

FRONTIER NEWS



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

We are FLamily!

SUMMER

JULY

2017

#68



I began with Frontier on December 18, 1950 as a stewardess until March 10, 1963. Then I began reservations on March 11, 1963 until Frontier folded on August 26, 1986. I had 36 years with Frontier.

-Dolores Lanick Fulscher (12/20/16)

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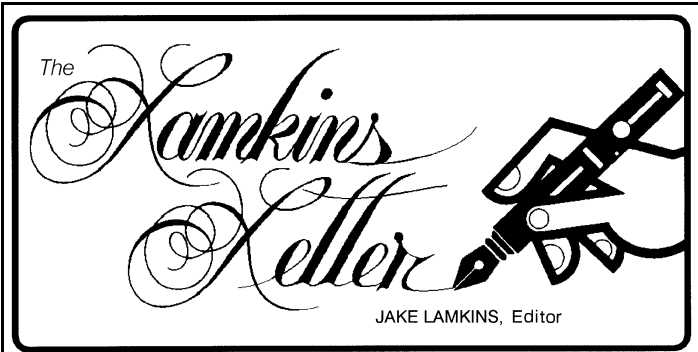
The **FRONTIER NEWS** is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter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

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

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

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

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



For some time I have not been satisfied with the quality of the printing of this newsletter. Thanks to the recent huge gift of \$1000 from Vern Crawley, I have the funds to try a better printer which costs considerably more to use. This is written before I see the finished product but the samples I was shown promise a great new look. If you are pleased with it, we'll see how long we can continue with the more expensive operation.

Many thanks for the donations received from Tex Searle, Jim Kyte, Lydia Snyder and George Ceshker's son Gregory. Your help and generosity is appreciated.

It's truly hard to believe this issue marks 17 years of publishing the Frontier News. I can't begin to thank all of you for your support these many years. **THANK YOU VERY MUCH** for keeping the Frontier spirit alive!

THE KANSAS CITY CV-580 CREW BASE

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

FRONTIER ON THE INTERNET

<http://OldFrontierAirlines.com>

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.

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Known to Dee by all her friends, she saw Frontier develop from a small DC-3 operator to a pure jet large regional carrier. She surely has some wonderful stories to tell. Now 87 years old and retired in Denver, she has a lifetime of Frontier memories to cherish. It was folks like Dee who built Frontier!

-Jake Lamkins

I worked with Dee in reservations 1964 till 1978 when I went to the ticket counter in DEN. She was really a sweet person.

-Shirley Shackelford

One of the first stewardesses at Frontier was Dee Fulscher, used to buy donuts for the passengers! Ended up in reservations where she stayed until the end. Still going. Saw her the DEN reunion a few years back. Born in the Ukraine, I think. Or so the story goes, anyway.....Hope all is well.

-Dick Rohrmann

I don't know if Dee was from the Ukraine or not, but I was told she was from somewhere in Pennsylvania. She was a very good friend of my sister, Viola Lester Powell. Dee is one of the nicest people I have ever known.

-Nancy Lester Hays

Dee Lanick Fulscher started with FAL in December 1950 as a Flight Attendant and then came over to reservations where she remained until 1986. She had 36 years with FAL.

Barbara Monday and I joined Dee for her birthday (11/18/14). We had a great time. I am sure any one who wants to send a card is welcome to do so & honor her on this special day. Thank You!

-Carolyn Boller

God Bless her her! She looks great!

-Bonnie Dahl

Dee was always very helpful in res. Her neice was giving her a birthday party I will check to see who went.

-Trish Swanson-Hawk

I know I spoke to her in Reservations, may she have a Happy Birthday

-Ginger Treptow

Congratulations!!!!!!!!!!!!!!

-Kenneth Jensen

Barb Monday and I were the only two who went to the birthday party...we had a great time--planned to stay 1 hour and ended up staying 3 hours.

Dee was excited to have some long time friends share the day with her. Her niece sent me some pictures and I will try to send them to folks. A card to her would be great:

Dee Fulscher, 460 Kearney St, Denver, CO 80220

-Carolyn Boller



HAPPY MOMENT. *Delighted to be honored after 25 years with Frontier is Reservations Agent Dolores Lanick Fulscher who receives her pin here from Dick Rohrmann, director — system reservations. Fulscher flew the system as a stewardess for 13 years and has been in Res for the last 12 years.*

December, 1975

**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, 9:00 a.m.
at Ted'z Place, 5271 E 52nd Ave, Commerce City, CO 80022
Contact:

Bob Keefer, 303-229-6904

DEN MAINTENANCE PICNIC and**DEN MAINTENANCE CHRISTMAS PARTY**

The Frontier Airlines Maintenance and Engineering Retirement Club picnic and Christmas lunch have been CANCELLED.

Unfortunately, the club is hereby dissolved due to the lack of officers. We apologize for any inconvenience.

Thank you for your kind support in the past.

Juanita Barajas and Donald Cecil

DEN FLIGHT CREWS

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

Sat, Aug 19, 2017, 5:30 am - 10:00 pm, \$25 admission
Summit Event Center

Contacts:

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

DFW MECHANICS GET-TOGETHER

TBA, last held Sat, Sep 17, 2016 at 11 a.m. at the Beacon Cafe on Hicks Field near Fort Worth.

Contact:

Tom DeWoody, 214-908-0260, TDeWoody@yahoo.com

DFW PILOTS

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

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

FYV-FSM MEMORIAL PIGNIC

Sat, Aug 26, 2017, 11 am-3pm, FSM Burford Pavillion
Contact:

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

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

MCI FLIGHT CREW LAYOVER

Thu - Sun, Sep 14 - 17, 2017

Hampton Inn, Lees Summit, MO

Contact:

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

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

Held Sun, Nov 13, 2016, 10:00 am - 3:00 pm, Desert Breeze Park in Chandler.

Contact:

Coordinator needed to keep the event going.

Reunion season is upon us but sadly the number of events continues to decline.

PHX needs someone to step forward and keep it going. SLC is in the same shape. Others that have lapsed are STL, DFW, TUS and DEN MX.

As of now I have definite dates for only these reunions this year: DEN on Aug 19, MCI on Jul 15, Sep 16 and Nov 18, FYV-FSM on Aug 26 and MCI Flight Crews on Sep 14.

Be sure to attend one if possible. At the rate standbys are beng cleared for flights west, it may be your last chance to re-connect with your Frontier friends.

**Jul 15, 2017 MCI FL Gathering
Plus Sep 16 and Nov 18**

Hi all....hope to see you on Jul 15th....still at the HyVee on Barry Road, across from St. Luke's Hospital.

See you at 11AM....if you have questions, need directions, email or call 816-741-1995.

This is brief....and to the point....have been very busy....and I think you all have the drill by now.

BUT....if anyone needs more info....call Mike or Rose Dragen 816-741-1995.

-Rose Dragen for the Reunion Committee

SEPTEMBER 2017 KANSAS CITY FAL CREW REUNION

Hey Y'all ... If you were a part of the Frontier (FAL) Family, we invite you to join us for 3 days of fun, parties, getting reacquainted, swapping stories of our good times together and just having a good time with "old" friends.

Just a reminder that if you are planning to attend the 2017 Reunion in Kansas City on September 14, 15 and 16 ... and if you will be staying at the Hampton Inn - Lee's Summit ... it's time to make your reservations !!!

HAMPTON INN & SUITES
1751 NE Douglas Street
Lee's Summit , Mo 64086
816-347-8600

When calling to make your room reservations please identify yourself as part of the Frontier Airlines Flight Crew Reunion 2017.

The regular room night rate is \$159.00 and Lisa Sachetta has negotiated a special rate for our reunion of \$119.00 per night! For reservations please contact the Hampton Inn & Suites property directly at: 816-347-8600

I will be checking in on September 13th (Wednesday) and checking out on Sunday (17th) ... for those coming in from out of town and are riding airlines in ... if you need a pick-up just let me know and I will come to get you.

