any other airline. Of the approximately five million passengers Frontier handles each year, 52 percent begin or end their Frontier trip at Denver. Another 11 percent transfer from one Frontier flight to another at Denver.

"Frontier's growth potential is currently constrained by the situation at Stapleton. With our cost-effective route system and jet fleet we can make great strides. But congestion at the Denver airport—the hub of our system—is a constraint"

**REUNIONS TIMETABLE**

*This is the information we currently have.*

*Coordinators of FL events; please let us know the details.*

*More info at <http://OldFrontierAirlines.com>*

**DEN MAINTENANCE BREAKFAST**

Breakfast, monthly, first Wednesday, 9:00am  
at Ted'z Place, 5271 E 52nd Ave, Commerce City, CO 80022  
Contact:

Bob Keefer, 303-229-6904

**DEN MAINTENANCE CHRISTMAS PARTY**

Nov 17, 2015 - 11:30 a.m. - 1:00 p.m.  
The Country Buffet, 8685 Sheridan Blvd., Westminster, CO.

Contact:

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

**DEN MAINTENANCE PICNIC**

Held Tue, June 16, 2015 at Squires Park, 99th and Lowell  
Blvd., Westminster at 11:30 a.m.

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:

Bonnie Dahl, 720-747-7610, BCDahl777@gmail.com

**DEN REUNION PICNIC**

Was Sat, Aug 22, 2015, 10:30 am - 3:30 pm, \$15 admission  
Wings Over the Rockies Air & Space Museum

Contacts

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

Julie Dickman, jjdickman@gmail

Sue Lehotay, suelehotay@msn.com

Barb Monday, bandbmonday@comcast.net

**DFW MECHANICS GET-TOGETHER**

No info on a 2016 event

Contact

Brady White, 817-913-9313, ontopavia@aol.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**

Held Sat, Aug 29, 2015, 11am-3pm, FSM Burford Pavillion

Contact:

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

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

**LNK REUNION**

Was Sat. Oct 3, 2015, Lincoln Airport Travel Lodge,  
5 pm - social hour and 6:30 pm - buffet.

Contact:

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

Mike Macek, mikemacek@windstream.net

**MCI FLIGHT CREW LAYOVER**

Thu - Fri - Sat - Sun, Sept 15, 16, 17 and 18, 2016.

Contacts:

Phil Stallings, redryder35@att.net, 816-668-6294

JoDelle Davidson Burwell, jodelleburwell@comcast.net

**MKC/KCK/MCI REUNION**

Luncheon, third Sat of every odd month, 11:00 am  
HyVee Grocery, 5330 NW 64th St., Kansas City, MO 64151

Contact:

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

**PHX PICNIC**

Sun, Nov 13, 2016, 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:

New contact needed

**SLC REUNION**

No info on a 2016 event

Contacts:

Suspended pending new coordination

**REUNIONS NEWS**

**DEN MAINTENANCE CHRISTMAS PARTY:** In spite of the nasty snow storm we had, we decided to have the party. We had about 35 hearty souls who elected to come out Nov 17, 2015 for a good time. We didn't have a gift drawing like we usually do so are saving them for next year. It was mostly visiting and "teller of tall tales".

But we all enjoyed just eating and visiting and are looking forward to our summer picnic. The heat then is not much worse than the cold in the middle of November.

Have been meaning to get this note off to you sooner, but I had another knee replacement on Nov. 4th and had some complications from that. It is a longer rehab and therapy than the average person has from one of these. But, I never claimed to be normal. Merry Christmas!!!!

**-Shirley Drnovsek**

**MCI FLIGHT CREWS REUNION:** On September 17, 18, 19 and 20th, 2015 Lees Summit once again rocked with the yearly gathering of the Kansas City CV-580 Crew Base.

Those in attendance were: Steve Tidler, Judy Sellmeyer, Laura Colvin, John Green, Anita Kunst, Lisa Sachetta, Bardy Schollmeyer, Clay Reicker, Lanette Duncan, Don Welch (spouse Merlys), Barb Carroll, Neil Miller, Frank & Sue vonGeysro, Ron Gallop, B.J. Blackerby, Jack Frost (spouse Melba), Barb Womack (and spouse), Mike Gadow, Sue Evans (spouse John), Terry Calkins, JoDelle Burwell (spouse Greg), and Phil Stallings (spouse Carol)

The party started at "The Well" in southwest Kansas City on Thursday evening. On Friday evening, the storms chased us off the deck at Jose Peppers and into the party room at the hotel. Saturday again found us enjoying a day at Laura Colvin's home on Lakewood. Lots of food and a 4 hour pontoon ride on the lake.

The gang surprised Phil Stallings with a celebration of his 80th birthday. Judi Sellmeyer spent the last year putting together this quilt (*See next page*) which was given to him. It is a collection of pictures from his career and his many FAL family. It is beautiful and now is the cover for his bed at home.

The survivors ... "Good Bye Breakfast" - Waffle House Sun-

day morning were Lanette Duncan - Carol Stallings - Lisa Sachetta - Phil Stallings - JoDelle Burwell - Bardy Schollmeyer - Don And Marlys Welch - John Green - Clay Reicker

And a good time was had by all ... see y'all September 22, 23, 24 and 25th, 2016 ... mark your calendars.

*-Phil Stallings*



**FRONTIER BABIES**

Frontier has been throwing out the welcome mat to all new babies born to Frontier employees. Since May of 1961 some 52 babies have been born. Betsy Moore in Personnel tallies the new arrivals.

Here are the proud, new Frontier employee/parents:

- James McGill—PHX
- Hoadley Dean—RAP
- Ferd Castrop—EAR
- Clifford Maggard—ALS

- James Dawson—WRL
- John Chapel—DEN
- Tom Morphia—DEN
- Arthur Key—LBF
- H. Lee Davis—SDY
- Gene Smith—SLC
- William Monday—DEN
- Rodney Redding—DEN
- Art Trevithick—GUC
- Jerry Lynch—DEN
- Billy Hilton—RAP
- James Ashley—LNK
- David Carter—CPR
- Ed Nielsen—DEN
- Mel Schneider—DEN
- Art Davis—DEN

- Ed Dolansky—DEN
- Paul German—DEN
- Lester Arwood—BIL
- Terry Hansen—BIL
- Kerry Allen—FLG
- Roger Robertson—DEN
- Archie Showell—DEN
- Donald Rounds—DEN
- Frank Keith—FMN
- Enos Archoleta—ALS
- Lewis Olsen—SAD
- Dale Davis—OMA
- Phil. Fredrickaon—FMN
- Eugene Harrison—MKC
- Wm. Marquez—DEN
- John Schulte—OMA

- Ray Woodson—DEN
- Donald Koughn—GUP
- Donald Scheetz—SDY
- Ronald Eckles—HSI
- C. W. McGinnis—FMN
- Robt. LaGuardia—DEN
- Larry Sills—DEN
- Delbert Hicklin—DEN
- James Cahoy—PHX
- Gene Lamansky—DEN
- Jerry Francis—DEN
- Arlie Sheehy—OMA
- Fred Kahn—LNK
- Ira Kemp—PHX
- Richard Lehmann—AIA
- Feb 1962 Sunliner Times*



# FRONTIER

## FLights West

### 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 overdue, the term "Gone West" came into being.*

*-Tex Searle, FL pilot*

### TOMMY MATSUMOTO

1948 - 1982

AIRCRAFT MECHANIC, LEAD INSPECTOR  
DEN

[http://FAL-1.tripod.com/Tommy\\_Matsumoto.html](http://FAL-1.tripod.com/Tommy_Matsumoto.html)

OBITUARY: U.S. Veteran Thomas Shinichi Matsumoto, 101, Kailua-Kona, Hawaii died August 17 at home. He was born in Kainaliu, Hawaii on January 8, 1914.

He was an aircraft quality control lead inspector for Frontier Airlines. He was a Nidan black belt who represented the United States in Korea, Japan, Russia and other countries.

He was a member of Kona Hongwanji Buddhist Temple. Visitation 3 p.m; memorial service 4 p.m. September 20 at Kona Hongwanji Buddhist Temple in Kealahou. The family requests casual attire.

He is survived by his wife, Kay Matsumoto of Kailua-Kona; son, William Matsumoto of Chicago, IL, daughter, Judy (Randy Weber) Matsumoto of Portland, OR; brother, Richard (Akemi) Matsumoto of Kainaliu; sister, Sueko Nishina of Kahaluu; numerous nieces and nephews.

**-<http://www.dodomortuary.com>**

*(Tommy is our new #1 on the Oldest FLOWn West List at 101 years, 7 months, 9 days. There are now 141 FLolks on the list who were 88 years old or older when they flew west. Tommy started as an DEN aircraft mechanic at Monarch Airlines on Sep 17, 1948 and retired a bit more than 33 years later on Jan 29, 1982 as a DEN lead inspector. He flew west a bit more than 33 years later on the Big island of Hawaii not many miles from the small village in which he was born in 1914.)*



### DEATHS REPORTED SINCE THE FALL 2015 #61 ISSUE

**Howard Barnes**, DEN janitor, 2/25/80, age 77  
**Phil Beckman**, DEN pilot, 11/17/15, age 74, cancer  
**Gaylord Evanson**, MOT BIL RIW DEN GEG station agent, 11/24/15, age 74  
**Don Godfrey**, DEN aircraft mechanic, 10/28/15, age 87  
**Mary Ward Hahn**, OMA secretary and sales manager, 12/3/15, age 66, cancer  
**Guy Hammerland**, GFK PUB station manager, 10/16/15, age 66, cancer  
**Carol Lilly Huggins**, BIL SLC DEN flight attendant, 9/10/15, age 73, heart attack  
**Ermund Huseuth**, ISN CPR COD SCK station agent & station manager, 3/19/14, age 77  
**Dave Hyde**, DEN pilot, 10/23/15, age 74, heart attack

**Terry Ino**, DEN secretary, 5/15/00, age 73  
**Penny Bohnemeier Kennedy**, SLC MKC flight attendant, 9/30/15, age 65  
**Tommy Matsumoto**, DEN lead inspector, 8/17/15, age 101  
**Lewis Nelson**, BFF station agent, 2/9/14, age 81  
**Don Reaves**, GSW DEN aircraft inspector, 10/11/15, age 90  
**George Sims**, SLC DEN pilot, 11/9/15, age 94, heart disease  
**Jo-Ann Snell**, DEN flight attendant, 10/1/15, age 77, heart attack  
**Scott Tyra**, DEN market analyst, 10/26/15, age 60, lung disease  
**Marge Gatz Unruh**, DEN flight attendant, 10/10/15, age 73  
**AJ VanVeldhuizen**, RNO SCK station agent, 10/15/93, age 29  
**Jack Vollbrecht**, DEN board chairman, 11/11/15, age 94

## JACK VOLLBRECHT

1971 - 1981

BOARD CHAIRMAN - EXECUTIVE COMMITTEE  
DEN

[http://FAL-1.tripod.com/Jack\\_Vollbrecht.html](http://FAL-1.tripod.com/Jack_Vollbrecht.html)

OBITUARY: Jack H. Vollbrecht was born to Thelma (Bridge) and Charles Vollbrecht in Hamilton, OH on April 30, 1921 and died Nov. 11, 2015, age 94.



Jack attended the University of Pittsburgh from where he received his Bachelor of Science degree in 1943 prior to serving in the US Army as a 1st Lieutenant, from June of that year until May 1946. Following this, he entered Harvard Law School, receiving his LLB degree in 1949, and then spent the next decade practicing Tax and International Law with Dresser Industries, Dallas, TX, and then Chief Council for Ling-Altec Electronics, Inc., also of Dallas. He returned to Dresser Industries in late 1960 as its Operating Vice-President until 1965 when he joined the International Telephone and Telegraph Corporation in New York City.

Vollbrecht was elected President and Chief Executive Officer of Aerojet-General Corporation in 1969.

Concurrently, as CEO, Vollbrecht was actively engaged in management of Frontier Airlines as the Chairman of the Executive Committee. He also served as a Director of Geosource Inc., For Better Living Inc., and U.S. West.

In 1980, Jack and Helen moved from California to live closer to family in Edmond, OK.

Throughout his career, Jack was a champion of the "80/20" principle for business management and carried on his legacy of success alongside his sons until his retirement in 2005.

Jack is survived by his three children, Tom Vollbrecht of Edmond, Jack D. Vollbrecht and his wife, Gwen of Edmond, Robin V. Constantine and her husband, Stephen of Purchase, New York, along with nine grandchildren.

Services will be at St. Mary's Episcopal Church of Edmond at 2:00 pm on Friday, Nov. 20th, 2015 .

**-The Oklahoman on Nov. 15, 2015**

*(Jack was chairman of the Frontier board 1971-72 and chairman of the board executive committee 1972-81 which replaced the chairman of the board. He arrived with Al Feldman who was never chairman of the board.*

*Vollbrecht did not stand for re-election to the Frontier Board in 1981 and was replaced by John J. Dalton. He retired as Aerojet General's president the same year in which he turned 70 years old.)*

## DAVE HYDE

1967 - 1986

PILOT  
DEN

[http://FAL-1.tripod.com/Dave\\_Hyde.html](http://FAL-1.tripod.com/Dave_Hyde.html)

OBITUARY: James David Hyde was born in Hamilton County, Tennessee in the spring of 1941 and passed away in Edmonds, Washington on October 23, 2015. His mother Ruby Lee Mavity and father Carl Marion Hyde both grew up in Eastern Tennessee. David had two older brothers, Carl and Darrell.

David was hired in 1967 by Frontier Airlines based in Denver, CO.

He met Sally Ann Marshall, a stewardess for Frontier Airlines in 1968 and they were married in Salt Lake City in March of 1969. Their son Stephen James Hyde was born in Utah in 1971.



David is survived by his wife Sally and son Stephen (Sarah); the Hwang family; brother Carl Hyde and sister-in-law Ann; sister-in-law Cindy Hyde; mother-in-law Lorraine Marshall; sister-in-law Susan Marshall (Rick) and brother-in-law Byron (Aroi); along with many beloved nieces and nephews and their spouses, grand nieces and nephews, and great grand nieces and nephews. No funeral service is planned. The family is having an open house at the family home located at 19115 92nd Ave. W. in Edmonds on Sunday, Nov. 15, 2015 from 11 a.m. to 4 p.m.

**-<http://myedmondsnews.com>**

It is with a broken heart that I must tell you all that David was released from the hospital on Friday morning; entered Rosewood Courte as a resident early Friday afternoon (Oct 23, 2015), and passed away late Friday night from what appears to be cardiac arrest. The best I can piece together is that David fell asleep sitting up in a chair and never woke up following a sudden cardiac arrest late Friday night. I last saw him around 8:30 in the evening and received a phone call around 11:30 that night. The symptoms that he had been experiencing from Lewy Body Disease/Dementia had continued to rapidly progress and his future was very dim indeed, so there is some comfort that he was spared that terrible future experience, but it hurts nevertheless.

No funeral service is anticipated, although we may plan some sort of gathering in the near future, both here in Edmonds and the Atlanta area. Prior to Friday, I think our son Stephen described the affects of the whirlwind of recent events best when he commented that he felt like he had received a head injury. Now we unfortunately have to add broken hearted to it all.

**-Sally Marshall Hyde**

**DON GODFREY****1956 - 1986****AIRCRAFT MECHANIC, INSPECTOR  
DEN**[http://FAL-1.tripod.com/Don\\_Godfrey.html](http://FAL-1.tripod.com/Don_Godfrey.html)

OBITUARY: Passing of Don Godfrey - Don Godfrey 87, passed away Wednesday, October 28th, 2015 due to poor health over a period of 2 years.



Funeral Services: Date: Monday, November 2nd, 2015 at the Central Baptist Church. Location: 29 Del Mar Circle, Aurora, Colorado 80011 (6th Ave and Del Mar Circle). Time: 09:00 AM

In lieu of flowers a donation may be made to: Care For Our Wounded Soldiers.

Brunch will be served after service at the Central

Baptist Church.

Our prayers are with the family.