See you in September,

Phil Stallings
Email: redryder35@att.net
Cell: 816-668-6294

FRONTIER CV580s

Reg S/N	Mfr's S/N	Version	Built	Delivered	To	Sold to FL	Convtd 580
N73102	2	340-31	1/15/52	9/2/52	United	9/9/66	12/11/66
N73106	7	340-31	9/3/52	9/11/52	United	4/16/63	3/10/65
N73107	8	340-31	9/16/52	9/24/52	United	11/8/67	3/23/68
N73108	11	340-31	8/25/52	8/29/52	United	1/67	4/27/67
N73112	16	340-31	9/24/52	10/14/52	United	7/12/62	7/1/65
N73117	25	340-31	10/30/52	11/25/52	United	3/31/66	6/17/66
N73120	34	340-31	12/5/52	12/31/52	United	8/9/63	12/30/64
N73121	35	340-31	12/9/52	12/31/52	United	6/17/59	10/25/64
N73122	41	340-31	1/6/53	1/31/53	United	6/7/67	9/28/67
N73126	53	340-31	2/13/53	2/27/53	United	12/28/62	4/30/64
N73127	54	340-31	2/18/53	3/6/53	United	12/28/62	4/30/64
N73129	57	340-31	2/27/53	3/30/53	United	12/28/62	8/27/64
N73130	59	340-31	3/4/53	3/25/53	United	6/27/59	*
N73132	69	340-31	4/6/53	5/22/53	United	6/13/63	12/30/65
N73136	86	340-41	6/4/53	6/19/53	United	5/22/61	5/6/66
N73140	94	340-31	7/3/53	7/23/53	United	5/22/61	11/10/65
N73143	132	340-31	11/10/53	11/28/53	United	11/6/64	8/9/65
N73145	145	340-31	12/29/53	5/26/54	United	11/20/66	5/22/67
N73152	170	340-31	3/30/54	4/21/54	United	6/29/59	5/29/65
N73153	179	340-31	4/30/54	5/18/54	United	6/18/59	9/24/65
N73155	119	340-48	9/24/53	10/12/53	KLM	6/21/63	2/2/65
N73156	186	340-31	5/27/54	6/24/54	United	11/17/59	4/17/65
N73157	312	440-77	12/14/55	1/26/56	Swiftite	6/24/67	6/24/67
N73160	336	440-12	6/18/56	7/17/56	Sabena	12/10/67	3/28/68
N73161	354	440-12	7/20/56	8/16/56	Sabena	1/5/68	5/11/68
N73162	361	440-12	8/24/56	9/19/56	Sabena	10/10/67	2/26/68
N73163	366	440-12	9/12/56	10/5/56	Sabena	11/10/67	3/28/68
N73164	367	440-12	9/17/56	10/11/56	Sabena	1/25/68	6/4/68
N73165	368	440-12	9/20/56	10/15/56	Sabena	4/21/68	8/20/68
N73166	374	440-12	10/24/56	11/14/56	Sabena	3/4/68	7/10/68
N73167	381	440-12	11/19/56	12/10/56	Sabena	5/6/68	9/21/68
N73168	382	440-12	11/21/56	12/11/56	Sabena	6/5/68	10/9/68
N73301	80	340-32	5/19/53	6/30/53	Braniff	12/27/65	4/2/66
Totals - 33	340s - 23	440s - 10	580s - 32				

Information taken from THE CONVAIR TWINS by Gary L. Killion (Thanks to Frank Meyer for the book)

*N73130 crashed GRI 12/21/62 - total loss

FIRST CONVAIR 580 JOINS FLEET

From the May-Jun 1964 Frontier Sunliner News

History was made for Frontier Airlines on May 1. On that long-awaited day, the first jet-powered Convair 580 was delivered to the airline. An elated Frontier delegation, headed by M. Edward O'Neil, vice president of operations and maintenance, was on hand at the El Paso International Airport awaiting the arrival of the plane from Burbank, California being flown in by

pilots of the Allison Division of General Motors. That afternoon jet-powered N73126 was officially accepted by Mr. O'Neil on behalf of the airline.

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

See page 26



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 over due, the term "Gone West" came into being.

-Tex Searle, FL pilot



FLIGHTS WEST REPORTED SINCE THE SPRING 2017 ISSUE

Lucille Giacoma Andersen,

DEN flight attendant, 4/4/17, age 82

Nancy Richards Bentley,

DEN flight attendant, 3/23/17, age 68

Ed Callison,

DEN aircraft mechanic, 3/28/17, age 77, heart and COPD

Forrest Claxton,

FYV aircraft mechanic, 3/5/16, age 92

Leo Dorsey,

DEN pilot, 4/22/17, age 93

Gerrit Eenkhoorn,

DEN janitor, Nov 75, age 68

Bob Eubanks,

ABQ BIS ALS station agent/manager, Apr 81, age 56

Bill Folk,

DEN manager-taxes & insurance, 5/12/17, age 75, lung cancer

Don Frazee,

CPR RAP MKC sales representative, 7/29/68, age 38

Frosty Frost,

GSW MKC MCI DEN pilot, 6/1/17, age 84, kidney failure

Lloyd Fryrear,

DEN aircraft cleaner, 11/1/74, age 68

Nancy Vannoy Harrison,

DEN SLC reservations agent, 1/31/17, age 81

Mark Heerboth,

PUB BFF MKC MCI senior station agent, 3/23/17, age 81

Gene Johnson,

FTW ACF aircraft mechanic, 8/21/16, age 90

Jeaneane Johnson,

DEN flight attendant, 4/19/09, age 44

Jonnie Jones,

LNK station manager, 4/16/17, age 72

Warren Lester,

RIW ECS RAP CPR LAR HLN DEN station agent, 12/8/16, age 92

Rose Gallagher Murray,

SLC flight attendant, 3/28/17, age 86

Gary Rowe,

STL COS FCA station agent, 3/3/17, age 77, cancer

Tom Ryan,

SLC pilot, 11/16/16, age 87

Kailise Shek,

DEN flight attendant, 2/14/84, age unk, cancer

George Stoerberl,

PHX district traffic manager, 7/13/16, age 92

Ray "Woody" Woodson,

DEN pilot, 4/8/17, age 87

May they have smooth tailwinds and a bright star to steer by on their flight west!

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BILL FOLK**1969 - 1986****MANAGER-TAXES & INSURANCE
DEN**http://FAL-1.tripod.com/Bill_Folk.html

OBITUARY: William Bill Folk, 1942 - 2017, Bill was born in Chicago, IL. 2/14/42. Upon graduation from St. Leo HS, he joined the US Marine Corps where he served for 4 yrs. He graduated from NIU in 1969 and was a Brother of KX fraternity. He and his new bride, Debbie Dee, then left for Colorado.



As an Airline Tax Specialist, he spent 16 years with Frontier in Denver and 20 years with American in Dallas. Upon retirement, he returned to his beloved Colorado where he saw each day as "Beautiful". He touched everyone he met with his kindness, ready smile and grateful and positive attitude.

He had a gift for making everyone feel special.

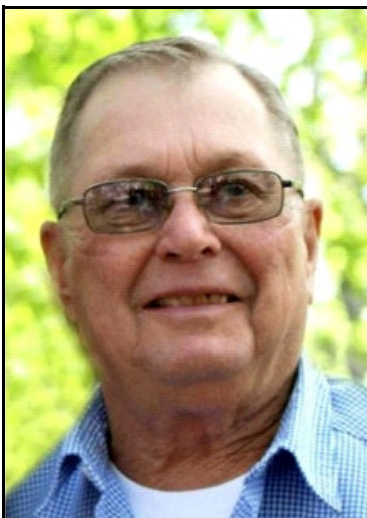
Bill passed away May 12, 2017. He is survived by his wife, Debbie, sons Jason and Zachary, daughter-in-law Jennifer and granddaughter Mollie. Services will be held at St. Francis of Assisi Catholic Church in Castle Rock at 11:00 AM on Thursday, May 18.

-Denver Post on May 14, 2017

ED CALLISON**1968 - 1977****AIRCRAFT MECHANIC
DEN**http://FAL-1.tripod.com/Ed_Callison.html

OBITUARY: Ed Callison, 77, of Winterset, IA died as a result of heart complications due to battling COPD on Tuesday, March 28, 2017, at Mercy Medical Center in Des Moines.

Edward Roy Callison, son of Roy and Helen (Percy) Callison, was born on Sept. 7, 1939, in Winterset. He graduated from Winterset High School in 1957. He joined the US Navy and served from 1957 to 1962. Ed was united in marriage to Joanne Pech on Jan. 5, 1963, in Milwaukee, Wisc.; three children were born to this union. He acquired his A/C Mechanic certification from the Navy and



later acquired his A&P license and worked for Continental and Frontier Airlines from 1967 to 1977.

Ed and the family moved to Winterset, IA in 1977 and took over the family farm and farmed until retiring in 2010. Ed was a member of the Optimist Club, Madison County Cattleman Association, Cardiac Respiratory Coffee Club, and past board member of the Farm Bureau.

He was preceded in death by his parents, Roy and Helen Callison.

He is survived by his wife, Joanne Callison of Winterset; three children, Dan Callison of Wellington, Colo., Donna Sleeth of Norwalk and Stacy (Mark) Marean of Winterset; five grandchildren; two great-grandchildren; sister, Connie (Gary) Bailey of Winterset; extended family and a host of friends.

A Funeral Service was held Saturday, April 1, at Ochiltree Funeral Service. Memorials may be directed to the American Lung Association or a local Winterset organization of the donor's choice.

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

KAILISE SHEK**1977 - 1984****FLIGHT ATTENDANT
DEN**http://FAL-1.tripod.com/Kailise_Shek.html

My name's Alissa Boland and my mom flew with Frontier (hiring date was 12/3/77) just wondered if anyone knew her? Kailise Shek..