**-Juanita Barajas**

(D R GODFREY, DEN aircraft mechanic, DOB 3/15/28, DOH 8/6/56, per the Feb 1960 FL Roster.

D R GODFREY, Aircraft mechanic seniority date of 10/8/59 per the Nov 1976 FL/IAM Seniority List.

D R GODFREY, Retained aircraft mechanic seniority of 20 yrs 5 mos 23 days, May have gone into management. Nothing in the May FL/IAM 1986 seniority list.)

**TERRY INO****1968 - 1978****SECRETARY  
DEN**[http://FAL-1.tripod.com/Terry\\_Ino.html](http://FAL-1.tripod.com/Terry_Ino.html)

OBITUARY: Teruko "Teri" Saito Ino, 73, of Parker died May 30, 2000 in Littleton. Services were June 3, with burial at Highland Cemetery.

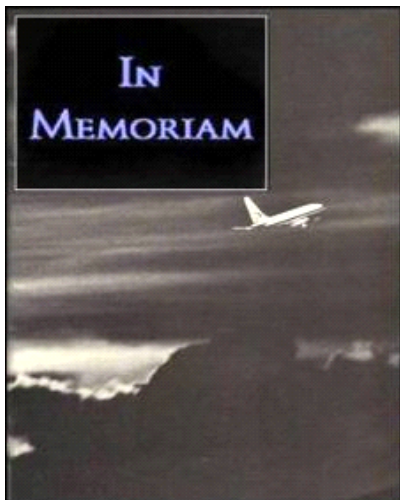
Mrs. Ino was born in Yoder, Wyo., on Aug. 31, 1926. She married Jimmie Ino, 1947.

She was a retired administrative assistant. She was a member of Christ Offers Me Everything.

Survivors include her husband; daughters Candi Highfield of Lafayette, Barbi of California; son Steve of Parker; sisters

Sachi Hara of Aurora, Betty Shimizu of Westminster, Janie Webb of Denver.

**-Rocky Mountain News in Denver, CO on June 21, 2000.**

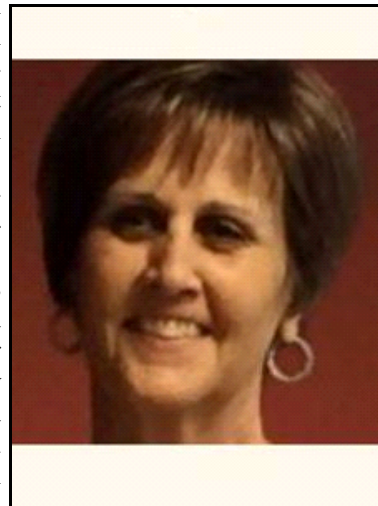


(TERRY INO, DENIT - general training, Shown as Teruko Ino, secretary per the Jan & Jul 1970 FL Telephone Directories. TERRY INO, DENST - office of manager-service procedure, No title given per the Nov 1977 FL Quick Reference Directory. She is not listed in th Nov 1978 and subsequent QRDs. Since she is shown as Terry in several FL directories, I will use that spelling rather than the one in her obituary. It appears she left the company in early 1978.)

**PENNY BOHNEMEIER KENNEDY****1970 - 1970****FLIGHT ATTENDANT  
SLC MKC**[http://FAL-1.tripod.com/Penny\\_Bohnemeier\\_Kennedy.html](http://FAL-1.tripod.com/Penny_Bohnemeier_Kennedy.html)

OBITUARY: Penny S. Kennedy, nee Bohnemeier, 65, of Fairview Heights, Ill., born Tuesday, May 9, 1950, in Belleville, Ill., died Wednesday, Sept. 30, 2015, at Barnes-Jewish Hospital in St. Louis, Mo.

Penny worked as an executive secretary for Nestle Purina Pet Care Company in St. Louis, Mo., for over 30 years and formerly worked as a flight attendant for Frontier Airlines out of Salt Lake City and Kansas City. She was a member of St. Paul United Church of Christ in Belleville Ill. Penny was a wonderful daughter, sister, wife, mother, aunt, grandmother and friend.



Surviving are her husband, Michael R. Kennedy of Fairview Heights, Ill.; children, Christopher M. (Amy) Kennedy of Miami, Fla., Jeffrey L. Kennedy of LaSalle, Texas, and Jennifer M. (Gary) Janning of O'Fallon, Ill.; parents, Henry R. and Ellen R., nee Griebel, Bohnemeier of Fairview Heights, Ill.; brother, Terry L. (Cindy) Bohnemeier of O'Fallon, Ill.

Memorials may be made to the Belleville Humane Society or St. Paul United Church of Christ in Belleville, Ill.

Visitation: Friends may call from 4 to 8 p.m. Friday, Oct. 2, 2015, at Kurrus Funeral Home in Belleville, Ill.

Funeral: Funeral services will be held at 11 a.m. Saturday, Oct. 3, 2015, at Kurrus Funeral Home Chapel, with Rev. Andrew Kramer officiating. Interment will follow at Lake View Memorial Gardens, Fairview Heights, Ill.

**-Belleville News-Democrat from Oct. 2 to Oct. 3, 2015**

I've attached the obituary for Penny Bohnemeier Kennedy, former flight attendant for Frontier in the early '70s. She passed away in Belleville, Illinois, on September 30, 2015.

Penny was a flight attendant working out of the SLC and MCI bases when she met and married Mike Kennedy. Mike was a station agent in SLC, sales/marketing representative in STL, and district sales manager in OKC.

After Frontier, they settled in Fairview Heights, Illinois, just outside of St. Louis. She is survived by Mike, children Christopher, Jeff, and Jennifer, 6 grandchildren, and her parents.

**-Al Hepner**



**LEWIS NELSON****1956 - 1962?****STATION AGENT****BFF**[http://FAL-1.tripod.com/Lewis\\_Nelson.html](http://FAL-1.tripod.com/Lewis_Nelson.html)

OBITUARY: Lewis M. Nelson, 81, a resident of Smithville, MO passed away on Sunday, February 9, 2014 at home, surrounded by his loving family. Lewis was born April 4, 1932 to Louis Marston and Genevieve (Smith) Nelson in Denver, Colorado.



Lewis was united in marriage with Alice JoAnn Bazzell on May 28, 1953; she survives at their home in Smithville, MO., where they have lived since 1979.

Lewis proudly served in the United States Navy, on the USS Toledo and was a Korean Conflict veteran.

He spent the majority of his working career as a Station Agent for Frontier Airlines; retired from Builder's Steel in 1994. He was also a longtime member of the American Legion Post 58.

He was preceded in death by his parents; Survivors include his wife, Alice Nelson; five children: Sherry Breckenridge of Smithville, MO; Debbie Nelson (Danny Dady) of Kansas City, MO; John Nelson (Wilma) of Parkville, MO; Teresa Wilson (John) of Springfield, MO; Jennifer Baber (Howard) of Lathrop, MO; 17 grandchildren; 26 great-grandchildren; and one great-great-grandchild; two sisters, Jan Gibson of Colorado Springs, CO and Lee Cubbison of Denver, CO.

The family will receive friends from 12:00-2:00 p.m. on Thursday, February 13, 2014 at the American Legion Hall Post 58, 2607 NE State Route 92, Smithville, MO, where the funeral service will be held at 2:00 p.m. Burial will be follow at Mt. Moriah Terrace Park Cemetery.

**-meyersfuneralchapel.com.**

**SCOTT TYRA****1981 - 1986****MARKET ANALYST****DEN**[http://FAL-1.tripod.com/Scott\\_Tyra.html](http://FAL-1.tripod.com/Scott_Tyra.html)

Scott's son Ben called me a short time ago. Scott passed away earlier. Scott was with FL 1981 through the end.

I will forward any update from Ben or his mother Jodi.

Following FL - Scott worked with America West, Western Pacific and LAS based National Airlines.

He started with Allegiant Air following National.

His son Ben was born in DEN a month after the August 1986 FL shutdown.

Ben is with Spirit Air. I recall that Ben as a kid designed the National logo.

I will try to get confirmation on this. Scott and I worked together at Allegiant.

His son Ben worked for me prior to leaving for Spirit.

**MORE GONE WEST**

Scott is former FL planning / HQ.

He received new lungs earlier this year but unfortunately his health deteriorated greatly afterwards.

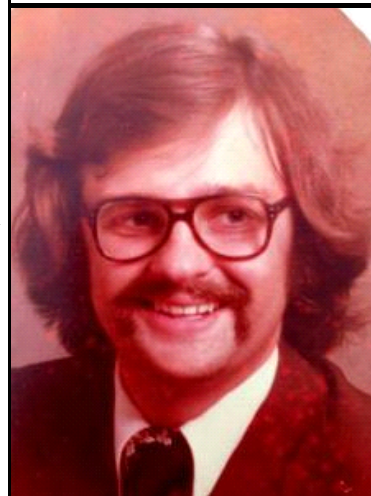
His family was with him and hoping for Scott to be at peace.

**-Mike Gordon**

(SCOTT TYRA

DENSR - market research

Title given as market analyst per the Jan 1982 and Jan 1983 FL Quick Reference Directories.)

**GEORGE SIMS****1947 - 1981****PILOT****SLC DEN**[http://FAL-1.tripod.com/George\\_Sims.html](http://FAL-1.tripod.com/George_Sims.html)

I just got another call from his son George Jr. He broke his hip when he fell 10/25/15, he had surgery, but his heart acted up and they kept him longer, but then went to Rehab at Pueblo Norte (where he lived). His heart again caused problems and he wasn't getting enough oxygen so back in the hospital and he never came out the hospital that time.

He passed away 11/19/15. They are doing no public burial, just private and for family. He'll be buried Monday at St Francis Cemetery in Phoenix where Margaret is buried.



He will be missed as I considered him a good friend and I went twice to see him when he moved to Pueblo Norte in Scottsdale. He really was a 'true blue' friend and always happy and we had so much fun going to lunch together. When he lived off of Camelback and 21 St. we would meet up with Dale and Betty Flowers and Shirley Ganis at the Miracle Mile Deli and talk over good times.

**-Bonnie Dahl**

Capt Simms is the epitome of what every Capt should look like... Besides,,, in the cockpit,,, he was The Consummate Professional.... What a loss,,, I looked up to him for 40+ years... During and after his flying career ... I'll also miss his investment advice... May G-d rest his soul... And I wish his family well in dealing with this loss, but rest assured his life touched us all  
With Deepest Sympathy,

**-Dave Kaplan**

(George was 94 years old when he flew west, a Frontier pioneer. His son George Jr. was also a Frontier pilot.

GEORGE L SIMS, ALPA# 0089920 , DOB 02/11/21, DOH 06/01/47, RET 02/11/81 per the FL/ALPA Roster.)

**DON REAVES****1952 - 1984****AIRCRAFT MECHANIC, MAINTENANCE INSPECTOR  
GSW DEN**[http://FAL-1.tripod.com/Don\\_Reaves.html](http://FAL-1.tripod.com/Don_Reaves.html)

OBITUARY: Donald Eugene Reaves died October 11, 2015 in Denver, Colorado at the age of 90. Mr. Reaves was born December 8, 1924 in Springfield, Illinois. He completed his education in Brazil, Indiana and Williams, Arizona, where his parents operated a news service for the Fred Harvey chain of hotels.



After graduation, Mr. Reaves joined the United States Navy, and during World War II, served in the Navy Construction Battalions, responsible for building fighter airstrips for the advance toward Japan. He served on Noumea, New Caledonia in the Loyalty Islands, Espiritu Santos, in the New Hebrides Islands, The Ulithi Atoll in the Caroline Islands and Okinawa in the Ryukyu Islands.

After honorable discharge from the Navy, Mr. Reaves attended Spartan School of Aeronautics at Tulsa, Oklahoma, where he earned several aviation licenses. He then worked for Convair, which became General Dynamics, in Fort Worth, Texas.

He then joined the fledgling Central Airlines, in Fort Worth, Texas, which was absorbed by Frontier Airlines, and he relocated to Denver in 1968. He retired from Frontier in January of 1984, having given thirty-two year so of service to the airline.

Surviving him is his wife, Barbara Jean Reaves of Denver; two daughters, Elizabeth Reaves of Eureka Springs, AR and Anne New of Whiteoaks, NM; 8 grandchildren and 15 great grandchildren. Funeral service Friday, October 16, 2015 at 10:00 a.m., at Olinger Hampden Mortuary, in Denver, CO.

- *DenverPost.com* on Oct. 15, 2015

**JO-ANN SNELL****1959 - 1986****FLIGHT ATTENDANT  
DEN**[http://FAL-1.tripod.com/Jo-Ann\\_Snell.html](http://FAL-1.tripod.com/Jo-Ann_Snell.html)

OBITUARY: Jo-ann C. Snell October 28, 1937 - October 1, 2015 Resided in Denver, CO , age 77, passed away October 1, 2015 in Aurora.

Born October 28, 1937 in Lincoln, NE to parents Allen & Loraine Snell, Joann spent most of her younger years helping with the family dairy farm. Throughout her life, she continued to enjoy farming, raising excellent quality Herefords. She was a lover of all animals, especially her dog Kitt.

Joann was also a world traveler, working for 32 years for Frontier Airlines as a flight attendant and several additional years for Continental Airlines as well. She will be greatly missed by her many friends. A memorial mass will take place on

Monday, October 12, 2015 at 2:00 pm at the Horan & McConaty Parker Road Chapel (11150 E. Dartmouth Ave., Aurora, CO 80014).

Interment will follow privately at the Rocky Mountain Memorial Park in Aurora.

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

My dear friend Jo-Ann Snell passed away from a heart attack Oct 1, 2015 here in DEN. She had a stroke 2 weeks ago & was in a rehab center.

Jo-Ann was a flight attendant with Frontier starting in 1-27-1959, went on to fly with Continental until the DEN based closed.

-*Bonnie Dahl*

**ERMUND HUSETH****1961 - 1986****STATION AGENT, STATION MANAGER  
ISN CPR COD SCK**[http://FAL-1.tripod.com/Ermund\\_Huseth.html](http://FAL-1.tripod.com/Ermund_Huseth.html)

OBITUARY: Ermund Nelius Huseth, 77, of Greensboro, North Carolina, passed away Wednesday, March 19, 2014. He was born on November 9, 1936 in Breckenridge, MN to the late Nelius and Hattie Huseth.

Serving in the National Guard in North Dakota, Co. A. 164th Engineering Battlion, Ermund was awarded the Berlin Crisis National Emergency Service ribbon during a period of National Emergency, Berlin Crisis. following his service, he worked in the airline industry with Frontier Airlines and Continental Airlines for more than 40 years. Ermund enjoyed spending time with family and friends.

Ermund is survived by Glenda, his beloved wife of 53 years, and two children: Scott (Anne) of Redlands, CA, and Gordon (Janet) of Allen, TX. Surviving grandchildren are Peter, Zachary, and Christina Huseth of Allen, TX and Celeste Kartley of Redlands, CA and Jennifer Yettke of San Francisco, CA. Ermund is also survived by brothers Vernon, Darrell and Merle.

He was predeceased by his brother Duane Huseth and sister Dorothy Schmidt. Ermund will miss his friends at Bojangles.

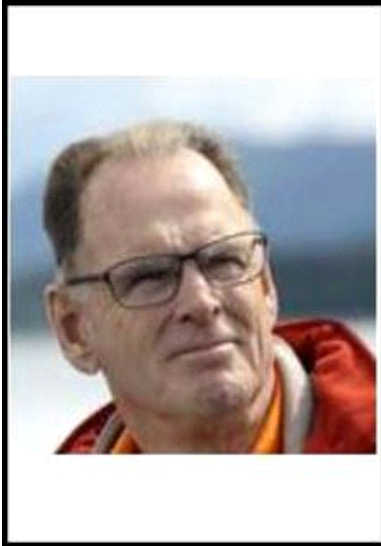
Memorial services are to be held at 3:00 PM Tuesday, March 25, 2014 at First Lutheran Church, 3600 West Friendly Avenue, Greensboro, NC. In lieu of flowers please send memorials to Lineberger Comprehensive Cancer Center, University of North Carolina at Chapel Hill CB #7295, Chapel Hill, NC 27599-7295.