She passed away from cancer on 2/14/84. I was 13 at the time. Would LOVE to talk to anyone that maybe remembers her or has any pictures.

My parents divorced when I was 5 and since my dad was in the navy, we stayed with him. He is an awesome dad, but I have always wondered about the person that he's always said I looked like.

-Alissa Boland

I flew with your mom around that time. She was a nice lady. I'll be happy to share what I know via messaging although it's very brief.

-Fred Trujillo

Your mom and I were roommates during our training at Frontier and I remember her very well. Your mother was a tiny, petite woman who always had a smile on her face and she was very smart! I have our class picture. I'd love to hear from you sometime.

-Linda Miller Anderson

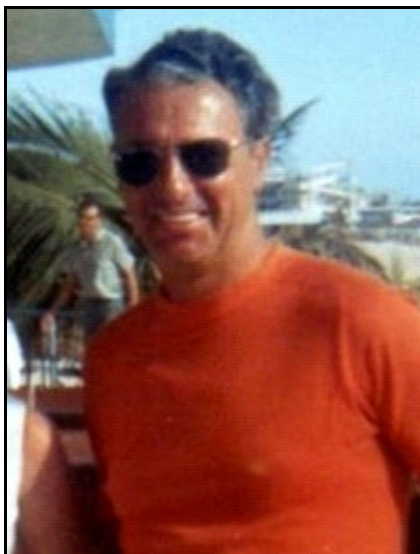
I'm a bundle of tears right now! You were her roommate?! I'd love to talk to you, but I'm a little afraid that you will only hear squawking through tears:) I'll text you...

-Alissa Boland



LEO DORSEY**1955 - 1983****PILOT
DEN**http://FAL-1.tripod.com/Leo_Dorsey.html

Just got word from Patty O'Neill that Leo Dorsey passed away



in his sleep at his home in or near GJT.

Leo had fallen lately from his wheel chair & suffered some injury to his head. He was about 94 years old.

His good friend Terry Hill reported information to Patty. His wife was an ex nurse, named we believe Diona. He had a Son Mike pilot with UAL and a daughter they called Missy

I have no pictures of Leo in his uniform but will look for photos from the picnics.

-Bonnie Dahl

Still need a full obituary for Leo. At age 93 years and 7 months, he is the 9th oldest pilot to fly west.

L W DORSEY, DEN Res Capt, DOB 8/30/23, DOH 4/30/55 per the Feb 1960 Frontier Roster.

L W DORSEY, pilot seniority date of 4/30/55 per the Sep 1981 pilots seniority list.

-Jake Lamkins**NANCY VANNOY HARRISON****1973 - 1986****RESERVATIONS AGENT
DEN SLC**http://FAL-1.tripod.com/Nancy_Vannoy_Harrison.html

OBITUARY: Nancy Clifton Vannoy Harrison, 81, of Virginia Beach, departed this life on January 31, 2017.

Nancy was born December 2, 1935 in Roanoke, the eldest daughter of Frances and Emory Clifton, who were later longtime residents of Front Royal.

Nancy was the mother of three children, Wendell, Debra and Clifton. Her three sisters are Betty Jean Clifton of Stephens City, VA, Gail Clifton Guy of Stephens City, VA, and Patricia Ann Clifton, of Crozet, VA.



Nancy also leaves behind many grandchildren, great-grandchildren, nieces, nephews,

and cousins all over the country and a dear sister-in-law, Alice Lee Strop of Harrisonburg, VA.

Nancy graduated from Warren County High School, Class of 1954. She continued her studies attending Strayer College in Washington, D.C. and was later employed at the Pentagon.

She worked for various travel agencies and airlines including Frontier Airlines as a reservation agent in Denver and Salt Lake City.

She loved warm climates and spent most of her adult life in Arizona, Colorado and New Mexico.

She faithfully followed her favorite professional football team, the Denver Broncos. She was an avid traveler, loved meeting people and spending time with her friends and family.

Nancy will be interred in Arlington National Cemetery with her late husband, Robert "Dutch" Harrison, CMSGT, USAF.

-<http://www.legacy.com/obituaries>**MARK HEERBOTH****1958 - 1986****STATION AGENT, SENIOR STATION AGENT
PUB BFF MKC MCI**http://FAL-1.tripod.com/Mark_Heerboth.html

OBITUARY: Markus Benjamin Heerboth, 81, a Northland resident of Kansas City, MO passed away March 23, 2017, at the NorthCare Hospice House. He was born November 29, 1935 in Wamego, KS to Martin L. and Marie Amelia (Wenholz) Heerboth.

Markus graduated from St. John's Academy in Winfield, KS. He worked as an agent for Frontier and Braniff Airlines, prior to a long and rewarding career with the Cerner Corporation. He was a long-time devoted member of Christ Lutheran Church in Platte Woods, MO. In his spare time, he enjoyed spending time with his beloved wife, Josephine. Markus was a member of the National Railway Historical society and the Milwaukee Road Society. Markus was an avid rail fan.

He married Josephine Rios on August 5, 1995 at Our Savior Lutheran Church in Kansas City, KS. In addition to Josephine, survivors include his three children, Lori, Cheryl and Wesley; and five grandchildren. He was preceded in death by his parents; first wife, Linda; and three brothers, Pastor Paul, Richard and Theodore.

Funeral services will be conducted 2:00 p.m. Tuesday, March 28, 2017, at the Christ Lutheran Church. Burial will follow at Mt. Muncie Cemetery, Leavenworth, KS. Visitation will be held from 1-2:00 p.m., prior to the service. In lieu of flowers, memorial contributions are suggested to Christ Lutheran Church or Our Redeemer Lutheran Church. The Meyers Northland Chapel in Parkville, MO has been entrusted with the final arrangements.

-<http://meyersfuneralchapel.com>

FORREST CLAXTON

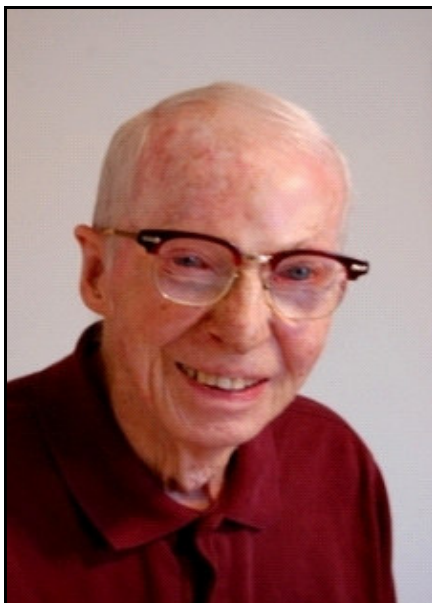
1955 - 1957

AIRCRAFT MECHANIC

FYV

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

OBITUARY: Forrest B. Claxton, Jr., Springfield, Missouri,



passed away on March 5, 2016, after a five year decline in health. He was born March 30, 1923 in Fayette, Iowa, the son of Forrest B. and Ruth (Dubbett) Claxton.

Forrest spent his childhood in Fayette. He was valedictorian of his high school class and attended Upper Iowa University before entering WWII in February, 1943. He enlisted in the Army Air Corps, took military and flight training, was commissioned as an officer, became a

P-47 pilot and flew numerous missions over Germany before being shot down and captured by the Germans. He received the Purple Heart, Air Medal and Prisoner of War Medal.

After the war he attended Iowa State University for a time, then returned to aviation, which he loved. He became a mechanic for Central Airlines, followed by 26 years as a pilot for Continental Airlines until his retirement in 1983.

He married Kathryn Yearwood in 1953, and to them was born a son, Roger Farrell Claxton. They ceased their life together in 1980. Later Forrest married Laura Ann Killingsworth in Austin, Texas. Shortly after, they moved to Springfield, Missouri.

Survivors are his wife, Ann and her children; his son Roger and Roger's wife Bridget; and his grandsons Robert R. Claxton and Andrew R. Claxton. Forrest will be placed at rest with his parents and sister in his home town of Fayette.

-(SGF) News-Leader on Mar. 13, 2016

LUCILLE GIACOMA ANDERSEN

1959 - 1960

FLIGHT ATTENDANT

DEN?

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

OBITUARY: Lucille Giacoma Andersen, 82, passed from this life April 4, 2017. Lucille graduated from Kansas State Teachers college in Pittsburg, KS and was a Home Economics teacher in Lockwood and Lamar, MO.

She then became a stewardess with Frontier airlines until her marriage in 1960. She had three sons and taught Sunday school and Head Start in Rawlins, WY. The family moved to Wichita in 1969, where her daughter was born. She was a substitute teacher for USD 259 and worked other part time jobs as well.

After her kids were grown, she worked for the Red Cross as a receptionist until she retired. She attended Woodland Methodist Church and Heartland Church of Christ. Lucille enjoyed travel-

ing to visit her family and was an avid reader.

Above all, she loved her family and doted on her grandchildren. She was very active in their lives and loved them deeply.

She is preceded in death by parents, Joe Sr. and Jennie Giacoma and her grandson, Nathan Andersen. Lucille is survived by her four children, Craig Andersen, Todd (Jennifer) Andersen, Bruce Andersen, and Gail (Duane) Bosley; brother, Joe (Patty) Giacoma Jr.; grandchildren, Ryan Andersen, Rachel, Spencer,

and Jack Bosley, as well as many nieces, family, and friends. Visitation will be held from 5-7 pm Friday April 7, 2017 and funeral service at 3:00 pm Saturday April 8, 2017 both at Resthaven Mortuary.

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

GEORGE STOEBERL

1946 - 1947

DISTRICT TRAFFIC MANAGER

PHX

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

OBITUARY: George F. Stoerberl, 92, passed peacefully away on July 13, 2016. He was born July 8, 1924 in Chicago, Ill. to Frank and Mina Stoerberl.

He served in the U.S. Army field artillery div. during WWII. He moved to Phoenix to help start Arizona Airways.

In Phoenix, he met his future bride, Janet Pearson, through mutual friends.. They hit it off and were married in 1949.

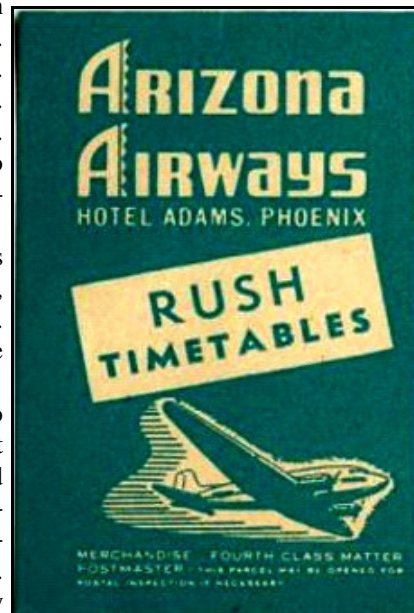
George was committed to working with non-profit foundations. He was proud of his years with the Arizona affiliate of the American Diabetes Association. He was also employed by the Beatitudes Campus as Director of Fund Development.

George is preceded in death by his wife, Janet. He is survived by son Gary, granddaughter Lindsey, daughter Cathy and son-in-law Greg.

A service and celebration of George's life will be held 10:00 am, July 30 at the Life Center at the Beatitudes Campus. Donations may be made to ICM, 501 S. 9th Ave., Phoenix, AZ 85007.

-The Arizona Republic from July 24 to July 27, 2016

MORE GONE WEST



BOB EUBANKS**1952 - 1961****STATION AGENT, STATION MANAGER
ABQ BIS ALS**http://FAL-1.tripod.com/Bob_Eubanks.html

FindAGrave.com: Robert Harry "Bob" Eubanks, Birth: 1924, Death: 1981

Spouse: Celia Angeline Futrell Eubanks (1928 - 2015)*

Burial: Desert Lawn Memorial Park , Yuma, Yuma County, Arizona, USA

Find A Grave Memorial# 111686818

-<https://www.findagrave.com>

R H EUBANKS, BIS station manager, per the Nov 1955 Frontier Roster.

Same date shown on the Nov1955 station agents seniority list.


R H EUBANKS, ALS station manager, DOB 11/27/24, DOH (MVS) 6/12/52 per the Feb 1960 Frontier Roster. I don't know what MVS means.

He is not on the Mar 1962 FL/ALEA seniority list.

I'll show him leaving in 1961 until info otherwise is received.

Not much at websearch - found wife's obit. SSDI DOB is 2 days different than Feb 1960 Frontier Roster.

Unable to find an obituary for him.

-Jake Lamkins**RAY WOODY WOODSON****1958 - 1985****PILOT
DEN**http://FAL-1.tripod.com/Ray_Woody_Woodson.html


OBITUARY: Raymond Woodson, 87, of Mesa, AZ passed away on April 8, 2017. Ray was born in 1929 in Arkansas and lived there until the death of his parents when he was six years old. He then moved to the Oakland, California area with his older sister and lived there until his enlistment in the U.S Army in 1946. After serving with honor for six years, Woody was discharged while living in Anchorage, Alaska and used the G.I. Bill to pursue his life's passion, aviation. He worked as a bush pilot and in other piloting jobs until he was hired by Frontier Airlines in Denver, Colorado in 1958. This was the culmination of a dream, and also brought a meeting with the love of his life, a stewardess named Rita Crock. They were married in May of 1960, and eventually had a son and two daughters: Matthew, Jennifer and Linda. Ray's airline career included flying the

DC-3, Convair 580, and culminated as a Boeing 737 Captain. He retired in 1985.

Woody then became a simulator instructor and check airman at America West Airlines at Phoenix in 1987 He worked at AWA, and it's successor, USAirways, until 2009.

Woody is survived by his wife of nearly 57 years, Rita, three

children and seven grandchildren. At his request, there will not be a public service, but rather a celebration of a life well-lived at a later date. Arrangements handled privately. In lieu of flowers, the family would appreciate donations to either the Phoenix Children's Hospital Foundation or Sunshine Acres Children's Home.

-The Arizona Republic on Apr. 16, 2017**GENE JOHNSON****1949 - 195?****AIRCRAFT MECHANIC
FTWACF**http://FAL-1.tripod.com/Gene_Johnson.html

OBITUARY: Gene Johnson, age 90, a long time resident of Albuquerque, died Sunday, August 21, 2016.

He is survived by his wife of 64 years, Betty Lee; children, Debbie Benson, Pam Petty and husband, John, Mickie Johnson, and Michael Johnson and wife, Stephanie; ten grandchildren, Aaron Petty and wife, Vanessa, Sara Petty and partner, Duncan, Jennifer Harris and husband, Steve, Rebecca Guess and husband, Drew, Daniel Benson, Lauren Johnson, Justin Hausmann and wife, Erika, Samantha Martinez and husband, Joseph, Trevor Johnson and Brendan Johnson; great-grandchildren, Kiamni, Jasper, Addison, Sean, Seth, Eleanor Mae.

Gene was preceded in death by his parents, Roy A. and Lula Johnson; siblings, Gilbert Johnson, Herbert Johnson and Helen Moulder.

He was born in 1925 in Oklahoma City and before graduation entered the United States Army Air Corps. After his discharge Gene worked for a flying school before helping Keith Kahle and actor, Jimmy Stewart with their startup of Central Airlines which he worked for until going to work for Continental Airlines retiring after 35 years as a mechanic.

Friends may visit Friday, August 26, 2016, from 9:30 till service at 10:00 a.m. Interment will follow at Gate of Heaven Cemetery. In lieu of flowers, memorial contributions may be made in Gene's name to High Desert Hospice, 5801 Osuna Rd STE A107, Albuquerque, New Mexico 87109.

Gene's family would like to extend their heartfelt gratitude to Dottie, Melissa, and the rest of the outstanding staff at The Woodmark at Uptown along with High Desert Hospice for their loving care of Gene and all of the family.

-Albuquerque Journal on Aug. 24, 2016**DON FRAZEE****1958 - 1961****SALES REPRESENTATIVE
CPR RAP MKC**http://FAL-1.tripod.com/Don_Fraze.html

FindAGrave.com: Donald J Frazee, Birth: Sep. 28, 1929

Death: Jul. 29, 1968. Burial: Mount Calvary Cemetery,

Pierre, Hughes County, South Dakota

Find A Grave Memorial# 125074362

-<https://www.findagrave.com/>

D J FRAZEE, MKC sales rep, DOB 9/28/29, DOH 8/1/58 per the Feb 1960 Frontier Roster.

He is not on the Aug 1963 Sales & Service Roster. I'll guess he left in 1961 until more info is received.

I could not find him on the SSDI. I have not been able to find his obituary either.

-Jake Lamkins

NANCY RICHARDS BENTLEY

1970 - 1974

FLIGHT ATTENDANT

DEN

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

OBITUARY: Nancy Kay Richards Bentley, 68, of Socorro,



New Mexico ended her journey of this world on March 23, 2017 in Rio Rancho, NM.

Nancy was born October 7, 1948 in Abilene, TX to Frank James Richards and Virginia (Steger) Richards. She grew up in the home on Buffalo Gap Road that her daddy built and regarded it as her home base throughout her life.

She was a graduate of the Cooper High School class of 1967. She went to the University of Texas Arlington 1967-1969 before she earned her wings as a stewardess for Frontier Airlines where she was

based out of Denver Colorado. She obtained a Bachelor of Science Degree in Secondary Education from McMurry College in 1978 and was a PI KAPPA DELTA. Nancy Kay taught speech and drama from 1978-1982 where she won district and region for one-act play and speech for Georgetown, TX High school and El Paso High school.