-*forbisanddick.com*



**GUY HAMMERLAND****1973 - 1982****STATION AGENT, STATION MANAGER  
GFK DEN PUB**[http://FAL-1.tripod.com/Guy\\_Hammerland.html](http://FAL-1.tripod.com/Guy_Hammerland.html)

OBITUARY: Guy Hammerland, 66, passed away October 16th, 2015 in Pueblo, Colorado after a long battle with cancer. Guy was born to Otto and Helen (Sawyer) Hammerland in Minneapolis, Minnesota. He lived in Manila with his parents until the age of five when his family moved to Bozeman, Montana. He graduated from the University of Montana, worked for Northwest Airlines and then Frontier Airlines, where he met Diane, his future wife.



They settled in Pueblo and had three children. A devoted family man, Guy spent his free time traveling to see his children (Shae, Sean and Jaimie) and grandchild (Addison). Throughout his life Guy was known for having a big heart, smile and good sense of humor. He was an avid golfer, enjoyed ATVing with his friends, working of the family genealogy, and watching basketball/volleyball games at USC in Pueblo.

Guy was also an active Shriner. For this reason the family would like to request that in lieu of flowers, please donate to a cause that was very dear to Guy, The "Al Kaly Shrine Children's Transportation Fund". The transportation fund exists to adequately fund transport for children and their families in southern Colorado to one of the twenty three hospitals throughout the U.S.

A memorial service for Guy will be held on Saturday, October 24, 2015 at 1:00 PM in the Pueblo West Shrine Club, 1501 W. McCulloch Blvd in Pueblo West.

<http://www.davismortuary.com>

**PHIL BECKMAN****1968 - 1986****PILOT  
DEN**[http://FAL-1.tripod.com/Phil\\_Beckman.html](http://FAL-1.tripod.com/Phil_Beckman.html)

I received the following from Neil Benton in my email traffic last evening. I have no other information.

**-Phil Stallings**

I regret to inform you that Phil Beckman has Flown West 17 Nov 2015. A Graveside Service was held at Mount Olivet Cemetery, Fort Worth, Texas, 20 Nov 2015.

**-Neil Benton**

Thanks for letting us know. I had not heard of Phil's plight. Condolences to his family!

**-Billy Walker**

Concerning Phil Beckman ...

Just received the following info from Jim Ford ...

He had cancer for the last 3yrs.

**-Phil Stallings**

(P C BECKMAN

Pilot seniority date of 1/29/68

per the Sep 1986 FL/ALPA Seniority List.

DOB 9/4/41

per the Sep 1970 seniority list.

Nothing at FindAGrave or websearch.

Full name Philip Carl Beckman per Intelius.com

Still need an obituary and pic of Phil.)

*Gone West***CAROL LILLY HUGGINS****1962 - 1986****FLIGHT ATTENDANT  
DEN**[http://FAL-1.tripod.com/Carol\\_Lilly\\_Huggins.html](http://FAL-1.tripod.com/Carol_Lilly_Huggins.html)

It is with a heavy heart that I inform you that my dear friend Carol Lilly passed away. Her nephew, Bob Moore called me this evening, he found my name on some cards. She died of a heart attack in her sleep, neighbors were worried & called the sheriff and they found her at her home.

She died on September 10, 2015. Her birthday was August 16, 1942. We were both in BIL base in 1963. Then she & I flew 2000-2007 out of EWR mostly to Japan. She has been my friend for 52 years. We talked a lot on the phone, & I couldn't figure out why I hadn't heard from her. She was a beautiful lady and so refined and a great flight attendant! She moved to St Louis to take care of her nephew who had been badly burned in a fire.

Maybe you should include the name Huggins, a lot of people call her that.

This breaks my heart, she will be greatly missed. She has been cremated but no memorial plans have been made yet.

**-Bonnie Dahl**

So sorry about Carol! I flew with her a lot & have many memories of doing things together.

**-Ada Gehman**

Carol was one of my favorite gals to fly with. So sorry to hear this. She sure had the mojo to make most guys turn and look when she walked by.

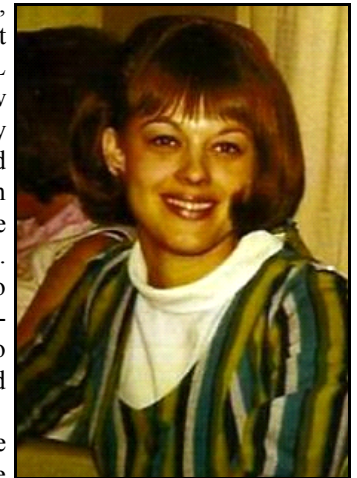
**-Ramona Nelson**

This picture brings back a lot of memories as I flew with all these fine ladies while I was a P.A. Carol was a great F.A.

**-Buck Hawk**

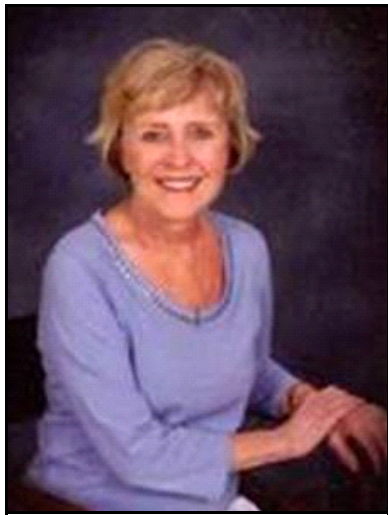
So sad to hear - I graduated with her in this class. Nice lady

**-Beverly Armando**



**MARY WARD HAHN****1974 - 1986****SECRETARY, SALES MANAGER  
OMA**[http://FAL-1.tripod.com/Mary\\_Ward\\_Hahn.html](http://FAL-1.tripod.com/Mary_Ward_Hahn.html)

OBITUARY: Mary E. Hahn, Mar 16, 1949 - Dec 3, 2015



Omaha. Preceded in death by her sister Frances Isaacson. Survived by her husband Wolfgang Hahn; sister, Jackie Headid; other relatives and friends.

**CELEBRATION OF LIFE** 11am Saturday, December 12, 2015 at Mt. Olive Lutheran Church, 7301 N. 28th St. Family receiving friends beginning 9:30am Saturday, December 12, 2015 at the church. To leave a condolence, visit: [www.bramanmortuary.com](http://www.bramanmortuary.com)

**-http://www.omaha.com**

Just noticed that Mary (Ward) Hahn our former FL Sales manager in Omaha that replaced Dick Cummings (I think she was his or Lee Davis's secretary before) passed away on Dec. 3rd. Her obit was in the Omaha World Herald today or Saturday. Great funny gal. Saw her at our OMA reunion a month or so ago and she seemed to be doing fine.

**-Larry Johnson**

I went to a funeral this morning for Mary Hahn nee Ward. Mary was a sales rep with Dick Cummins in Omaha. I hadn't heard of or from her in many years. I didn't know about the Omaha reunion until it was too late to go. Shortly after that I had an e-mail from her wanting to get together.

We hadn't made that happen, and a week or so ago I saw her obit in the newspaper. It gave very little information. She died on December 3 of cancer. She had had cancer about 4 years ago. It went into remission until recently. Her only survivors were her husband, Wolfgang and a sister. I believe she was about 65.

One more gone.

**-Mary Robertson Harter**

**A J VANVELDHUIZEN****1984 - 1986****STATION AGENT  
RNO SCK**[http://FAL-1.tripod.com/AJ\\_VanVeldhuizen.html](http://FAL-1.tripod.com/AJ_VanVeldhuizen.html)

OBITUARY: A.J. VanVeldhuizen, 29, of Phoenix, AZ and formerly of Lodi, CA died Oct. 15 at his home after a sudden illness. He was born June 21, 1964 in Ripon, CA.

The former Modesto, CA resident lived in Lodi, CA from 1972 to 1992 before moving to Phoenix, AZ. He worked at Stockton CA Airport for four years as a customer service representative for Frontier Airlines and Continental Airlines and also at Phoenix AZ Airport for Continental Airlines.

He is survived by his parents, Albert and Marie VanVeldhuizen of Lodi, CA and three sisters, June Getz of Sacramento, CA and Lynn Hart and Kathi Driscoll of Colorado.

The funeral is 10 a.m. Tuesday at Vinewood Community

Church with Pastors Vernon Jansen and Skip Suess officiating.

Committal will be at Cherokee Memorial Park. There will be no visitation, Arrangements are under the direction of Lodi Funeral home,

**-https://news.google.com**

**A.J. VANVELDHUIZEN:** The funeral for A.J. VanVeldhuizen, 29, of Phoenix, Ariz. and formerly of Lodi who died Oct 16 is at 10 am. today at Vinewood Community Church with Pastors Vernon Janzen and Skip Suess officiating. Committal will be at Cherokee Memorial Park. There will be no visitation. Arrangements are under the direction of Lodi Funeral Home.

**-https://news.google.com**

**GAYLORD EVANSON****1967 - 1986****STATION AGENT****MOT BIL RIW DEN GEG**[http://FAL-1.tripod.com/Gaylord\\_Evanson.html](http://FAL-1.tripod.com/Gaylord_Evanson.html)

OBITUARY: October 15, 1941 - November 24, 2015 Gaylord Evanson, a longtime Spokane Valley resident, passed away Tuesday, November 24, 2015. Gaylord was born October 15, 1941 to Hans and Johanna (Evanger) Evanson in Watford City, ND. He finished high school in Williston, ND.

Gaylord served in the U.S. Army stationed in Orleans, France. After his military service he returned to Williston.

During his career with Frontier Airlines, he and his family were stationed in Minot, ND, Billings, MT, Riverton, WY, and Spokane. Later he worked for the Post Office and then owned and operated The Friendly Tavern in Spokane. After closing the tavern he drove a truck until his retirement in 2011.

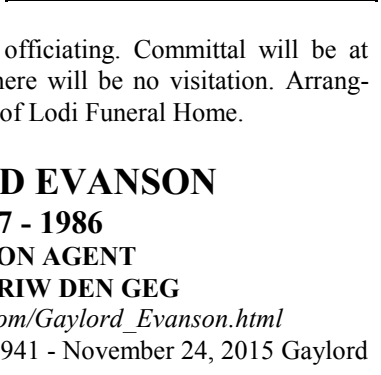
In March of 1964 Gaylord married his sweetheart, Gladys Martin. Gaylord was preceded in death by his parents, Hans and Johanna, his brothers Jerome, Vendel and Orville, his sisters Hazel and Helen.

Gaylord is survived by his wife, their three sons Greg (Cheri), Jeff, Chris (Alecia), his sister Elena Njos of Williston, his brothers Raymond (Joanne) Evanson of Williston, Hans (Joyce) Evanson and Jim (Bonnie) Evanson, both of Livingston, Mt.

A memorial service will be held Sat, December 5th at 3:00 PM at Holy Trinity Lutheran Church in Spokane Valley, WA.

Farewell, dear Gaylord, we love you!

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

**MORE GONE WEST**

**MANAGEMENT & OTHERS**

Bill Acker, DEN manager-line maintenance, 4/20/09, age 91  
 Wally Adams, DEN credit union manager, 11/22/83, age 54  
 John Ahlquist, DEN vp-asst to the president, 12/5/12, age 82  
 C. Whitcomb Alden, DEN board of directors, 4/7/98, age 82  
 Al Aldridge, GSW CN vice president & board member, 12/28/83, age 76  
 Dex Alger, SLC sales manager, Nov83, age 57  
 Claire Almquist, DEN director of tariffs, 10/12/07, age 96  
 Virgil Alvey, DEN director-ground support service, 3/10/97, age 77  
 Lyle Anderson, DEN reservations supervisor, 7/26/09, age 73  
 Bea Aragon, DEN manager-voice communications, 8/27/07, age 65  
 Jim Archuletta, DEN reservations supervisor, 5/13/15, age 68  
 Gerry Bacon, PHX regional sales manager, 8/27/01, age 67  
 Robert Baker, need more info  
 Mervin Bagan, FTW lawyer, 4/10/82, age 62  
 Harvey Barnard, DEN vp-operations, 2/6/10, age 96  
 Ken Barrett, RAP station manager, 4/18/95, age 67  
 Bill Bates, DEN manager-central reservations control, 5/16/00, age 71  
 Ray Beall, DEN manager-line maintenance, 3/1/86, age 65  
 William Beck, FTW GSW superintendent-quality control, 5/2/01, age 78  
 Lou Berets, GJT station manager, 9/8/78, age 53  
 Les Bergstrom, DEN manager-engineer programs, 12/10/01, age 79  
 Arlee Bethel, DEN manager-overhaul shop, 3/7/06, age 73  
 Doug Black, DEN manager-general ledger, May 81, age 71  
 Phil Blackwell, BFF CDR BIL maintenance station manager, 9/28/03, age 73  
 Preston Blatter, DEN vp-finance, Aug84, age 67  
 Clay Blaylock, DEN director-military sales, 3/14/99, age 70  
 Jim Bogan, DEN manager-station training, 8/7/07, age 64  
 Fred Bonfils, DEN co-founder-Monarch Airlines, 3/21/58, age 62  
 Fred Boston, GSW CN board of directors, 11/30/86, age 78  
 Orval Bowen, DEN director-futures scheduling, 2/18/07, age 74  
 George Bowers, DEN stationary engineer, 3/23/94, age 75  
 Fentress Bracewell, DEN board of directors, 6/13/07, age 85  
 Nan Bradley, DEN manager-passenger revenue, 3/30/15, age 72  
 Jack Bradford, CN owner/chairman of board, need info  
 Bill Bray, FTW legal, 9/15/87, age 84, heart attack  
 Dan Brock, DEN vice president-traffic & sales, 5/29/05, age 89  
 Don Brooks, DEN cargo sales representative, 10/12/02, age 71  
 Lorie Brown, SLC, need info, 5/1/09, age 48, cancer  
 Johnny Bulla, Arizona Airways founder, 12/7/03, age 89  
 Paul Burke, DEN vice-president, president, 6/13/12, age 94  
 Jack Burnell, DEN director of maintenance, 8/22/92, age 89  
 Dave Burr, DEN director-properties & facilities, 4/9/97, age 68  
 Royal "RJ" Burt, DEN TUS station manager, 3/22/09, age 85  
 Jim Butler, TUS PHX station manager, LAS station agent, 3/19/06, age 85  
 Tom Byrne, GSW CN board member, 5/24/62, age 71, heart attack  
 Sam Cales, PHX station manager, 6/20/02, age 67  
 Al Carlsen, DEN board of directors, 2/6/08, age 97  
 Vern Carlson, DEN vice president-public affairs, May 76, age 53

Charlie Carper, ABQ OMA station manager, 9/5/13, age 83  
 Max Carr, DEN accounting supervisor, 9/17/13, age 73  
 Carolyn Carrier, DEN coordinator-personnel records, 6/15/10, age 72  
 Ray Chanuad, DEN director-communications, 3/3/04, age 85  
 Dick Chouinard, DEN corporate safety engineer, 11/8/05, age 74  
 Gordon Christensen, SLC Challenger assistant treasurer, 8/17/04, age 80  
 John Clark Coe, DEN vice president-economic planning, 10/24/06, age 82  
 Alling Cole, CN need more info, 1/16/80, age 57  
 Ralph Cole, DEN manager-passenger sales, 7/20/78, age 62  
 Mike Conner, DEN staff manager, 2/29/00, age 63, lung failure  
 Dallas Copen, DEN director-current schedules, 2/2/05, age 66  
 Jeffrey Corsiglia, Need info, 4/19/04, age 56  
 Ted Couchman, DEN reliability analyst-FAA coordinator, 12/15/73, age 70, heart attack  
 Claude Covington, GSW supervisor-inventory control, 9/12/02, age 66  
 Tom Crary, DEN reliability analyst, 5/6/12, age 76  
 Bill Crismon, DEN director-ground operations, 10/1/72, age 60, leukemia  
 Edith Cummings, DEN, need info, 12/19/04, age 86  
 Dick Cummins, OMA DSM station manager, 5/14/93, age 59  
 Mary Cuthbertson, DEN reservations supervisor, 5/21/14, age 67  
 Wally Dahl, DEN manager-line maintenance, 11/24/04, age 60, cancer  
 Carol Davenport, DEN accounting clerk, 12/21/05, age 63, heart attack  
 Frank Davidson, DEN director-fuel & communications, 5/29/03, age 86  
 Red Davis, SLC BIL regional supervisor, DEN aircraft mechanic, 4/11/67, age 49  
 Hal Darr, DEN president, 6/21/55, age 61  
 Nancy McClung Deadrick, need info, 2/4/94, age 61  
 Hoadley Dean, RAP board of directors, 12/27/89, age 71  
 Ken Dedrick, DEN director-telecommunications, 3/23/06, age 77  
 Roy Deeming, DEN manager-avionics, 9/6/07, age 84, pancreatic cancer  
 Chuck Demoney, DEN vp-sales&service, 2/26/11, age 72  
 Christine McCleery Denning, STL marketing representative, 12/13/79, age 32  
 Ernie DeSoto, manager-system communications, 7/12/90, age 68  
 Bruce Dietrick, DEN personnel manager, 3/10/10, age 78  
 Bob Dirksen, STL assistant station manager, 11/8/87, age 52  
 Jim Dixon, DEN vice president-schedule&traffic, 10/12/06, age 84  
 Donald A. Duff, Challenger president, FL vice president, 11/14/52, age 47  
 Maryanne Duffie, need info, 11/29/13, age 87  
 Ed Dunaway, DEN vice president-marketing services, 12/8/99, age 62  
 Bill Durlin, DEN vice president-engineering & quality control, 8/1/08, age 82  
 Lew Dymond, DEN 4th president, 7/28/08, age 88, pneumonia

- Bob Eakle, DEN manager-electrical shop-EOS, 8/15/97, age 85  
 Fred E. Elliott, DEN director-maintenance, 8/2/94, age 81  
 Hearold Elmer, DEN supervisor-station training, 11/2/95, age 71  
 Don Enos, FYV CPR station manager, 10/5/14, age 82  
 Loy Fasold, DEN photographer, 7/10/10, age 89  
 Buddy Faught, SLC, director-public relations, 4/16/92, age 69  
 Al Feldman, DEN president, 8/9/81, age 53  
 Ethel Field, DEN supervisor-sales audit, 4/23/12, age 93  
 Gene Finkelstein, DEN director-advertising, 5/12/83  
 Richard Fitzgerald, DEN vp-general counsel and board member, 5/22/99, age 85  
 George Forbes, LAR president-summit airways, 5/21/79, age 82  
 Barney Foster, DEN director of purchasing, 5/7/88, age 75  
 Carl Foster, 6/26/98, SLC DEN regional manager, age 75  
 Jerry Fox, DEN station manager, 1/5/88, age 62  
 Bill Franklin, DEN dining services manager, 6/19/15, age 88  
 Oliver Frigon, DEN manager-heavy maintenance, 6/13/88, age 74  
 Clarence Fuller, DEN director maintenance planning, 6/2/00, age 80  
 Bob Galloway, DEN excutive vice president, 10/25/86, age 52, lung cancer  
 Eli Gallegos, DEN manager-maintenance administration, 2/9/05, age 82  
 Helen Hyden Gant, GSW planning analyst, 12/22/93, age 55  
 Charlie Gayles, DEN manager-maintenance spares planning, 8/8/81, age 25  
 Ed Gerhardt, DEN vice president public relations, 3/7/98, age 81  
 Larry Gilbert, FSD station manager, 8/4/09, age 62  
 Ron Gildea, regional manager, 3/20/90, age 62  
 Marvin Glantz, DEN planner-ground maintenance, 10/4/87, age 56  
 Lee Glasgow, GSW CN president, Nov83, age 79  
 Tollie Graves, DEN superintendent of air mails, 2/20/87, age 93  
 Paul Glidewell, DEN supervisor-agency and interline sales, 4/19/11, age 77  
 Paul Glover, DEN director-quality control, 9/19/04, age 81  
 Bob Goldwater, board of directors, 11/4/06, age 96  
 Dan Goodyear, DEN manager travel agency automation, 5/27/03, age 63  
 John Griffiths, DEN director-properties, Apr85, age 71  
 Bill Groody, DEN vice president-treasurer, 1/23/13, age 93  
 Don Guffey, DEN director-material control, 6/26/10, age 63, stroke  
 Elaine Cornelio Guinn, need info, 1/20/06, age 75  
 Karen Gwaltney, DEN need info, 9/2/13, age 76  
 Don Hatfield, DEN director-industrial relations, 1/15/96, age 62  
 Ham Hamilton, DEN purchasing, 6/27/99, age 85  
 Wes Hamilton, SLC board of directors, 11/12/94, age 83  
 Guy Hammerland, GFK PUB station manager, 10/16/15, age 66, cancer  
 Bill Heath, DEN manager-special projects & procedures, 9/24/81, age 55  
 Bud Herring, GSW CN vice president-customer service, 9/30/11, age 88  
 Charlie Hirsig, LAR founder-Summit Airways, 1/15/45, age 34, aircraft crash  
 Bill Hogan, DEN vice president and treasurer, 1/7/10, age 93  
 Bea Holland, DEN security guard/receptionist, 3/15/13, age 92  
 Pete Howe, FTW ACF GSW CN executive vice president, 9/8/97, age 80  
 Paul Hult, TUS station manager, 10/23/93, age 71  
 Tom Hushka, DEN surplus sales administrator, 3/26/02, age 74  
 Fred Ireland, COS CN station manager, 1962, need info  
 Bob Johnson, DEN regional transportation manager, 11/6/10, age 56, heart attack  
 Danny Johnson, AMA station manager, 1/24/05, age 65  
 Doyle Johnson, OKC station manager, 12/20/96, age 61  
 Duane Johnson, DEN manager-ground maintenance, 5/10/99, age 61  
 Wayne Johnston, DEN payroll manager, 12/6/64, age 26, auto accident  
 Paul Jones, CN/FL vice president, 4/26/97, age 72  
 Keith Kahle, founder&president-Central Airlines, 7/4/97, age 87  
 Jim Keding, GSW maintenance supervisor, 12/17/14, age 88, heart attack  
 Les Keely, DEN vice president-operations, 11/17/97, age 81  
 Georgie Kern, position unknown, 3/6/09, age 77  
 Arnie Kihn, DEN STL maintenance supervisor, 6/9/07, age 68  
 Dan Kimball, DEN board of directors, 7/30/70, age 74  
 Earl Kimmel, DEN sales manager, 4/9/87, age 73  
 Jerry Kitchen, DEN director-public relations, May87, age 74  
 Errol Klein, DEN JAMTO manager & MKC sales representative, 11/23/08, age 71  
 Bud Knudson, ABQ station manager, 11/15/79, age 74  
 John Kosmicki, DEN manager-maintenance control, 10/18/06, age 81  
 Gene Lamansky, DEN assistant treasurer, Jul78, age 49  
 Tom Lamb, DEN vice president-schedules, 2/15/05, age 76  
 Bob Landon, DFW area maintenance manager, 6/27/03, age 67  
 Fred Lang, steward and auditor, 2/27/90, age 68  
 Lynn Lang, DEN supervisor-records & compensation, 8/4/12, 86  
 Buz Larkin, DEN senior vice president-administration, 7/15/93, age 60  
 Marv Larson, DEN director-accounting, 1/25/09, age 85  
 Floyd Lauderman, DEN manager of stores, Jul82, age 70  
 Jean Lawless, DEN industrial nurse, 4/25/08, age 81  
 John Leavitt, DEN security investigator, 5/31/06, age 88  
 Dick Lehmann, MSO station manager, 11/19/10, age 73  
 Bobbie Lenahan, DEN director-stewardess services, 12/18/10, age 87  
 Karl Leonard, DEN supervisor-air cargo accounting, 2/26/12, age 92  
 Mike Leonard, DEN director-marketing distribution, 7/6/09, age 67, heart attack  
 Louis Leverone, DEN chairman of the board, 3/15/57, age 76  
 Blaine Liles, DEN director- budget & cost analysis, 3/11/96, age 65  
 John Lindsay, DEN vice president traffic&sales, 7/17/92, age 79  
 Clyde Longhart, DEN director avionics, 9/24/89, age 76  
 Boyd Loucks, GSW crew schedule superintendent, 11/28/96, age 64  
 John Love, DEN board of directors, 1/21/02, age 85  
 Chet Lubben, DEN director of sales, 6/17/04, age 95

Hank Lund, DEN president, 1/9/13, age 91  
 Chet Lundstrom, GSW DEN treasurer, 10/14/94, age 78  
 Edward Lundquist, need info, 12/7/06, age 84  
 Jim Lynch, DEN accountant, 7/21/05, age 80  
 Ron Macleod, DEN manager-traffic, 6/2/78, age 57  
 Jeff Mahan, DEN GSW vp-operations, 10/13/06, age 83  
 Mac Maholland, DEN manager-technical analysis & performance, 3/5/94, age 73  
 George Maillet, DEN manager-flight simulator, 3/29/88, age 66  
 Tom Makurat, DEN director of sales, May84, age 55  
 Frank Mancuso, GSW supervisor-accounting, 9/16/10, age 86  
 Guy Marchant, OKC FTW CN president, May76, age 80  
 Marty Martin, LAS station manager, 6/5/07, age 66  
 Frank Masi, DEN manager-traffic procedures, 11/8/95, age 70  
 Mary Maxwell, GSW CN, need info, 6/5/15, age 90  
 Bud Maytag, DEN owner/president 1959-62, 9/23/90, age 64  
 Tom McCartin, DEN vice president-materiel, 6/18/09, age 83  
 Edwin McDonald, board of directors, 7/14/72, age 75  
 James McEldowney, Arizona Airways co-founder, 2/26/99, age 84  
 Bill McKenney, DEN regional marketing manager, 6/25/02, age 77  
 Norma McLean, DEN log & inspection office, Jul82, age 51  
 Roland Mease, DEN manager-production planning, 5/8/14, age 81  
 Bob Meisenbach, DEN director-base overhaul, 2/10/06, age 86  
 Merle Mennenga, DEN manager-radio overhaul, 5/13/08, age 76  
 Bob Milne, HOU station manager, 1/22/13, age 70  
 Ray Minniear, DEN vice president-operations, 5/25/97, age 83  
 Bill Mitchell, DEN vice president-sales & service, 4/5/90, age 71  
 Mitch Mitchell, DEN operations manager, 6/22/80, age 59  
 Nancy Hedrick Mitchell, MCI secretary, 8/22/00, age 53  
 Bill Monday, DEN director-system reservations, 1/9/14, age 88  
 Jim Montgomery, DEN assistant manager-ramp services, 1/27/15, age 96  
 Diane Lewis Moore, DEN senior buyer, 1/9/04, age 51, leukemia  
 Jim Moore, OKC DEN station manager, regional director, 6/15/99, age 66  
 John Morgan, KCK manager-reservations, 7/17/03, age 64, heart attack  
 Jim Moran, DEN board of directors, Jul83, age 61  
 Dallas Mortensen, DEN director-quality assurance, 5/27/09, age 77  
 Harlan Muehring, DEN director-revenue accounting, 9/4/14, age 92  
 Charlie Murphy, DEN counsel to the president, 8/28/83, age 74  
 Jim Murphy, PHX Arizona Airways board of directors, 5/16/07, age 95  
 Lamar Muse, GSW CN president, 2/5/07, age 86, cancer  
 Donna Myers, DEN executive secretary, 1/23/01, age 85  
 Mac Myhre, DEN president, 12/23/82, age 71  
 Bill Nail, GSW CN superintendent-stations, 1956?, need info  
 Chuck Nass, STL sales representative, 1/30/14, age 75  
 Bud Naylor, DEN vice president maintenance, 5/26/97, age 76  
 Rocky Nelson, Arizona Airways founder-president, 3/6/51, age 46  
 Larry Nenstiel, LAS station manager, 7/1/11, age 73, heart failure  
 Bill Newnum, BOI station manager, 3/24/14, age 69, cancer  
 Lyn Nofziger, DEN board of directors, 3/27/06, age 81  
 Tim O'Connor, Arizona Airways co-founder, 11/4/08, age 88  
 Pappy O'Drain, DEN manager-properties&contracts 12/4/95, age 72  
 Joe O'Gorman, DEN president, 8/10/02, age 59, heart attack  
 Jerry O'Neil, DEN board of directors, 8/18/09, age 87  
 Tom O'Neil, DEN board of directors, 3/14/98, age 82  
 Al Olinger, DEN manager tech services training, 7/30/05, age 79  
 Murray Parker, DEN security guard, 11/21/80, age 57  
 Kay Ambabo Pedersen, DEN reservations supervisor, 11/24/95, age 49  
 Lenda Persiko, DEN FA manager, 11/28/07, age 86  
 Jim Pliier, DEN sales representative, 2/18/05, age 70  
 Karen Pollak, DEN executive secretary, 10/17/08, age 64, diabetes  
 John Poor, DEN board of directors, 10/3/95, age 80  
 John Pratt, DEN manager-powerplant engineering, 9/24/91, age 67  
 Lynn Puckett, DEN senior clerk typist, 7/1/85, age 44  
 Eleanor Randall, DEN vice president-revenue, 11/7/02, age 82  
 Byers Rathbone, DEN director-budgets & analysis, 9/4/98, age 85  
 James Ray, OKC FTW CN president, 5/15/66, age 69  
 Cal Reese, DEN manager - cargo & baggage services - system, 10/22/13, age 86  
 Fred Rice, LAR sec/treasurer-Summit Airways, Jun89, age 85  
 Bob Rogers, DEN supervisor maintenance scheduling, 12/20/94, age 73  
 Floyd Rollins, LAW ABQ station manager, 9/15/89, age 53  
 David Root, need info, 9/3/10, age 87  
 Gene Rothwell, DEN project leader, 5/16/15, age 79  
 Harold Ruppel, DEN director-inspection, 7/31/14, age 90  
 Ellen Foster Russell, need info, 8/6/14, age 80  
 Harry Russell, 4/11/03, DEN maintenance superintendent, age 89  
 Hal Salfen, GSW vp-sales & marketing, 8/24/13, age 93  
 Reiny Saylor, BIS station manager, 1/10/13, age 80  
 Charlie Schenck, DEN manager-quality control-fuel, 11/13/04, age 73  
 Chuck Schlener, DEN superintendent-fleet service, 4/2/02, age 69, heart attack  
 Al Schmidt, DEN director-industrial relations, 8/8/12, age 90  
 Jeuel Schmidtke, DEN director-purchasing, 9/24/11, age 88  
 Paul Schreiber, 7/23/77, DEN director-futures schedule planning, age 49  
 Warren Schuling, vice president-maintenance, 9/17/95, age 73  
 Dey Scott, DEN warehouse supervisor, 2/12/58, age 64  
 Walt Scott, 2/11/04, DEN manager-base shops, age 78  
 Bill Shepherd, DEN buyer, 8/31/89, age 61  
 Allan Shivers, DEN board of directors, 1/14/85, age 77, heart attack  
 Jim Shores, DEN director - stations, 7/6/84, age 60  
 Robin Shrock, DEN reservation supervisor, 12/24/11, age 55  
 Bob Sicard, GSWCN vice president-maintenance, 2/20/06, age 89  
 Larry Sills, DEN vp-sales & marketing, 11/30/71, age 39, heart  
 Rudy Skeen, DEN manager-station operations, 4/30/01, age 68,