Nancy was in several movies she was the female lead in an independent film called Thunder Riders of the Golden West and an extra in Honeysuckle Rose. She was the studio manager for K.R.B.C. T.V 1985-1989.

She is preceded in death by her parents, grandparents, a son, Stoney Williams; her brothers, Mike and James Richards.

She is survived by her children Suzy South and Nick Bentley; nieces; nephews; cousins; and grandchildren. A special thanks to her best friend Cindy Steger for being her rock throughout the last days of her journey.

Memorials pending you may make a donation in her name to your local food bank.

[-https://findagrave.com](https://findagrave.com)

WARREN LESTER

1954 - 1986

STATION AGENT, SENIOR STATION AGENT

RIW ECS RAP CPR LAR HLN DEN

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

OBITUARY: Warren Lester, 92, of Riverton, WY died on Thursday, December 8, 2016, in Riverton. A Celebration of Life will be held at 2:00 pm on Tuesday, December 13, 2016, at the United Methodist Church. Burial will follow at Mountain View Cemetery.

Maurice Warren Lester was born on January 8, 1924 in Independence Township in Nodaway County, MO to John F. and Eva (Morris) Lester. He was raised on the family farm along with his four siblings and in 1942 he graduated from Sheridan High School in Sheridan, MO. He then attended college at Maryville, MO before enlisting in the U.S. Army Air Corps in

1943. He was honorably discharged on 1945 in San Antonio, TX.

He married his first wife, Deloris Howes on January 31, 1946 in Troy, KS. Their first son, Warren Douglas was born August 22, 1948 and their second son, Robert Alan was born September 28, 1951. In 1952 they moved to Riverton, WY when he began to work for Frontier Airlines. In 1960 they moved to Newcastle, WY then he worked in Rapid City, SD for a short time before moving back to Riverton. Their third son, Michael Scott was born January 16, 1961 in Riverton, WY.

In April of 1961 his wife Deloris died unexpectedly leaving Warren with three young boys to raise alone. On June 3, 1962 he married his second wife, Leda Ann Brown in Riverton, WY. On September 16, 1963, two more sons joined the family, twins, Roger Noels and Rodney Eugene. The family of seven made their home in Riverton. After all the boys were out of the house they moved to Helena, MT and Northglenn, CO where he continued to work for Frontier Airlines. In June of 1986 he retired and they moved back to Riverton, WY.

He is survived by his wife of 54 years, Leda Lester; sons, Warren Lester of Japan; Robert Lester and wife, Jo, of MT, Roger Lester and wife, Julia of UT, and Rodney Lester and wife, Rasila, of CA.

He was preceded in death by his parents, John and Eva Lester; first wife, Deloris Howes Lester; son, Michael Lester; brother, Verne Lester; sisters, Edrie Lester Myers, Doris Lester, and Sybil Lester Rief.

[-http://thedavisfuneralhome.com/obit.aspx?I=2373](http://thedavisfuneralhome.com/obit.aspx?I=2373)

GERRIT EENKHOORN

1956 - 19??

JANITOR

DEN

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

SSDI: Gerrit Eenkhoorn, State of Issue: Colorado

Date of Birth: Sunday July 07, 1907

Date of Death: November 1975

Est. Age at Death: 68 years, 4 months

Last known residence:

City: Aurora, Colorado, 80010

[-http://www.genealogybank.com](http://www.genealogybank.com)

G EENKHOORN, DEN janitor

DOB 7-7-07, DOH 12/14/56

per the Feb 1960 Frontier Roster.

He is not on the Nov 1974 janitor seniority list.

Not much info on him.

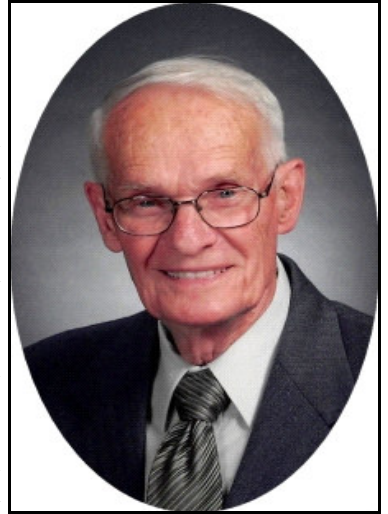
I found his SSDI while doing a periodic web search for Frontier FLights West.

Need obituary, photo and when he left the company.

He may have been known as Gerry, Jerry or Dutch.

-Jake Lamkins

MORE GONE WEST



FROSTY FROST

1958 - 1986

PILOT

GSW MKC MCI DEN

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

OBITUARY: HERLUF A. FROST, 1932 - 2017, 84, Overland Park, KS, passed away June 1, 2017. Mr. Frost served in the US Air Force, and then spent the next 40 years as a commercial airline pilot, earning the rank of captain, and eventually retiring in 1992.



'Jack' or 'Frosty,' as he was known to many, loved spending time with family and friends, particularly at the helm of his boat on the Lake of the Ozarks where he and his wife of 62 years, Melba, owned a home. He was best known for his corny jokes and storytelling, his zest for life and love of reading, cars, RV

travel and music.

In addition to his devoted wife, he is survived by four daughters: Jeanette Greene (John) of Gardner, KS, Susan Dutch (Bill) of Syracuse, NY, Patti Alex (Mike) of Nebraska City, NE, Cindy Gauert (Doug) of Mequon, WI; 11 grandchildren, 11 great-grandchildren, 7 grand-dogs and 7 great grand-dogs.

In lieu of flowers, the family requests donations to Olathe Health Hospice House, 15210 S. Marion St., Olathe, KS 66061 where he received wonderful, compassionate care in his final days.

A Celebration of Jack's Life will be held June 25th, 2017, 4 pm at St. James Academy, 24505 Prairie Star Parkway, Lenexa, KS. Porter Funeral Homes and Crematory

-Kansas City Star on June 4, 2017

JONNIE JONES

1967 - 1986

STATION AGENT, STATION MANAGER

DEN LNK

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

OBITUARY: Jonnie Mac Jones, 72, of Goodland/Kanorado, Kansas, passed away at his home in Summerfield, Florida, on Sunday, April 16, 2017.

Jonnie was born September 14, 1944, to Ivan and Dorothy Jones.

Jonnie left the farm to serve in the United States Air Force where he fought in Vietnam.

He was an avid golfer and one of the luckiest guys around, with 5...count them...5 hole-in-ones!

His quick wit and calm demeanor will be missed by all.

Jonnie is survived by his only child, Kristen (Jones) Hausman and her husband Mark, of Atlanta, Georgia, three grandchildren, Chance Mac (15), Jake (13) and Mia (10), his older brother, Dick, and younger brother, David, (Jonnie was always quick to remind them he was the poor middle child), and his wife, Jo.

-Sent by Jackie Jones Williams

MORE GONE WEST

It is with a heavy heart that I share with our many beautiful friends and family the passing of Jonnie on Easter 4/16/17. He was the best thing that ever happened to me and the nicest person I have ever known. You are so very loved Jonnie Jones and will be missed by many. Love you with all my heart.

-Jo Jones

After Frontier, Continental gave me an option of Pierre or Bismark. I told them I wasn't interested. I could tell they didn't really want me.

Purchased a travel agency in Lincoln Neb. (mistake number 1) then sold the travel agency and moved to Akron Ohio and started a business with my brother, still active (semi-retired) and splitting my time between Ohio and Florida.

Just finished a cancer operation here in Tampa Fla (Moffitt Cancer Center) for esophageal cancer. Quite intrusive operations will be laid up of 2-3 months. They feel they got it all, they should as they took out my esophagus. Ha. Anyhow am doing better and looking forward to another year.

Thanks you for keeping Frontier alive, as it was the highlight of my life, good people like Truman Jeter, Ken Gann, Hank Lund, Royal Burt and many others made it enjoyable.

-Jonnie Jones (1/18/07)

LLOYD FRYREAR

1959 - 19??

AIRCRAFT CLEANER

DEN

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

SSDI: Lloyd Fryrear, State of Issue: Colorado

Date of Birth: Friday August 03, 1906

Date of Death: November 1974

Est. Age at Death: 68 years, 3 months

Last known residence:

City: Denver; Edgewater; Lakewood; Wheat Ridge

County: Jefferson

State: Colorado

ZIP Code: 80214

-<http://www.genealogybank.com/doc/ssdi/>

I found his SSDI while doing a periodic web check for FLights West.

L R FRYREAR

DEN aircraft cleaner

DOB 8/3/06,

DOH 3/30/59

Address in Edgewater, CO

per the Feb 1960 Frontier Roster.

He's not on the Nov 1974 aircraft cleaners seniority list.

Not listed in Ken Schultz We Remember database.

Found nothing in Frontier newsletters.