cancer  
 George A. Smith, DEN vice president-finance, 11/20/96, age 83  
 Ken Smith, DEN vice president-public affairs, Jul84, age 72  
 Elton Snoke, DEN superintendent of stations, 1/15/73, age 51  
 George Snyder, SLC Challenger president, 5/11/83, age 65  
 Roger Sorensen, BOI station manager, 4/19/13, age 71, aneurysm  
 Ken Stemler, DEN director-sales planning, 10/6/11, age 73  
 James Stewart, CN Board of Directors, 7/2/97, age 89  
 Ken Stevenson, DEN director-maintenance, 9/16/05, age 96  
 Bill Stohlton, DEN director-special projects, 7/28/05, age 66, cancer  
 Ed Stone, GFK station manager, 8/27/05, age 55  
 Doug Sullivan, DEN reservations manager, 11/30/05, age 59  
 Walter Swan, DEN vice president, Jul78, age 71  
 Greg Swanson, DEN sales representative, 3/11/15, age 59, heart attack  
 George Swonger, DEN supervisor maintenance scheduling, 11/7/76, age 60  
 Clark Terrill, GSW director-purchasing, 8/11/09, age 87  
 Larry Thomas, FSM station manager, 5/2/12, age 72, heart attack  
 Lowell Thomas, DEN board of directors, 8/29/81, age 89  
 Troy Tigner, need more info, 4/2/12, age 83, cancer  
 Fred Tiller, DEN director-agency & interline affairs, 5/12/11, age 72  
 Sid Tolbert, ICT MDW station manager, 12/5/72, age 37  
 Scott Tyra, DEN market analyst, 10/26/15, age 60, lung disease  
 Stan Trudeau, DEN SATO manager, 10/29/74, age 37  
 Lee Urquhart, GSW CN director-purchasing, 12/24/98, age 76  
 Anne Vanderpool, COD security, 11/1/08, age 84  
 Dave Vaughan, FTW GSW director of maintenance, 1/8/99, age 88  
 Joyce Olson Vesledahl, Need info, 8/14/06, age 77  
 John Vittal, DEN manager reservation services, 8/24/03, age 86  
 Jack Vollbrecht, DEN board chairman, 11/11/15, age 94  
 Russ Wageneck, FTW GSW vice president operations, 5/6/85, age 75  
 Pres Walker, GJT board of directors, 5/28/70, age 57  
 Bill Wayne, DEN executive vice president, 3/26/11, age 84  
 Tom Weathers, DEN manager-line maintenance, 1/6/95, age 69  
 Sue West, DEN assistant credit union manager, 7/28/78, age 63  
 Jim White, DEN director-production control, 1/25/05, age 87  
 Jim Willey, DEN manager-quality control, 9/15/12, age 89  
 Harry Williams, DEN manager of purchasing, 3/1/03, age 80  
 Ray Wilson, DEN Monarch founder-president, 5/11/79, age 78  
 Arnie Winham, GSW asst vp-marketing, Jan 75, age 43  
 Don Winner, DEN manager-systems & programming, 2/9/11, age 76  
 Carol Komar Wolfe, DEN flight attendant, clerk and communications coordinator, 4/26/06, age 60, cancer  
 Bob Wood, CN board of directors, 7/1/93, age 82  
 Irma Wood, DEN director-marketing development, 5/18/11, age 70, breast cancer  
 Doug Woodham, DEN marketing representative, 1/17/15, age 79  
 Ray Woody, DEN executive vice president, 3/27/77, age 59  
 Charlie Wunder, DEN photographer, 7/29/58, age 51

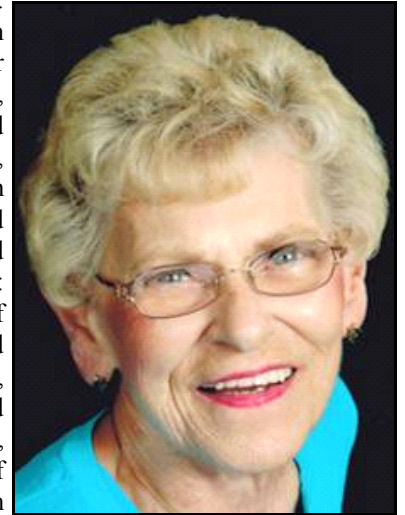
Elmajene Yantorno, DEN manager - passenger revenue, Jan85, age 55  
 Ann Yanulavich, DEN manager - consumer affairs, 12/19/04, age 65  
 Elaine Lillo Yarish, need info, 9/18/11, age 83

**MARGE GATZ UNRUH****Need Info  
 FLIGHT ATTENDANT  
 DEN**

*[http://FAL-1.tripod.com/Marge\\_Gatz\\_Unruh.html](http://FAL-1.tripod.com/Marge_Gatz_Unruh.html)*

OBITUARY: Margaret Ellen "Marge" (Gatz) Unruh, 73, died Saturday, October 10, 2015.

Margaret "Marge" Ellen (Gatz) Unruh, born October 27, 1941 in Newton, Kansas. Marge is preceded in death by her parents, Lucy (Bixby) and William Gatz; brothers, Bernard Gatz, Vincent Gatz, and William Gatz. Survivors: sisters, Marena Lies of Kansas City, KS, Teresa and Richard Sawyer of Houston, TX; children, Steven and Donna Unruh of Austin, TX, Scott and Julie Unruh of Houston, TX, and Shannon Hill of Andover, KS; grandchildren, Wiley Unruh, Vivian Hill, Dominic Unruh, Lucas Unruh, and Colton Hill.



Marge grew up in Newton, Kansas, attending St. Mary's Catholic grade school. After graduation from Newton High School, she attended the University of Kansas nursing school where she studied surgical nursing for a few years.

During her career, she had various different jobs including: flight attendant for Frontier Airlines in Denver, Colorado; Travel Coordinator for Siefkis Travel in Wichita, KS; teaching Montessori for Wichita Colligate School; a Manager at McDonalds; and a secretary/bookkeeper for St. Vincent de Paul Catholic Church.

For 35 years she worked for Boeing/Spirit AeroSystems in engineering and tooling support prior to retirement. For almost a dozen years, she was a waitress at Tippin's Restaurant and Pie Pantry in Wichita until it closed in 1995.

Marge enjoyed watching all three of her children compete in swimming with the Wichita Swim Club for more than 20 years. After retiring, she enjoyed quilting and volunteering at her church, St. Vincent de Paul Catholic Church in Andover, where she was a parishioner for almost 50 years. Marge loved to travel. Some of her trips included Australia, the Bahamas, Hawaii, Colorado, Alaska and many trips to Texas to see her children and grandchildren. Public Viewing will be at church prior to Rosary. Rosary will be at 7:00 P.M., Thursday, October 15, 2015; Funeral Mass will be at 11:00 A.M., Friday, October 16, 2015, both at St. Vincent de Paul Catholic Church.

***-<http://www.legacy.com>***

*(Need info on when/where Marge worked at Frontier.)*



Dec 11, 2015 will be my last day in the Southwest Airlines Training Center as a Flight Crew Training Instructor. I am retiring effective Jan 1, 2016. We will be moving back to our home in Kansas City last of May, 2016. My cell phone number will remain 816-668-6294.

Email should remain: redryder35@att.net  
"Snail Mail" effective Jun 1, 2016:

1919 NW 79th Street  
Kansas City, MO 64151

Y'all take care .... stay in touch .... Watch your emails ... lot of parties in the works

**-Phil Stallings**

*(Phil was a station agent and pilot at Frontier, 1961-1986, and turned 80 years old Aug 6, 2015. He's also a HUGE supporter of the newsletter - see his ad on page 2. Best wishes for a well deserved retirement, Phil.)*

Just got my copy. Thanks for all the kind words. Sometimes I think I'm no help at all. Those 6 years were probably some of the worse in my life. I had just about ran out of luck when I got that letter to come back. I really appreciate all you do and I enjoyed the article. It was an important period in Central's history.

**-Bill Guthrie**

*(See the article about Bill and the Central Six in the Fall 2015 issue on page 14.)*

Received my first ever copy of Frontier News and was so happy to have one for my very own. Don always shares his with me but it was a lot better to get one of my own.

It is, indeed, sad to see the passing of our people. Many of them I didn't know but felt, since I worked all of my years in maintenance (secretary), it was particularly sad to see mechanic Arbie Dillow leaving us. But, he was very ill and it would probably be fun to see him tooling around heaven in one of his fancy cars.

I also was at church when a tribute to pilot Mel Maynard was made and you are right. There was not a dry eye in the place when they sang the song.

Since the article he wrote was included was in my News, I am planning on sharing it with Les and Kim Gilmer Sunday at church. Kim is his daughter so I am sure she will enjoy it.

Off now to run all the errands I never seem to get done since retirement. Sending you another batch of Hugs. Shirley

P.S. We got lost in of all places, TEXAS on our way home from Galveston. Drove through Denton and we remarked that the "Fuqua Boys" were from there and wondered if they are still living. I worked with Ken in Line Maintenance and got to play in the poker games they always had at lunch. I also knew Ernie. Nice Guy!!!

**-Shirley Drnovsek**

*(The "Fuqua Boys" are mentioned several times in the Fall 2015 issue. Ernie's FLight West notice is on page 10.)*

I enjoy the way the new magazine is. Much better than the old one. You better put me down for three more years; there's a little extra to help keep it going.

Enjoyed the article about Joe Pasqua. He and I were neighbors when we were in high school. We graduated from Durango High School in 1946. As I recall his dad worked for the Denver & Rio Grande Western Railroad when it operated in the 40's & early 50's. The tracks went right by my ranch.

Also enjoyed the article by Bill Wayland. The bit about Liz May was great - she was a real character.

Well, take care of yourself and keep the news coming. Wish more of the original's would write in with their stories.

Take care,

**-Vern Crawley**

*(Vern was 87 years old on Sep 10, 2015)*

What a lovely note. Vern is the best, and hope he had a great birthday. Was a true Senior Agent in Phoenix and I worked with him from 10-6-57 till the end. Look forward to his attending the 2016 Phoenix Reunion.

**-Ginger Treptow**

Great job as usual. We continue to lose too many FLOlks. Happy retirement to Kathy Fahrenholz: now she has to take care of Chuck all the time. I remember her commuting out of LAS while I was there from 1990-2012. She earned her retirement as she spent countless hours commuting and she was one of the best commuters toward the employees, always bringing them chocolates and Christmas candy.

**-Joe Barker**

From 1984-86 I lived in a 4plex on Kingston Avenue by the runway in Aurora owned by former station agent Bob Van Epps. All the renters were FL and the apartment above me had about four station agent commuters living in it. The phone was in Kathie Fahrenholz' name from when she lived there several years before. She had left it connected when she left for the convenience of her fellow FL employees. Those guys made sure the bill got paid promptly too. Just another example of Kathie's big heart and the FL spirit.

**-Jake Lamkins**

Keep up the great work on FL News. I look forward to getting and reading it.

I hate to see the list of Gone West. But the best thing is my name is not on it yet.

We at OKC used the boxes *(back page of the Fall 2015 issue)* for very small air freight pieces.

**-Jesse James, OKC SSA, seniority date of 1/22/57**

After receiving the Oct 2015 issue of Frontier News...I read that one from stem to stern! I particularly liked the article by Mel Maynard, My Career in Aviation and his back door approach to being a captain on the Boeing 737. A lesson can be taken for young people to always strive toward their dreams in life! I just want to say one thing, and that is for young people to never let anyone tell you that you can't become anything you want.

I got my training on Frontier and on the veterans administration after my service in the US Navy. I did the commercial pilot program and aircraft dispatcher training. However, after Frontier closed shop in 1986, the only job I could get in the immediate aftermath was flying tourists into the Grand Canyon. I had no idea what the future held for me and I had held a good job with Frontier Airline as a station agent. Those twenty years were great and enabled my family a good living thru the 70s and 80s.

I had a job as an aircraft dispatcher a few years after Frontier Airlines ceased operations. On one occasion an aircraft I had dispatched to a remote mountain airport had jumped its chocks in high winds and was rolling...the flight crew had gone to town for lunch. The station agent could not reach the crew and frantically called me for a solution to a runaway plane. I remembered my Frontier training and told him to turn on the battery switch and apply the hydraulic B pumps and apply the brakes and snug those chocks in tight this time. It all worked out.

**-John Skibinski**

## JUN 1983 FRONTIER NEWS

### IN MEMORIAM

**Gene Finkelstein**, director of advertising and sales promotion for Frontier Airlines, died May 12 in Denver.

An advertising executive for 28 years, Finkelstein came to Frontier in 1978 from the Neusteters Fashion Store in Denver, where he served as vice president of advertising, sales promotion and special events. Before joining Neusteters he held advertising posts with department and specialty stores in New York, Ohio and Michigan.

Finkelstein was a graduate of New York Community College, holding a degree in advertising and graphic arts.

### APPOINTMENTS

#### Frontier Airlines

John Ahlquist — Vice President, field services  
 Jon Bickford — Director, pilot scheduling  
 Don Brady — Director, special projects, maintenance  
 Karen Cowgill — Supervisor, flight service  
 Jim Dawson — City manager, Pasco  
 Chuck Demoney — Senior vice president, marketing  
 Gary Dumas — Director, revenue accounting  
 Ed Dunaway — Vice President, marketing services  
 Joe Eichhorn — Systems planning, telecom  
 Ray Engstrom — City manager, Springfield  
 Pete Fox — City manager, Eugene  
 John Friess — City manager, Winnipeg  
 Pete Gray — Deputy director, field marketing, West  
 Maggi Hanson — Director, flight attendant services  
 Dan Hersh — Senior Director, market planning  
 Roger Heubner — City manager, Missoula  
 Robert Johnson — City manager, Farmington  
 James L. Kolstad — Senior Director, Communications and Public Affairs  
 Al Leighton-Floyd — City manager, Sioux City  
 Kent Lewis — City manager, San Diego  
 Carol Luther — Manager, public affairs  
 Biddella McKenna — Manager, pilot scheduling  
 Tom Rowe — City manager, North Platte  
 Bob Sims — City manager, Columbus  
 Jack Smith — Supervisor, flight service  
 Raymond Smith — Manager, aircraft appearance  
 Keith Taylor — City manager, Indianapolis  
 Wes Te Winkle — Assistant regional flight director  
 Ron Thornton — General manager, sales  
 Nancy White — Supervisor, flight service  
 Jim Wurtele — City manager, Portland  
 Bob Ziegler — City manager, Detroit

#### Frontier Services

Jim Brice — Director, ground transportation  
 Ed Greenfield — Director, travel and training  
 Greg Smith — Manager, ground transportation Boulder  
 Paul Varady — Manager, ground transportation, Fort Collins

#### Frontier Holdings

Roy Rawls — Vice President, financial planning and development  
 William D. Wayne — Additionally named Chief Operating Officer

**Marvin Conn**, city manager for Frontier in Little Rock, recently earned the professional designation of certified travel

counselor (CTC) from the National Institute of Certified Travel Agents. To receive certification, Conn completed a two-year, graduate level course in ethical and efficient travel agency management.

### RETIREMENTS

Larry Doud — Aircraft technician, Denver, Jan. 14, 26 years of service.

Merle A. Ferguson — Aircraft technician, Denver, Feb. 25, 15 years of service.

Henry 'Hank' Lux — Captain, Feb 19, 32 years of service.

William D. Reynolds — Aircraft technician, Denver, Jan. 4, 27 years of service.

Ora A. Somers — Aircraft technician, Denver, Jan. 7, 27 years of service.

W. S. Vance — Captain, March 10, 28 years of service.

### 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 Novosel, \$100; Arthur A. Benson, \$92; Mike Aden, \$80; Charles W. Marler, \$75; Gregory F. Unrein, \$75; William D. Reynolds, \$70; Ken E. Cartwright, \$70; Jerold C. Howell, \$61; Bill Blackerby, \$61, \$52.50; M. H. Pelkey, \$60; R. F. Teter, \$55, \$35; Wayne Brandhorst, \$52.50; Ora A. Summers, \$52.0; Thomas DeWoody, \$51; Mike D. Humphrey, \$50; Richard T. Barrett, \$47.50; Thomas J. Muterspaugh, \$40; Norma M. Barnett, \$37.50; Gordon D. Pryor, \$35; Aubrey D. Lawrence, \$32.50; Pete Gray, \$32.50; Sandra L. Reich, \$32.50; Robert I. Tomalino, \$28.50; Gareth K. Erickson, \$28.50; Ranell Dodge, \$27.50; William J. Bryan, \$27.50; Ruth E. Pitts, \$27.50; T. J. Gee, \$27.50; L. K. McDonald, \$27.50; David L. Schreiber, \$27.50; Robert J. Hammarley, \$25; Mary Ann Stone, \$25; Geoffrey Morneau, \$25, \$12.50; Kristine A. Smith, \$25; Jan M. Steele, \$25; Dennis D. Cannon, \$25; John L. Dameron, \$22.50; Elwood W. Abbott, \$20; John W. Gleason, \$20; Deborah Y. Stayton, \$20; Robert R. Wear, \$20; Kenneth A. Mardis, \$20; Greg W. Aspinall, \$17.50; Peggy Spencer, \$17.50; Julie F. Dickman, \$15; Marvin E. Schuett, \$15; Marianne Vito, \$12.50; Marilyn M. Vroman, \$10; Robert Laskoski, \$10.

**David Asby and William J. Rector** were recently each presented \$5,818 for their award-winning suggestion concerning the organization of the Frontier ramp operation at Denver's Stapleton Airport. Included in the winning proposal were suggested changes in departure bank procedures, localized form rooms, cart marking and on-line baggage connections. Asby and Rector were station agents at Denver when the suggestion award was made: Rector has since moved to Fort Collins, where he is working on the new shuttle service to Denver.

### ANNIVERSARIES

#### 35 Years

D. H. Aden, manager, programs and publications; W. E. Gee,

foreman, Denver; G. G. Graham, captain; K. R. Holmes, inspector; W. L. Rea, station agent, Durango; G. Slivka, Jr., ticket counter agent, Salt Lake City; D. W. Thoele, lead flight simulator technician; Lead aircraft technicians: A. A. Benson, Denver; W. Hill, Denver; D. L. Jimerson, Denver; W. E. Livingston, Denver; Aircraft technicians: S. Ehre, Denver; B. Lemme, Denver; E. L. Lintz, Denver; I. C. McManis, Denver; H. M. Thiese, Salt Lake City.

**30 Years**

O. K. Boyd, SATO manager; J. Curtis, ground radio technician. Denver; T. H. Lamb, vice president- schedules; J. F. O'Drain, manager-properties contracts; J. T. Rogers, dispatcher; P. R. Van Buskirk, lead janitor, Denver;

Senior Agents: J. R. Baker, Dallas/Fort Worth; J. M. Johnson, Reno; D. E. Kindred, Spokane;

Station Agents: E. L. Ciskowski, Joplin; C. W. Henderson, Riverton; J. D. Koehler, Phoenix; J. D. Sluder, Dallas/Fort Worth;

Ticket Counter Agents: J. H. Gilbert, Jr., Albuquerque; A. M. Mosley.

**25 Years**

B. Blackerby, flight simulator technician; C. A. Caruthers, manager, customer service, Denver; S. P. Clark, director, flight operations training; C. L. Demoney, senior vice president, marketing; R. G. Krieger, inspector, Denver; D. C. Mortensen, director, quality assurance; C. A. Roy, accounting clerk; T. Simmons, city manager, Houston; Captains: B. B. Bagshaw;

R. K. Banks; R. W. Banta; C. S. Callahan; H. J. Choate; H. E. Gadow; J. K. Gauer; H. A. Frostl; J. B. Mackenroth; W. G. McCaleb; E. J. Morgino; M. J. Tongish; Senior Agents: D. E. Carter, Billings; T. L. Ceretto, Rapid City; M. B. Heerboth, Kansas City; W. K. Reid, Denver; Station Agents: L. C. Belyca, Bozeman; R. R. Dirksen, St. Louis; T. O. Hunt, Dallas/Fort Worth; O. M. Lytle, Joplin; A. J. Martenson, Billings;

J. R. McGill, Phoenix; W. K. Mortens, Spokane; B. K. Myers, Albuquerque; D. H. Osborn, Joplin; H. E. Pennington, Tuscon; F. J. Rottinghaus, Topeka; J. D. Sledge, Little Rock; J. M. Snider, Bozeman; I. K. Spencer, Colorado Springs; J. R. Wacho, Denver; R. Wagner, Kalispell; Aircraft technicians; E. Luedtke, Denver; J. K. Perry, Dallas/Fort Worth; SATO Managers: J. W. Cahoy; O. A. Koehnert.

**20 Years**

H. L. Anderson, reservations supervisor, Denver; J. O. Beck, inspector, Denver; J. Bogan, assistant manager, station training, Denver; C. E. Cash, ground radio technician, Denver; F. R. Counce, mechanic, Denver; S. Elder, lead accounting clerk; J. L. Johnson, lead inspector, Denver; M. R. Lang, supervisor, personnel records and compensation; B. J. McAlister, senior accounting clerk; E. S. Munro, plant maintenance mechanic;

R. Milne, city manager, Madison; B. Turner, ticket counter agent, Denver; G. D. Wells, senior agent, Durango; Captains: T. A. Banister; V. W. Carlson; A. L. Harris; C. A. Levine; A. J. Martin; J. M. McGhee; D. A. Poppers; C. P. Ruch; R. L. Williams; Flight Attendants: C. P. Carter; L. Cook; S. F. Theriot; C.S. Turpin; Aircraft Technicians: T. E. Cray, Denver;

W. J. Gregory, Denver; K. O. Hopper, Denver; D. W. Koepp, Denver; R. A. McMahan, Denver; D. F. Thaemert, Denver; J. L. Walton, Denver; Reservations Agents: J. Marquez, Denver; N. S. Young, Denver; Station Agents: W. D. Raubert, Denver; L. O. Witters, Cheyenne; E. R. Hall, Jr., Dallas/Fort Worth.

**FOOD DRIVE**

Over \$500 in cash and nine large cases of canned food were donated by Frontier employees to unemployed citizens of Denver during April.

The drive — held in conjunction with a program sponsored by a local television station — was the largest of any held by a Denver-area company during 1983.

Money and food were presented in early May to representatives of KBTV Television (Channel 9 in Denver) who sponsor the "Nine Cares, Colorado Shares" program to assist Denver-area citizens needing food. The money will be used to purchase food, which along with the donated food will be distributed through a local office of the Volunteers of America.

Many people don't have food to eat," says Mike Pelky, aircraft technician, and coordinator of the food drive. "Those of us fortunate to have jobs should be helping others."

Pelky thanked the Frontier Employee Club for its assistance in publicizing the food drive.

The Frontier Federal Credit Union donated \$200 to the drive, and Frontier Airlines matched the employee contribution of \$500.

**WALT GILLIAM POEM**

I found something I had to share. It was written by pilot Walt Gilliam and was given to me around 1976 while flying the CV580. Enjoy, it brought back some memories and even some tears in my eyes.

**-Jolie Haas Larder**

**"The Plight Of The Stew"**

The din at the gate says our flight is now late and the stew is beginning to worry.

She stands at the door and her stare at the floor is one of impatience and hurry.

Her thoughts are of tonight when at the end of our flight she can rest and be at her ease

for her girdle is sagging and her eyelids are bagging and her nylons are slack at the knees.

She's been up since morning when the phone rang without warning and crew scheduling had given the word

that this is the payoff and no longer her day off and today she will work the iron bird.

Our Valiant old Comet is now covered with vomit and the people are all kelly green.

While down the aisle she is strolling as we are rocking and rolling with not a smile to be seen.

Her composure is tattered and her hairdo is shattered and things are not well I think,

for the card in her hand is from a lecherous old man who's just dying to buy her a drink.

Now to add to her worry the Stew bell rings "hurry" and the captain explains with a smile

the #2 is now ailing and the process is now failing and we're going to be in Podunk for awhile.

So it's off to a hotel, or maybe a motel, with nothing to ponder but fate.

For with all sorts of luck and a new engine by truck we'll only be 3 days late.

And while the passengers are complaining as with their topcoats they're straining she thinks of the girl working 8-5

who watches the flight pass over at night and sighs, there goes the luckiest girl alive.....



# Sunliner News

Vol. 10—No. 5

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August, 1961

## Frontier Plans BAC 1-11 Twin-Jet Fleet



FRONTIER AIRLINES' president, L. B. Maytag, Jr. (right) holds a model of the new BAC One-Eleven fan turbo-jet aircraft which the company has recently ordered. David Sykes, (left) representative of the British Aircraft Corporation, Ltd. of England, looks over Frontier's letter of intent to purchase six of the 540-mile-per-hour jets.

SIX TWIN TURBO-JET powered BAC One-Eleven aircraft will be flying with Frontier Airlines' insignia as the result of President L. B. Maytag, Jr.'s notifying the British Aircraft Corporation recently of the company's intent to purchase these planes.

Jet pods mounted on each side of the rear fuselage section house Rolls Royce Spey RB-163 engines. Maximum cruising speed of the aircraft will be 540 miles per hour. The new jet is designed to cruise and maintain altitudes in excess of 20,000 feet while operating on one engine. This feature is of particular importance in Frontier's operations over the high country of the Rocky Mountains.

The BAC One-Eleven has an overall length of 93 feet 8 inches with a wing span of 88 feet 9 inches. Maximum take-off weight is 68,240 pounds with a maximum payload of 14,000 pounds. Frontier has tentatively decided on a mixed configuration providing 62 passenger seats. These will be divided between first-class and tourist passengers.

Current price of the BAC One-Eleven is \$2,300,000. The aircraft is designed for short-haul route segments and will operate cheaper than the Viscount 810 turbo-prop on segments of 300 miles or over. This low cost per available seat mile requires fewer passengers to break even than any comparable airplane on the market today.

Contractual negotiations with British Aircraft Corporation will begin this coming fall. It is anticipated that the contract will be concluded in January of 1962. Earliest delivery to Frontier Airlines would be in the summer of 1965 with the first prototype being built next summer.

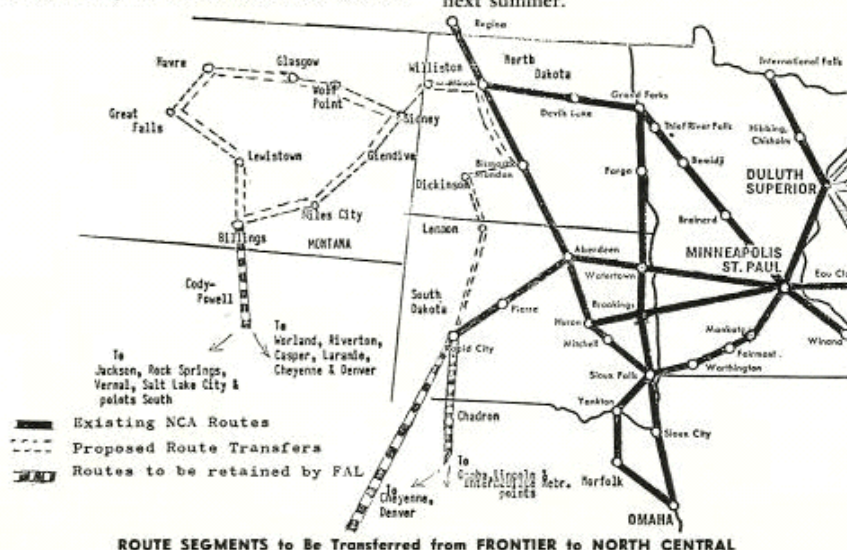
## FAL-NCA ROUTE SALE PROPOSED

SALE AND TRANSFER of certain north-east-west route segments of Frontier Airlines to North Central Airlines was proposed jointly by the two airlines to the Civil Aeronautics Board in late July.

Basis for the sale is the historically strong, east-west community of interest existing between 13 towns and cities served by Frontier in Montana, North Dakota and South Dakota and the Twin Cities of Minneapolis and St. Paul. In Montana, these communities are Lewistown, Great Falls, Havre, Glasgow, Wolf Point, Sidney, Glendive and Miles City. In North Dakota, they are Williston, Minot, Bismarck/Mandan and Dickinson plus Lemmon in South Dakota. Frontier has been serving these cities on north-south routes through gateways to the rest of the company's system in the Rocky Mountains and Great Plains areas. North Central Airlines, with headquarters in Minneapolis, serves eastern North Dakota and South Dakota as well as eight other states of the Midwest and Great Lakes areas.

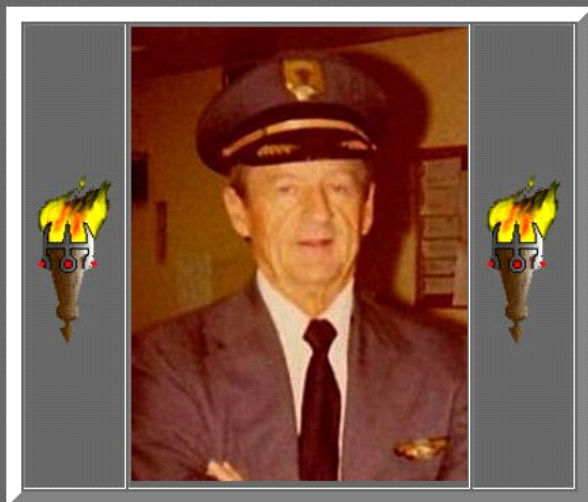
Frontier's Federal subsidy over these segments will be reduced by approximately \$1,300,000. Although North Central's subsidy will be increased, it is estimated that the overall annual savings in subsidy will be

\$450,000. In addition, these communities will receive improved air service by North Central due to the airline's east-west traffic flow and its ability to feature one-carrier service.



Frontier neither took delivery of any BAC-1-11s nor traded the routes with NC.

# FRED BLAKELEY



IN MEMORIAM  
1919 - 2001

[http://FAL-1.tripod.com/Fred\\_Blakeley.html](http://FAL-1.tripod.com/Fred_Blakeley.html)

Fred Blakeley Started at Frontier Airlines: 7-1-50 in SLC as a co-pilot, 9-1-58 captain in OMA, 2-7-61 co-pilot in SLC, 8-16-61 Captain in SLC, 6-1-74 737 Captain in DEN, 8-26-79 retired.

Died 9-17-01 in Ogden Utah.

-Al Kendell

*(Fred enlisted as an aviation cadet in the Army Air Corps on Oct 14, 1940. He signed up for three years in Weber, County, Utah when he was 21 years old. His record adds that he was a single white male with three years college. His civilian occupation read Production of Bakery products.*

*Fred became a Lt. Colonel and B-29 pilot commanding missions over Japan in the last year of World War II. For his service he was awarded the Airman's Medal and the Purple Heart. His outfit was the 19th Bomb Group and a favorite aircraft was the B-29 named SALT-PETER RESISTOR. The name was later censored by authorities and the second word was replaced with CENSORED. See photo on page 26.*

*The following is a diary that is attributed to Fred. I have no proof that it is actually his but it seems authentic and reads like the real thing. It will give you a taste of what it was like in those bygone days of WWII when everything in American life was at stake.)*

Fred in 1976



## FRED BLAKELEY'S WAR DIARY

02-03-45; 13:55; Mather Field to Honolulu

Took off about 23:00. Flew through 4 hours of instrument weather. Blown 70 miles off course in storm. Arrived at Honolulu next afternoon on our way to Guam. Flew over Oakland and San Francisco -- last contact with USA.

02-06-45; 11:25; Honolulu to Kwajalien

Still on our way to Guam. Took off from John Rodgers Field Honolulu at 0700 and arrived at Kwajalien that afternoon. Just a coral atoll with a runway the whole length. Passed over some enemy held Islands, Enemy was starving to death.

02-07-45; 6:45; Kwajalien to Guam

Took off in morning and landed at Guam about 13:00. Lots of jungle on it and our field was being constructed by engineers. We were the 4th plane to land on it. Wing commanders and correspondents came out to welcome us.

02-12-45; 05:10; Rota Island

Took off with 5 airplanes and bombed Rota Island. Practice training mission and we carried two 500 lb bombs. Hit Jap runway from 20,000 ft.

02-16-45; 07:45; Maug Island

Lead squadron over Maug Island at 25,000 ft. Practice training mission and each plane carried (10) 500 lb bombs. Bombing results fair as formation was too loose for a good pattern.