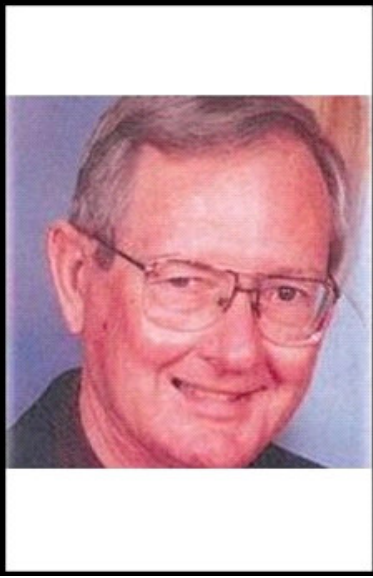
Hardly any info on Lloyd.

-Jake Lamkins



GARY ROWE**1961 - 1986****STATION AGENT
STL COS FCA**http://FAL-1.tripod.com/Gary_Rowe.html

OBITUARY: Gary Rowe, 1939 - 2017, Show Low, Arizona



Gary David Rowe, 77, formerly of Mt. Vernon, IN went to be with the Lord on Friday, March 3, 2017 in Show Low, Arizona, followed by burial in Terre Haute, IN. He was born November 11, 1939 in Mt. Vernon, IN, to the late Charles and Lillian Rowe.

Gary loved to fish, camp, travel, golf and read. He was close to his family and friends in Mt. Vernon, Indiana and was a 1957 graduate of Mt. Vernon High School. Gary was a veteran of the U.S. Army, serving from June 28, 1957 to June 15, 1960. He worked in the airline industry from 1961 until his retire-

ment in September 2004. Gary will be greatly missed by all of his family and friends.

He was preceded in death by his brother, Wayne Rowe; and sister, Jacqueline Rowe.

He is survived by his wife, Julia Rowe and daughter, Heather Rowe, both of Arizona. He is also survived by many beloved cousins.

A memorial visitation will be held on Saturday, June 10, 2017 from 10:00 am until 12:00 pm at the American Legion, 203 Walnut St., Mt. Vernon, IN. Military rites will be provided by American Legion Owen Dunn Post #5.

This will be a great opportunity for classmates and family to pay their last respects to Gary, and to celebrate Gary's life with Julia and Heather and extended family and friends.

Memorial contributions may be made to White Mountain United Methodist Church in Show Low, AZ.

-Courier Press on June 8, 2017

JEANEANE JOHNSON**1986 - 1986****FLIGHT ATTENDANT
DEN**http://FAL-1.tripod.com/Jeaneeane_Johnson.html

OBITUARY: Jeaneane Eldreamia Johnson left this life unexpectedly at 44 years old on April 19, 2009. She was in the comfort of her home in San Rafael, CA.

She leaves behind her Mother, Joyce E. Johnson Manning, sisters: Chanelle, Benita, and Pamela; Nephews Bradley and Trentyn; and Nieces Kaila and Madeline.

She was born in San Rafael, and graduated San Rafael High in 1984 which was followed by Barbazon Modeling Institute in 1985. She enjoyed professional stays in Denver as a Flight attendant for Frontier and Continental Airlines and as a Nanny in St. Louis.

She returned home in 1991 and worked in the grocery industry.

The viewing will be at Keaton Mortuary in San Rafael Wednesday, April 22nd, 4:00 PM-8:00 PM. She will be buried along side her father in Clinton, LA.

-Marin Independent Journal on Apr. 22, 2009

I found her obituary while doing a periodic wed search for FLights West.

J E JOHNSON, Emp# 19918, Address in Aurora, CO per the Aug 1990 Frontier Roster. Employee numbers in the 1990s were issued in Apr 1986 per ALEA seniority list entries.

Could not find her in the 1986 Flight Plan newsletters but the May issue mentioned a May 10th class, the first since mid-1985. It appears her time at Frontier was only a few months.

-Jake Lamkins

ROSE GALLAGHER MURRAY**FLIGHT ATTENDANT****1951 - 1953****SLC**http://FAL-1.tripod.com/Rose_Gallagher_Murray.html

Obituary: Rose Ann Murray passed away on March 28, 2017.

She was born in Anaconda, MT on August 13, 1930, the daughter of James and Beatrice Gallagher.

She attended training and became a flight attendant for Frontier Airlines after high school; stationed out of Salt Lake City, UT, she enjoyed traveling and proceeded to do as much as she could thru the years.

She married John P. Murray on May 13th, 1953, a blessed union of 57 years.

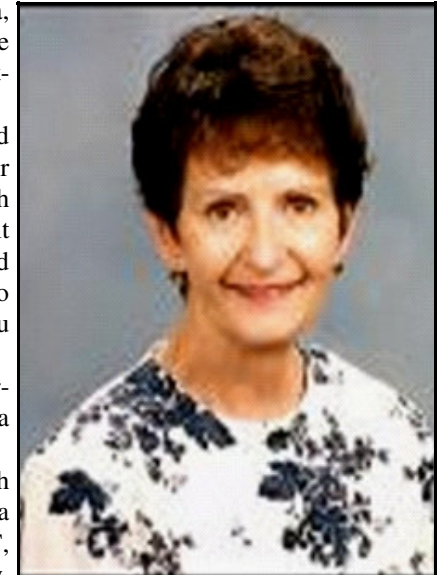
She was preceded in death by her parents, sister Gildea Gallagher of Anaconda, MT, her husband John P. Murray, and brother and sister-in-law James and Eileen Murray.

She is survived by her two children, James P. Murray (wife Marilyn and their three children: Vanessa, Natalie, and Ryan), Mary "Cathy" Fietek (husband Bill Zumwalt; and her two children Michelle Sacksteder (husband Colin and great-grandson Liam) and Brian Fietek (wife Brianne and great-grandchildren Jordan, Emma, and Logan), her sister Helen Dowdall (nephews and niece James Herbolich (deceased), Ann Munoz, Richard Herbolich, and Michael Herbolich).

She was a devoted mother and grandmother; everyone who met her remembers her as a sweetheart with a sweet tooth for chocolate! She was a Catholic and a member of Our Lady of Fatima since moving to Spokane, WA. She will be greatly missed.

Funeral Mass will be at 10:00 am, on April 17th, 2017, at Our Lady of Fatima, 1517 E. 33rd, Spokane, WA 99203. A reception will be held at the parish hall following the Mass. Interment will follow the reception at 2:00 pm at Holy Cross Cemetery, 7200 North Wall, Spokane, WA. In lieu of flowers we would like donations to be made to Horizon Hospice, Spokane, WA 99208.