02-18-45; 07:00; Maug Island

Led 9 airplanes out of two squadrons over Maug Island at 25,000 ft. Practice training mission and each plane carried (10) 500 lb bombs. Results were excellent the best bombing formation pattern that has been done in these parts.

02-22-45; 02:05; Saipan

Took off at night flew to Saipan and back. Looking the area over at night.

02-23-45; 03:35; Rota Island

Led formation of 3 squadron planes. Navy wouldn't let us put bombs on island so we took a picture of the target and dumped our (30) 500 lb bombs in the water on the other side of the island. 20,000 ft practice mission on Rota Island.

02-25-45; 16:40; Guam to Tokyo

Led wing formation of 22 airplanes over Tokyo -- 1st combat mission. 200 B-29s involved from Guam, Tinian, Saipan. Hit bad weather 300 miles from Japanese coast. Finally arrived over Tokyo with (13) B-29s at 25,000 ft flying semi instruments in cirrus clouds. Snow reported falling on Tokyo. 459 mph ground speed, 145 knot tail wind. Bombed entirely on instruments & radar. 183 B-29s hit Tokyo that afternoon and destroyed or burned 240 city blocks in industrial and urban Tokyo. Light flak -- no fighters. Flak was radar controlled. Area assigned to us destroyed. (8) 500 lb incendiaries (1) 500 lb Demolition. 3500 statute mile flown.

02-28-45; 7:10; Guam to Maug

Led 6 ships in practice mission - bombed by radar - (8) 500 lb demolition bombs used. Results unobserved.

03-03-45; 5:30 Guam to Maug

Led 6 ships in practice mission. First night takeoff and assembly at night. Took off at 05:30. 3 ships aborted. (8) 500 lb GP bombs used. Bombed by radar, results were pretty good.

03-05-45; 1:05; Test hop

Tested airplane out to see how it worked.

03-06-45; 15:20; Guam to Tokyo

Special mission to hit south of Tokyo at 5,000 ft. Fly up Tokyo Bay, across the dock area and across the city -- break away to the right and go out east and southeast climbing to 10,000 ft. Purpose was to take radar scope pictures of the Bay City. Hit the bay at 00:35 and broke away about 45 minutes later. Overcast ended at mouth of bay leaving us exposed in clear weather. Fortunately the moon wasn't up. Flak started as we came over edge of overcast and continued into center of city, about 45 minutes. Observed 4 fighters taking off from fields around Tokyo. Mission was successful. Scope pictures were good, no flak hits on ship. No searchlights, no fighters fired at us. Flew 3,200 statute miles. No bombs carried.

03-09-45; 15:30; Guam to Tokyo

Maximum effort to destroy city with approximately 250 B-29s involved from Guam, Tinian & Saipan. My previous camera raid of the 6th was the precedent for this effort as we all went in at 5,000 ft carrying (24) 500 lb incendiaries and with (1) bomb bay tank less -- but I fooled them by putting in (30) 5 gallon cans of gas on the rear bomb bay catwalk which also acted nicely as ballast because the ship was loaded extremely nose heavy. We hit Tokyo about 0200 and was guided in by radar and fires started by the previous planes. Quite a lot of flak & machine guns -- searchlights and a few fighters -- no fighter attacks. Hit 3 times by flak & was pinned in searchlights 2 times. Looked like a picture of "Dante's Inferno" as Tokyo was burning pretty good. Flew 3,200 statute miles.

03-13-45; 14:25; Guam to Osaka

Went in individually at 7,000 ft over Osaka. Hit a few clouds off the coast which afforded us a little protection. Had (24) 500 lb incendiaries. Moderate flak and quite a few searchlights, no fighters. Pegged by 14 lights at one time, flak breaking level and all around. Cockpit so light they could see my hair turning gray. Got into a cloud & got away from them. One flak burst from a ship off shore. Flew about 3,200 miles. 7500 gal of gas carried, and approx. 6500 gal used. Made radar run until right over target and had a 31 sec visual run. Indicating 260 mph downwind. Ground speed about 335 mph. Wind from 243 deg at 32 knots.

03-16-45; 3:10; Check flight

Flew a new B-29 that replaced Savages old 703. Also checked out Lt Larned, a co-pilot, as an AC.

03-16-45; 15:35; Guam to Kobe

Took off at 15:35 with 11,000 lb of incendiaries. Took

off at night and had to fly instruments off the ground, over the cliff and for about a half hour later. Bombs were new type incendiary, 22 of them. Went into Kobe at 5,000 ft. Nothing happened and we only saw one small fire, city was blacked out & no flak or searchlights until we got over the docks. 15 searchlights came on & picked us up in about 15 seconds & they threw up everything they had including the kitchen sink. To top it off a fighter got on our tail just as we were turning off the target & hit us with machine gun and 20mm explosives. Sgt Moore, left gunner, was wounded in the arm, a fire and large hole in the blister compartment, a large hole and smashed windows about 6 inches in back of me. Piece of bullet skinned top of my hand which was on throttles. Left flap riddled. Radar, C-1 [auto pilot], fluxgate [compass], & vacuum system shot out. Hole through supercharger on #2 outboard -- no engines lost. Approximately 18 holes in airplane. Report that in five low level night raids on the 4 principal cities -- 35 square miles were burned out.

03-23-45; 1:30; \_\_\_\_\_

Night mission. Tried dropping flares on the end of the island, made 3 passes, one every 10 minutes, along with 9 other planes -- flew new airplane.

03-24-45; 1:10 Test hop

Test hoped 307. Service group had equipment hooked up all wrong -- took half a day to fix everything right.

03-24-45; 15:10; Guam to Nagoya

Take off 15:10; Night low level attack at 8,000 ft. Precision navigation and timing were paramount as we had to hit target at 01:00. Carried 27 flare bombs and hit the Mitsubishi aircraft plant at exactly 01:00. Lit up plant and area very well. 250 other B-29s came in behind us and bombed on the flares but from reports the bombing was not to successful. About 15 searchlights had us pinned on our bomb run but managed to dodge out of them just as we were hit. About 20 holes on right side of airplane -- 3 in #1 engine -- knocked out our CFC [central fire control] control cables and wires. Seriously wounded Major Janing our S-2 [intelligence] officer who was riding in back as a passenger. Ripped a big gash in his left leg just above the ankle. Same piece of flak ripped up sleeve of Sgt Miller, right scanner, and went out top of his blister.

03-28-45; 2:40; Test hop

Take off 2:40; Test hoped 307 and calibrated airspeed and flux gate compass. Had Honeywell man aboard who tried out the turbo [supercharger] and C-1 [autopilot].

03-28-45; 5:15; Maug Island

Take off 5:15; Night practice mission to Maug, acting as instructor to Lt Larned in 307 -- dropped (4) GP 500 lb bombs.

03-29-45; 1:35; Rota Island

Night practice mission on Rota Island. Dropped flares and had other ships follow in with demos. Ship 818.

03-30-45; 16:25; Guam to Nagoya

Take off 16:25; First ship in over target carrying sus-

pension flares. 13 ships in strike on Mitsubishi factory. Other ships carried Demos. Mission called off and then the "brain", Gen Powers, called it on again. Very foolish as he knew the weather was bad. Weather as predicted, socked in, timing was perfect & we should have dropped by radar on the first run, but due to interference of Major Irwin, we had to make a second run and then things were really screwed up. Everybody dropped bombs all over the place. Had to go on without navigator Ed Johnson who couldn't be found when mission was called on again. Also had new gunner, Sgt Aston who is replacing Sgt Moore temporarily until Moore gets out of the hospital. Mission a flop due to too much interference by the "gears".

04-03-45; 2:00; Test hop

Test hop 307 to swing flux gate compass which makes the 4th time we've had to swing the D\_\_\_ thing. Changed transmitters as they found a couple of ball bearings rolling around loose. C-1 representative went along to give opinion on C-1 which was OK.

04-05-45; 3:20; Rota Island

Flew practice mission on Rota with 5 Demos, at 8,000 ft indicating 250 mph with 11 ship formation -- "gears" say this is way next mission will be run -- they don't seem to care whether we get back or not. We're not only ducks but will be sitting right on the end of the shotgun asking for it. Naturally we couldn't indicate 250 mph with bomb bay doors open, this not being a rocket ship.

04-07-45; 16:05; Guam to Nagoya

Take off 16:05; Carried (16) 500 lb GP [general purpose] bombs. Took off at 03:15 -- Very calm on takeoff with no wind -- almost didn't take off by time we came to end of runway. Supposed to lead the 30th Sqd and 19th Group on a daylight formation raid on the Mitsubishi aircraft plant at 20,000 ft. Supposed to assemble on southern coast of Japan which was all screwed up as nobody was in the proper place in formation. We finally ended up tail end Charlie, left & high in an 18 ship formation. We went over Nagoya in a big bunch of planes and strangely enough destroyed the factory. Another wing went into Tokyo in perfect formation with about 60 or 70 P-51s for protection and only got 12 hits on the target. A few enemy fighters seen but stayed out of range. Pretty heavy flak over city. One stray P-51 got lost and tagged on under Ruther's plane and skipped out long enough to shoot down a twin engine fighter -- Ruther's tail gunner also got one confirmed. 1st one in the group. Radar went out, C-1 burned out, Radio compass antenna & mast broke off. Loran burned out. Came home on L.O.P. Sun shots and aura null. Landed with 400 gal of gas.

04-11-45; 7:05; Guam to Pajoris

Take off 7:05; Flew 3 ship elements off the deck -- practice bombing in 3 ship elements. Indicated 250 mph at 250 ft off the water. Briefed part of Island was cliffs and rocks -- nearly killed the left wing man, Tobin, as he got squeezed up against the cliff and had to hop over it.

04-12-45; 18:00 Guam to Koriyama

Take off 18:00; Attack on the chemical plant at Koriyama -- made tetraethyl lead for aviation gasoline. A day

formation job. Got all 11 planes in formation at Aaga Shima -- missed Group so went in by ourselves -- took off at 02:55, bombs away at 12:44. (12) 500 lb GPs. We led formation and destroyed our target. 7700 ft alt 205 mph. no flak, fighters dropped phosphorous bomb on formation - high - left ahead. Two fighters diverted our attention high at 9 o'clock. two more snuck in at our nose and low -- came in shooting like hell -- Johnny spotted them just in time and gave them a couple of long bursts & scored hits on one of them. Continued on out east & then south past Tokyo -- broke up and came on home very bad weather on landing -- a B29 crashed trying to get in. Longest bombing mission run out of these islands -- 3900 miles flown not counting the assembly or trying to get into the field.

04-13-45; 1:10; Test hop

Take off 1:10; Test hoped 307 for a cylinder change on #1 engine. Crew broke a stud out of cylinder day before which put plane out of commission -- we had to use 300 on Koriyama mission.

04-15-45; 14:25; Guam to Tokyo

Take off 14:25; Max effort to burn out industrial section Kawasaki, just south of Tokyo. Take off at 1802. Bombs dropped at 0107-0122 Napalm 100 lb incendiary bombs and (1) 500 lb Frag Cluster. Radar was jammed & finally went out at landfall. Fires visible out at least 100 miles -- headed for fires and finally dropped to left of the largest fire. Scattered fires all the way from landfall to departure point. Plenty of searchlights but none found us. No flak close. Saw one enemy fighter cut in close to our nose -- saw plenty of "fire balls" Whole thing looked like huge 4th of July celebration. After turning off target we ran into two large clouds of smoke from fire -- terrific thermals -- plane felt like it was tearing to pieces. 200 miles off coast a fighter started to jump us -- CFC man gave him a burst and he left. Attack was 40 miles off Jap held island Hahachi Jima.

04-22-45; 2:50; Test hop

Take off 2:50; Test hoped 307 for #4 engine change.

04-26-45; 15:30; Guam to Kanoya Airfield

Take off 15:30; (20) 500 lb Demos. Led 30th Sqd & 19th BG plus the Wing. A.P. [assembly point] was socked in -- finally flew to I. P. [initial point] I was in between two layers at 16,000 ft managed to get 16 planes into formation and had to bomb secondary target by radar. No flak, No enemy fighters, about 20 P-51s flew cover for us into and out of the target.

04-29-45; 14:05; Guam to Kanoya Airfield

Take off 14:05; (20) 500 lb GP Bombs. Led a 9 ship formation over target. Elliot was lead but aborted when he lost an engine. Weather clear but hazy. Had to make one extra 360 deg turn at assembly point in order to get all ships in formation making us 12 minutes late. The 330th Group went in before us -- missed A.P. and left our A.P. covered with smoke. John aimed short of run ways and bombs (180) walked up both runways for 5,000 ft.! Light flack at target and beyond about 1/2 dozen fighters before target. Broke to left went out to ocean another turn to left over Tonga Shima and on our way home. Formation good. Bombed at 18,000 ft, dropped down to 16,000 ft and

stayed there all way home. Good tail winds. Made it back in 6 hours. Results of bombing good to excellent.

05-03-45; 15:05; Guam to Kakahu Airfield

Take off 15:05; (20) 500 lb GP Bombs. Flew deputy lead on Tobins right wing. Operation in support of Navy at Okinowa. 10 ships in 30th Sqd rendezvoused at Yakishima off Kyushu, formed and flew into the airfield about 100 miles north. Fighters started coming in between I.P. and target and followed us all the way in and out again . about a 30 minute running fight . Most fighters I have seen yet. They also pressed their attacks very close and even dove through the formation. our guns really threw the led at them. John and Gunners scored hits and perhaps a probable kill. Light flak. Bombs scored some good hits on airfield. Airfield is supposed to be a training base for Jap suicide pilots.

05-08-45; 2:10; Test hop

Take off 2:10; Test hoped 307 for #3 engine change. #2 swallowed a valve so that engine had to be changed when we got down.

05-10-45; 16:05; Guam to Otake

Take off 16:05; (20) 500 lb GP. Flew deputy lead for Tobin. Otake was a big oil refinery on the tip of Honshu. About 400 B-29s took part in this raid and against other refineries nearby. Took off at 01:30 and formed in a squadron formation about 100 miles south of target, just off Jap coast. Saw about 7 fighters which did not attack. Although we threw plenty of lead at them. Flak came up at various points but was heaviest across the bay from target at naval station "Kure" Target and oil and gas blew up very well. We broke away sharply to the right and started out getting a lot of in accurate flak from "Kure" 10 miles to our left. We must have flushed the whole Jap navy in the Inland Sea. More big boats all taking evasive action & all shooting - very inaccurate although one broke about 300 feet in front of us and smoke passed between fuselage and #3 engine. Over Jap land for about 2 hours. Bombed at 16,000 ft.

05-13-45; 3:50; Test hop

Take off 3:50; Local hop to try out somebody's crack-pot idea of glide bombing in formation.

05-14-45; 16:25; Guam to Nagoya

Take off 16:25; (24) 500 lb incendiary carried. 500 B-29s involved from 4 wings to burn out Nagoya. Led Sqd, Group and Wing. Metro was way off, too much time to kill -- too many dog legs -- formation was scattered out until we went over landfall. Clear weather -- slight haze -- A.P. was obscured by smoke had to make a radar run. Half of bombs hit on east side of town and other half just inside. Only seven fighters seen and about a dozen bursts of flak -- very slight opposition for Nagoya.

05-17-45; 14:20; Guam to Nagoya

Take off 14:20; A night raid on the airframe plant in Nagoya. 500 B-29s from 4 wings, (24) 500 lb incendiary bombs. Took off at 20:20 and got over target at 04:40 just as day was breaking. Had to bomb by radar as target was overcast. 12,400 ft alt. No flak except about 5 bursts, no fighters. Murphy saw one "fire ball". Saw searchlights trying to get through overcast but

none did. Low elements (7,000 ft) probably hit target visually underneath as city was burning good when we got there. Metro was way off and we really had to pull the power to get there on time.