-Spokesman-Review on Apr. 9, 2017



GONE WEST MAINTENANCE, CLEANERS

ENGINEERS, INSPECTORS, STOCKROOM

- Bill Abel, GSW DFW mechanic, 4/3/88, age 65,
Don Acridge, GSW DAL DEN lead inspector, 4/15/10, age 84
Robert Adcox, GSW mechanic, 11/21/88, age 66
Ed Aker, DEN lead stock clerk, Oct84, age 65
Ray Allgood, GSW DFW mechanic. 7/25/90, age 69
Ed Allmond, GSW DFW mechanic, 12/8/97, age 83
Jerry Altman, GSW DFW DEN mechanic, 5/3/99, age 65, cancer
Dutch Ancell, MKC MCI mechanic, 11/21/00, age 59
R. L. "Andy" Andersen, DEN mechanic, May89, age 33
Bob Anderson, DEN avionics mechanic, Dec81, age 69
Gerald "Andy" Anderson, DEN aircraft mechanic, 10/19/14, age 81
M. "Andy" Anderson, DEN lead avionics mechanic, 1/30/88, age 66
Bill Bailey, PHX aircraft mechanic, 9/21/96, age 92
Dick Bakker, DEN stock clerk, 11/12/97, age 77
Howard Barber, DEN janitor, 12/10/95, age 88
Dave Barnes, DEN fueller/cleaner, Dec81, age 42
Howard Barnes, DEN janitor, 2/25/80, age 77
Luther Barnes, DEN lead mechanic, 8/23/64, age 59
Arnie Barnett, DEN avionics mechanic, 8/20/99, age 69
Leo Barnett, GSW DFW DEN mechanic, 2/18/84, age 59
Don Beach, DEN inspector, 7/24/10, age 85, stroke
Ernie Beaudrie, DEN aircraft mechanic, 9/6/11, age 71
Ken Benish, PHX mechanic, Oct82, age 55
Art Benson, DEN aircraft mechanic, 6/4/09, age 88
Teuni Bergen, DEN lead inspector, 1/25/80, age 68
Don Bingham, DEN engineer, 10/5/79, age 38
Floyd Bircumshaw, SLC aircraft mechanic, 8/21/97, age 76
Russ Bliesner, DEN mechanic, 3/5/93, age 65
Willis Boden, DEN mechanic, 7/11/88, age 70
Bill Bowen, DEN janitor, mechanic, cleaner, 8/29/85, age 79
Ben Bower, PHX mechanic, 1/22/93, age 73
Walton Bowles, GSW mechanic, 4/4/76, age 53
George Bradley, DEN lead avionics mechanic, 1/6/88, age 62
Harry Bradley, FTW ACF GSW DFW mechanic, 6/23/85, age 80
Gene Brady, DEN mechanic, 9/7/13, age 87
John Brady, DEN aircraft mechanic, 8/11/08, age 76
Wayne Brandhorst, DEN aircraft mechanic, 10/16/12, age 81
Dan Breazeal, TUS mechanic, Mar89, age 40
Galen Breitling, DEN instrument shop, 5/29/97, age 67
John Brennan, DEN lead aircraft mechanic, 11/23/13, age 98
Bill Brickman, DEN inspector, 4/20/01, age 56
Harry Bright, DEN mechanic, 2/26/96, age 77
Gene Brill, DEN aircraft mechanic, 5/30/08, age 60
Otha Broome, GSW DAL DFW mechanic, 5/15/05, age 82
Jack Brown, DEN MKC MCI aircraft mechanic, 10/3/13, age 78
Neal Brown, MCI lead mechanic, Sep77, age 53
Jack Bruce, DEN maintenance training instructor, 10/15/08, age 86
Steve Bruley, DEN foreman-line maintenance, 4/7/78, age 42, leukemia
Q Bryan, DEN ground radio mechanic, 7/9/07, age 75
Bill Buckley, DEN lead inspector, 3/8/00, age 80
Dale Buehrer, MKC FSM TUS lead mechanic, 1/16/87, age 56
Richard Buethe, DEN lead mechanic, 10/1/99, age 87
Clyde Burnaugh, DEN aircraft mechanic, 10/11/89, age 89
Pop Burnell, DEN aircraft mechanic, 10/1/72, age 93
Zick Burns, DEN mechanic, 1/10/07, age 89
Bill Bustell, DEN inspector, 6/21/05, age 77
Graham Butler, DEN aircraft mechanic, 5/11/13, age 97
Sarge Butler, GSW mechanic, 1/20/01, age 82
Cabby Caballero, DEN aircraft mechanic, 9/18/07, age 86, cancer
Bill Caldwell, DEN aircraft mechanic, Sep81, age 53
Ed Callison, DEN aircraft mechanic, 3/28/17, age 77, heart and COPD
Dennis Cannon, DEN aircraft mechanic, 5/14/14, age 60
Dick Cantwell, DEN lead mechanic, 10/6/06, age 91
Fred Carlson, DEN cleaner, 6/15/91, age 61
Mike Carmichael, foreman-aircraft overhaul, 5/14/89, age 63
Tony Carpino, SLC mechanic, 2/10/89, age 74
Charles Carter, DEN avionics mechanic, 3/17/95, age 84
Charles Carter, DEN inspector, 12/30/04, age 66
Roger Carter, DEN inspector, 12/30/04, age 66
Carlos Casas, GSW mechanic, 7/29/70, age 41
Clinton Casey, FTW GSW DAL DFW mechanic, 12/27/98, age 70
Carl Cash, DEN lead avionics inspector, 12/5/98, age 65
Doug Cass, DEN lead aircraft mechanic, 1/16/11, age 79
Bill Castleman, GSW DAL DEN aircraft mechanic, 6/13/05, age 73
Roy Chamberland, GSW DAL DFW cleaner, 1/3/94, age 69
Forrest Claxton, FYV aircraft mechanic, 3/5/16, age 92
Chuck Clay, DEN LNK traveling ground mechanic, 5/10/08, age 73, cancer
Henry Cleveland, FTW ACF GSW DAL DFW lead mechanic, 12/18/95, age 76
Jim Clinkenbeard, DEN inspection foreman, 7/16/09, age 83, cancer
Clint Coakley, DEN inspector, 1978-1986, 11/27/07, age 85
Charlie Coffey, DEN aircraft mechanic, 6/23/11, age 85
Clyde Colbert, DEN stockroom clerk, 5/14/89, age 63
JoAnn Colbert, STL aircraft cleaner, 7/24/14, age 86
Lowell Conder, GSW DAL DEN aircraft mechanic, 5/12/02, age 90
Harold Cook, MCI lead mechanic, 10/12/85, age 68
Ken Cook, DEN lead inspector, 11/18/82, age 75
Willis Cooke, OKC GSW DFW DEN FSM lead mechanic, 8/7/95, age 80
Joe Coopersmith, DEN lead mechanic-EOS, 9/25/02, age 88
Ray Cordray, DEN aircraft mechanic, Jun 69, age 61
Bob Cornelius, MKC MCI FSM TUS DEN aircraft mechanic, 7/1/16, age 89
Sherman Cornstubble, GSW DFW DEN lead inspector, 11/13/99, age 74
Pat Corrigan, DEN mechanic-EOS, 6/25/99, age 82
Ted Couchman, DEN reliability analyst, Dec73, age 70
Cecil Covington, FTW GSW DAL DFW mechanic, 2/27/96, age 82
George Cramton, DEN lead inspector, 3/9/82, age 83
Doug Crandall, DEN mechanic, 1968-1986, 10/7/07, age 84
Joe Craze, DEN aircraft mechanic and inspector, 9/6/02, age 72
Walter Crisp, DEN mechanic, 4/29/03, age 48
Spence Crona, DEN lead mechanic, 10/6/03, age 75
Kevin Crosby, DEN aircraft mechanic, 10/20/00, age 44
Joe Crowder, DEN aircraft mechanic, 5/12/01, age 76