05-19-45; 14:10; Guam to Tokyo

Take off 14:10; A day formation on a aircraft plant at Tachikawa, a small town just west of Tokyo. (22) 500 lb GP Bombs Composition B carried. Plane weighed 140,250 lb at take off at night. First attempt at take off #1 engine died -- almost burned up brakes trying to get off runway to give the other ships behind me room. Went around and tried again. Arrived at assembly point at Tori Shima and just made it as Group took out. We climbed to 20,500 ft but weather went right up also. Tried to fly formation in clouds but it didn't work. Finally got on top at 25,000 ft and found part of our formation. Bombed Hamamatsu by radar. Doors froze open and couldn't get them closed until we got to Iwo. No flak or enemy fighters. Saw about 36 P-51s from Iwo horsing around.

05-21-45; 4:50; Rota Island

Take off 4:50; Practice mission on Rota. dropped (5) 100 lb GP bombs -- 3 dead center hits. Lost #2 engine, cylinder head cracked away from barrel -- only cylinder was changed.

05-25-45; 14:35; Guam to Tokyo

Take off 14:35; A night raid on Tokyo -- (40) 500 lb aimable incendiary clusters weighing 17,000 lb. About 20-25 searchlights had us from 1/2 way between I.P. and target until we had passed across Tokyo bay. Plenty of fireworks of all kinds including "balls of fire" and one fighter. Had a good look at mount Fuji in the moonlight on way to I.P.

05-27-45; 3:40; Test hop

Take off 3:40; Local test hop for training purposes. Tried glide bombing in formation at 15,000 ft. CE [Circular Error] of 200 ft. Radar made a couple of good hits.

05-29-45; 15:20; Guam to Yokohama

Take off 15:20; (128) 70 lb Napang fire bombs weighing approx 10,000 lb, carried 6 bombs on a shackle. Led 30th Sqd. Assembled at Toni Shima. Bombs away at 10:42. Used Mount Fuji for an I. P. first good look we have had of it. Noticed a radar station on top as we passed over. Yokohama was burning when we got there and smoke up to 15,000 ft. Our altitude was 19,000 ft about 300 mph. GS [ground speed], two squadrons ahead of us really caught the flak and only one ship out of the 28th escaped battle damage. We came along about one minute later and only got a few wild bursts. No fighter attacks on our squadron. P-51s from Iwo were over Tokyo at the same time as cover. One lone P-51 came in on us from below and Ebys bombardier shot at him. We hit target. Not much left of Tokyo, Kwasaki or Yokohama except ashes.

06-1-45; 15:35; Guam to Osaka

Take off 15:35; (23) 500 lb incendiary clusters with one 500 lb Fragmentation bomb weighing 10,275 lb. Took off at 03:00 and assembled at Minawi -- hit front and broke up. Reassembled at point off Jap coast. About 5/10 coverage over Osaka with smoke from fires up to 19,500 ft. which was our



bombing altitude. Flew deputy lead for Tobin. Moderate flak but very accurate. Nearly everyone in Sqd was hit. We thought we were hit but wasn't. Enemy fighters escorted us back out to the coast. Everybody almost, claims a fighter. Morinino, my tail gunner, sent one down smoking and twisting when he closed to within 400 feet of our tail

06-05-45; 16:10; Guam to Kobe

Take off 16:10; (29) 500 lb clusters and (1) frag weighting 12,775 lb. No bomb bay tank. Took off at 00:20 and bombs away 08:31. Tobin was leading but never showed up. I started to get as much of 30th together as I could in 20 minutes had 4 30th ships and one "red tail". Went in pretty close behind two other squadrons. Flak very accurate and we were hit several times, one piece smashed front glass panel and sprayed glass all over Johnson and Klugman. Some of it went in Klug's eyes. Fighters swarmed all over us. Mormino claims another one. Had to land at Iwo for gas. Tobin came in after us with two engines shot out -- claimed three fighters. Took off from Iwo about 5 hours later due to rain storm. Brought back Flewelyn and crew from 39th Group.

06-7-45; 15:20; Guam to Osaka

Take off 15:20; (183) 70 lb Napan fire bombs weighing 12,810 lb. Assembled at Minashi Iwo -- penetrated front. We led 30th Sqd arrived at 20,500 ft off coast of Osaka. Gathered 11 ships together and started in. Radar and fluxgate went out at I.P. and had to give lead to Murphy. Overcast from coast in. Everything went fairly well considering everything. Sweat out gas again as we did not have any bomb bay tanks.

06-13-45; 1:55; Rota Island

Take off 1:55; Local training flight around Rota. Dropped (5) 500 lb GP Demolition bombs by radar. Some pretty good hits.

06-15-45; 14:50; Guam to Osaka

Take off 14:40; (32) 500 lb incendiary clusters carried weighing 14,720 no bomb bay tank. Led 30th Sqd and 19th Bomb Group. Rendezvoused at Minami Iwo -- Formation assembled in 20 minutes and we were off -- until we hit a "moderate front" just south of Japan. Never did reach the top. Picked up enough ice to stock a refrigerator car. Everybody bombed individually by radar. We bombed from 22,000 ft. Much danger of collision over target as there were over 500 B-29s milling around in the "soup". Landed back here [Guam] with 400 gals of gas. Cutting it a little too close.

06-17-45; 1:55; Test hop

Take off 1:55; Test hopped 862 for a new engine.

06-19-45; Test hop

Test M-37 for a new engine.

06-22-45; 15:05; Guam to Tamashima

Take off 15:05; Carried (22) 500 lb GP Comp "B" bombs weighing 12,700 lb. Led 30th Sqd assembled off coast of Honshu with 19th Group, Formed and went in behind 28th and the 93rd was behind us. A fighter shot down Capt Miller from the 93rd and crippled another B-29 in the same pass. At the

assembly a phosphorous bomb almost hit us, fighter dropping it so close we could see red meat balls and camouflage paint. Target was clear with moderate and inaccurate flack. Very good bombing by all three squadrons. this plant was brand new and was part of the Mitsubishi aircraft works.

06-25-45; 2:30; Test hop

Take off 2:30; Local training and calibration mission in 307.

06-29-45; 1:55; Test hop

Take off 1:55; Local test hop on K-25.

06-30-45; 3:00; Check flight

Take off 3:00; Checked out Lt Bryant a new crew in M-36. Landed at Agana and Depot Field.

07-03-45; 14:05; Guam to Takushima

Take off 14:05; (40) 500 lb incendiary clusters weighing 18,200 lb carried. This was a small town of about 120,000 people on the east coast of Skikoku. 3 other wings hit small towns simultaneously. We were almost last over target going in up wind. Fires were going good. Hit smoke and convection currents and had to bomb by radar. Broke out right over target and saw bombs hit in the middle of the city. Post strike photos show city completely destroyed by fire -- no flak -- no fighters -- no searchlights -- small amount of rapid fire arms. Could see two other cities burning about 100 miles to each side of our target. Smoke clouds nearly tore plane apart and almost flipped us over on our back. City destroyed.

07--6-45; 14:20; Guam to Kafu

Take off 14:20; (184) 100 lb size Napang bombs carried weighing 12,880 lb. Kofu was a small town of 102,000 east of Tokyo. Overcast when we got there, 2nd ship in as we were one of the path finders. Bombed by radar and pretty certain we hit city as fire were confirmed by following ships who caught a glimpses of the city. #3 and #4 engines backfired and cut out badly. Had to keep #4 going in auto rich and on primer. No flak, no fighters, no searchlights

07-16-45; 13:35; Guam to Hiratouka

Take off 13:35; (40) 500 lb incendiary clusters carried weighing 18,200 lb. A small town southwest of Tokyo overcast above us and undercast below us over target. Had to bomb by radar. Other ships had bombed before us. Fire looked good. Ran into a severe electrical storm about 120 miles off the Jap coast. "St Elmos Fire" all over the place.

07-21-45; 4:00; Pugin Island

Guam to Pugin Island as training mission with (5) 500 GP Demos.

07-24-45; 14:45; Guam to Nagoya

Take off 14:45; (2) 4000 lb block busters carried weighing 8,320 lbs. Assembled at Minami Iwo. Flew deputy for Crandal. Managed to fly all way on auto pilot in formation. Crandal missed landfall by 90 miles which made us late. Primary target which was textile factory was socked in as was the secondary naval target. Finally ended up by bombing the radar

target.

07-26-45; 15:05; Guam to Omuta

(20) 500 lb incendiary clusters and (92) 100 lb Napang incendiaries carried weighing 14,840 lbs. A night mission to mop up what the 58th wing had missed which was about 96%. We were a pathfinder and about 3rd over the target. Saw one load go into water off docks. John saw our bombs hit in the city as did our gunners. This mission was over 3,000 nautical miles and we only had a small center section, arrived back with about 500 gal.

07-28-45; 2:00; Test hop

Take off 2:00; Local test hop in M-40 for a new engine.

08-01-45; 14:15; Guam to Mito

Take off 14:15; (20) 500 lb incendiary clusters and (92)100 lb Napang incendiaries weighing 14,840 lb. A night mission to Mito, a small town about 60 miles north east of Tokyo. Saw Kawasaki burning to the west as we went by. We were about 4th plane over target which was overcast. Some medium automatic weapons fire coming up through clouds. Bombed by radar -- Hacks were good right up to edge of the glow.

08-05-45; 14:50; Guam to Kobe

Take off 14:50; Carried (39) 500 lb incendiary clusters and (1) 500 lb frag plus (1) 100 lb photo flash. Weather was good but smoky. City was burning good when we got there. Lots of searchlights, tracers and flak. No fighters. Bombed visually and was guided in by radar.

08-05-45; 1:40; Saipan

Take off 1:40; A C.S. detail to go to Saipan after an airplane as soon as we landed from the mission.

08-10-45; 14:50; Guam to Tokyo

Take off 14:50; Carried (4) 2000 lb bombs and (4) 500 lb demos in the back with an extra bomb bay tank to balance the load. A daylight mission after 356 in Tokyo. Assembled at Tori Shima. We led the 30th Sqd, went in behind the 28th. About 5/10 coverage over 356 so went on to radar target which was an arsenal. Results were unobserved. 356 is an aircraft plant that has never been hit as yet. P-51's flew cover and chased a few Jap fighters around. Plenty of flak came up however even though the city was partially covered with clouds.

08-14-45; 17:00 Guam to Isaseka

Take off 17:00; Carried (2) 4000 lb bombs. Took off 2 hours in advance of the main force to obtain a wind for a radar run. Sitting on pins and needles all the way because they might call us back because of the peace. Dropped at 01:46, and the bombs made a hell of a flash and racket. Stayed over Chosie Point for 3 hours broadcasting wind direction and velocity for rest of planes. Tower told me on final approach that this would be the first peace time landing as President Truman just announced the signing of the Peace Terms.

08-20-45; 4:00; Practice

Local Practice mission for Group assembly in to

squadrons and a group review over field.

08-21-45; 2:15; Check flight

Local Gave two instrument checks. Wrote up failing for Lt Bill Wilhelm co-pilot who wants to quit flying.

08-23-45; 2:40; Test hop

Local test hop and instrument check for Lt Kellog.

08-25-45; Check flight

Local flight, Tobin gave me an instrument check and I gave him one and then we gave Al one.

08-28-45; 2:10; Check flight

Local flight and Instrument check for Lt Williams and co-pilot.

08-31-45; 7:20; Guam to Florida Blanco, Luzon, Philippine Islands.

Landed there about 9:30 in the morning. Had to detour north around a hurricane. Purpose was to investigate PW camps on Hainan Island off coast of China, Nothing but tents at this field. Water buffalo grazing around the tents. Filipino men, women and children running at large all very hungry as they snatched at food in your mess kit. Some of the boys got into Manila and said it was about half demolished. I stayed in the tent and slept.

09-01-45; 9:50; Florida Blanco to Hainou Island & return.

Stayed over this island 3 1/2 hours but did not see any camps marked PW. Saw some Jap garrisons still flying the Jap flag. Really worked some of those garrisons and towns over from about 5 feet. Took several hundred pictures. Some Chinese coolies were scared as hell while some apparently didn't notice us.

09-02-45; 7:35; Florida Blanco to Guam.

Listened to the Japs signing the peace treaty on the Battleship Missouri in Tokyo Bay just as we were flying east out of Luzon Bay.



Originally Salt-Peter Resistor, this 19th Bomb Group airplane was commanded by Captain Fred Blabeley, kneeling on the right. With Major Robert Irwin, standing second from the left, as acting command pilot and technical observer, this B-29 brought back the low-altitude radar photos of Tokyo. (Stan Fisher)

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### ***RYLAND From page 3***

Ryland is urging city and state officials to consider runway construction at the Rocky Mountain Arsenal, north of the present airport, and to immediately start work on the first phase of the proposed Concourse A with simultaneous expansion of the north end of the terminal to the west.

Ryland anticipates no significant changes in major areas of the company's operation. Frontier will continue to expand into profitable markets and hand off very small cities to commuter airlines.

There are no merger plans being considered at this time," Ryland says. "We are looking forward to continued growth of our present structure."

Before joining Frontier, Ryland was associated with Aerojet-General Corp. in California for 14 years, his last position being chief financial officer of the Aerojet Nuclear Systems Co., Sacramento.

Ryland graduated from the University of California at Berkeley in 1949 with a B.S. degree in Business Administration. He

was an Army Air Corps pilot in World War II and was recalled in early 1951 to head European aircraft procurement operations for the U.S. Air Force.

"I have a commercial pilot's license, and like to fly the Twin Comanche to make station visits to talk to Frontier employees."

Ryland is married to the former Corinne "Corky" Zurick of Denver. They have three grown children, Sally, a buyer for Joseph Magnin, Co., San Francisco; Gail, married, operator of a day care center in South Lake Tahoe, Calif.; and Stephen, married, a construction worker in South Lake Tahoe.

Active in civic and industry affairs, Ryland is president of the Denver Area Council of Boy Scouts of America, and has served as Colorado campaign chairman for the Listen Foundation.

"I am looking forward to the chief executive's job," Ryland says. "There will always be challenges for Frontier—inflation, fuel prices, the deregulated environment. With our outstanding people and our commitment to continued success, the future will be positive for all of us."

**-Frontier News, Dec 1979**

*To be continued in the next issue*

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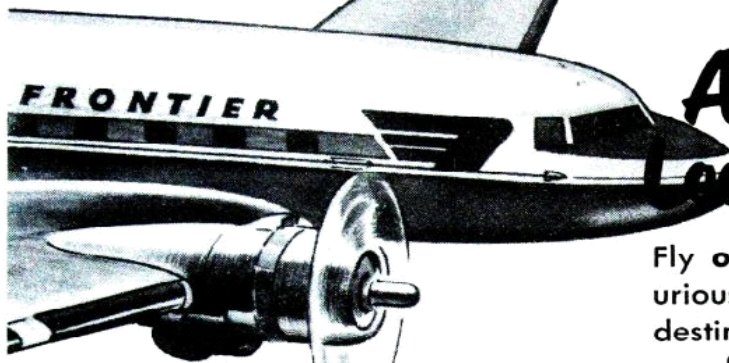
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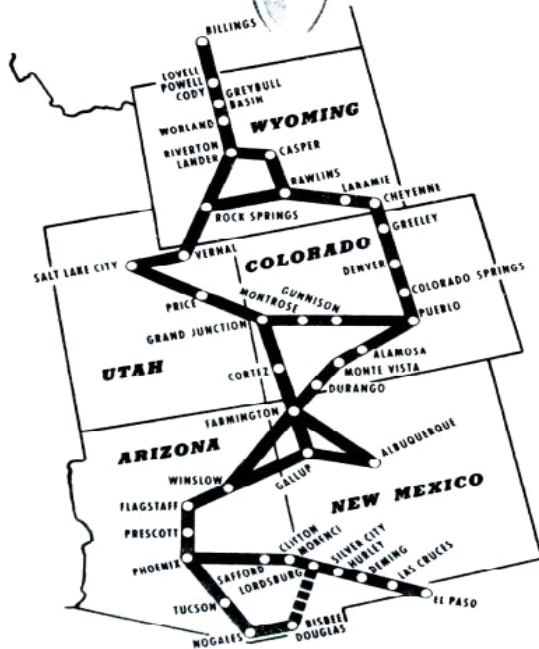
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