Frank Crowell, DEN aircraft mechanic, 9/1/11, age 88
 James Crozier, GSW DFW aircraft mechanic, 9/26/83, age 65
 Bob Cruickshank, DEN aircraft mechanic, 11/27/86, age 40, heart attack
 Syl Cuellar, DEN flight simulator technician, 11/24/07, age 91
 Gordon Cumming, DEN inspector & aircraft technician, 4/11/09, age 77
 Mike Dann, DEN SNA mechanic, Aug89, age 44
 Harley Davidson, DEN mechanic, 4/22/82, age 57
 Parker Davis, DFW mechanic, 10/27/10, age 85
 Red Davis, SLC BIL regional supervisor, DEN aircraft mechanic, 4/11/67, age 49
 Herold Delehoy, DEN aircraft mechanic, 2/15/95, age 74
 Ray Dennie, GSW DEN line foreman, 4/5/99, age 73
 Dick Denny, aircraft mechanic, 3/2/08, age 68
 Thomas Dickinson, DEN aircraft mechanic, 8/5/62, age 47, auto accident
 Lefty Dietz, DEN lead aircraft mechanic, 11/11/13, age 84
 Wayne Dikeman, DEN ground radio mechanic, 11/22/92, age 67
 Arbie Dillow, DEN lead aircraft mechanic, 7/28/15, age 75, pneumonia
 Bob Donley, DEN mechanic, 3/9/80, age 44, auto accident
 Sam Dorchak, DEN aircraft mechanic, 10/5/95, age 72
 J.D. Dossey, FTW GSW DFW PHX aircraft mechanic, 11/10/79, age 74
 Larry Doud, DEN mechanic, 1/21/95, age 74
 Robert Doud, FTW ACF GSW mechanic, 3/5/67, age 56
 Jack Drinkard, GSW DFW foreman, 1/28/00, age 68
 Bill Dryden, DEN avionics engineer, 10/6/91, age 72
 Harry Duff, DEN inspector, 1/27/91, age 66
 Al Easom, DEN aircraft mechanic, 4/10/07, age 89
 Gerrit Eenkhoorn, DEN janitor, Nov 75, age 68
 Don Edde, DEN aircraft mechanic, 5/13/15, age 61
 Ken Edwards, OKC DEN ground mechanic, 1/12/82, age 40
 Roger Edwards, SLC lead mechanic, 8/14/08, age 79
 Sonny Ehre, DEN mechanic, 1/16/90, age 70
 Bob Elliott, DEN engineer, 3/25/04, age 81
 Linton Ellis, GSW DEN lead mechanic, 4/11/01, age 68
 Dale Epperson, STL MCI aircraft mechanic, 11/25/82, age 35
 Don Erickson, DEN lead aircraft mechanic, 9/4/99, age 77
 Gary Erickson, DEN mechanic, 8/15/94, age 51
 Bob Estey, DEN stock clerk, 4/24/07, age 71
 Jimmy Fanning, FSM DEN cleaner, Jun84, age 32
 Marty Favor, MKC mechanic, 5/6/66, age 33, heart disease
 Gene Fehse, GSW DEN SLC foreman, 10/9/84, age 46
 Merle Ferguson, DEN mechanic, 10/5/90, age 72
 Ron Ferris, DEN foreman-line maintenance, 6/23/93, age 48, cancer
 James Finney, GSW mechanic, 9/4/91, age 68
 Earl Fischer, DEN inspector, 3/27/05, age 88
 Roy Fisher, DEN foreman-EOS/line, 4/29/92, age 74
 Chester Fitch, DEN lead inspector-NDT, 12/20/01, age 84
 Charlie Florin, DEN aircraft mechanic, 11/8/10, age 77
 Don Forrer, DEN maintenance planner, 1/20/94, age 77
 Red Fowler, DEN inspector, Apr69, age 45
 Lloyd Fox, PHX DEN aircraft mechanic, 10/18/82, age 44, auto accident
 Jesse Franklin, DEN aircraft mechanic and pilot, 4/10/12, age 82
 Leroy Frazier, GSW DEN mechanic, 11/9/01, age 76
 Harold "Frenchy" French, DEN inspector, 9/26/08, age 98
 Oliver Frigon, DEN lead aircraft technician, 6/13/88, age 74
 Lloyd Fryrear, DEN aircraft cleaner, 11/1/74, age 68
 Ernest Fuqua, GSW DAL DFW DEN aircraft mechanic, 8/1/15, age 81
 Al Garcia, DEN PHX lead aircraft mechanic, 9/27/69, age 56
 Bill Gee, DEN inspection foreman, 7/31/13, age 87
 Lee Gee, DEN aircraft cleaner, stock clerk, 8/21/13, age 78, auto accident
 Tag Gensler, MCI mechanic, May80, age 48
 Angello George, SLC aircraft mechanic, 7/27/11, age 92
 Frank Gilbert, GSW DEN aircraft mechanic, 7/19/07, age 86
 Pete Gillespie, ACF GSW DAL DFW aircraft mechanic, 6/1/10, age 91
 Bob Given, DEN lead inspector, 9/6/11, age 83
 Larry Goodwin, DEN aircraft mechanic, 6/28/92, age 67
 Wayne Gordon, STL mechanic, 9/25/78, age 37, auto accident
 Bill Grant, DEN welder, 10/13/83, age 63
 Dutch Greenmeier, DEN instrument shop inspector, 4/1/90, age 81
 Greg Gregory, DEN cleaner, refueler, aircraft mechanic, 1/18/16, age 73, heart attack
 Lee Gregory, DEN lead aircraft mechanic, 8/19/13, age 100
 Nash Guerra, MKC GSW DFW DEN aircraft mechanic, 10/4/98, age 79
 Vern Gulliksen, DEN aircraft mechanic and inspector, 7/30/11, age 91
 Gil Haddon, DEN inspector-NDT, 12/26/00, age 70
 Henry Hageman, FTW GSW DFW mechanic, 1/5/94, age 71
 Francis Hall, GSW DEN PHX mechanic, 4/6/82, age 65
 Dale Haney, DEN fueller, 1/20/95, age 75
 Curley Hansen, DEN mechanic, Jan73, age 55
 Gene Hanson, DEN aircraft cleaner and aircraft mechanic, 9/29/16, age 79
 LeVerne Hanson, DEN cleaner, 2/2/98, age 80
 Cecil Hardacker, GSW DFW DEN mechanic, 7/3/86, age 66
 Charlie Harris, GSW DFW mechanic, 9/25/86, age 69
 Walt Harris, DEN foreman-line maintenance, 10/18/84, age 52
 Ernie Hartland, MKC MCI aircraft mechanic, 9/4/95, age 76
 Charlie Hatfield, DEN TUS lead mechanic, 12/28/06, age 82
 Anton Hawkins, GSW mechanic, 2/1/84, age 58
 Dick Hebert, DEN aircraft overhaul, 1/23/07, age 74
 Hank Hecketsweiler, DEN engineer, 10/26/91, age 76
 Johnny Heffley, FTW radio mechanic, 10/12/09, age 75
 Gary Herning, GEG mechanic, 11/29/80, age 37, auto accident
 King Herrington, DEN lead mechanic, 10/4/08, age 87
 Dale Hershberger, DEN mechanic, 6/27/97, age 69
 Jim Hershfeldt, DEN lead mechanic, 1/18/07, age 73
 Jackie Hewitt, lead stock clerk, 11/13/76, age 46
 Dale Hicklin, DEN lead mechanic, 5/21/92, age 61
 John Higgins, DEN mechanic, 8/16/76, age 62
 Warren Hill, BIL GTF DEN mechanic, 3/19/05, age 84, heart failure
 Jack Hitchcock, PHX foreman-line maintenance, Apr76, age 57
 John Hobbs, DEN machinist-EOS, 2/28/08, age 75
 Jim Hoeglund, DEN stock clerk, 11/14/78, age 41
 Leonard Hogle, DEN mechanic, 4/5/99, age 83
 Ed Holdredge, DEN maintenance production planner, 3/15/99, age 62
 Ken Holmes, DEN inspector, 8/23/14, age 95
 Ike Hoover, DEN engineer, 7/3/10, age 84

Clarence Hopper, DEN aircraft mechanic, 3/28/84, age 55
 Ken Hopper, DEN aircraft mechanic, 10/17/03, age 69e 69
 Tom Horsman, DEN avionics mechanic, 10/18/88, age 47
 Slim Horton, DEN mechanic, Oct 79, age 68
 Don Hotchkiss, DEN mechanic, May81, age 64
 Ernie House, GSW DFW DEN aircraft mechanic, 1/31/86, age 81
 Bill Houston, DEN lead stock clerk, 9/21/97, age 79
 Bill Howard, DEN inspector, 12/8/86, age 63
 Bob Howard, DEN aircraft mechanic, 5/23/95, age 63
 Floyd Hoyt, DEN aircraft mechanic, 5/25/15, age 72
 Sylvia Hurt, DEN aircraft cleaner, 2/16/01, age 62
 Ed Huss, DEN lead mechanic, 9/21/09, age 83
 Willard Inman, DEN avionics mechanic, 3/4/97, age 77
 Joe James, DEN aircraft cleaner, stock clerk, aircraft mechanic, 11/25/16, age 78
 Alvin Jefferson, DEN aircraft mechanic, 10/2/09, age 64
 Bill Jensen, DEN aircraft mechanic, 7/3/12, age 76
 Frank Jesmer, DEN lead mechanic, 5/8/81, age 63
 Bill Jimmerson, DEN lead mechanic-EOS, 4/5/03, age 77
 Art Jiracek, DEN maintenance reliability analyst, 2/21/00, age 77
 Eliot Johnson, DEN stock clerk, 3/16/04, age 84
 Gene Johnson, FTW ACF aircraft mechanic, 8/21/16, age 90
 Keith Johnson, DEN aircraft mechanic, 7/18/07, age 85
 Monte Johnson, DEN aircraft cleaner, aircraft mechanic, 5/14/14, age 74
 Howard Jones, DEN maintenance foreman, 1/15/98, age 76
 John Paul Jones, DEN foreman facilities maintenance, 9/3/95, age 77
 Norm Jordinelli, DEN aircraft cleaner and stock clerk, 12/11/16, age 85
 James Judge, GSW DFW mechanic, 11/25/75, age 71
 Jim Kalbach, DEN foreman-heavy check, 9/14/05, age 73
 Paul Kalcsites, DEN mechanic, 9/24/06, age 79
 Larry Keen, DEN lead instrument mechanic, 8/8/00, age 87
 Mike Kelly, DEN maintenance scheduler, 6/1/91, age 78
 Maurice Kempner, SLC mechanic, 7/9/07, age 77, heart failure
 Lynn Kentch, MKC MCI DEN STL aircraft mechanic, 4/24/15, age 80
 Bernie Kersen, DEN aircraft mechanic, 3/15/72, age 28, auto accident
 Jerry Kimel, DEN foreman-ground maintenance, 4/28/78, age 62
 Art Krieger, DEN maintenance instructor, 11/19/98, age 85, Parkinson's
 Bob Krieger, DEN inspector, 8/19/12, age 88
 Harley Kruger, DEN lead mechanic, 8/26/87, age 67
 Stan Kyed, DEN inspector, 8/2/09, age 78
 Al Lager, DEN aircraft mechanic, 6/14/08, age 84
 Tom Lally, DEN lead-tool room tech, 11/19/96, age 74
 Woody Landis, DEN mechanic, Mar80, age 66
 Ed Lane, DEN lead inspector, 7/14/98, age 74
 Bernie Langfield, DEN foreman-avionics, 3/22/08, age 81
 Larry Larsen, DEN mechanic, 9/25/94, age 81
 Bob Laskoski, DEN mechanic-EOS, 1/22/01, age 72
 A.D. Laurence, GSW DAL DFW DEN lead mechanic, 5/27/00, age 82
 Morris Leach, DEN mechanic, 6/30/58, age 32, ramp accident
 Bob Legge, DEN lead inspector, 3/1/07, age 81
 Ed Lehmann, DEN aircraft mechanic, 10/4/93, age 76
 Ben Lemme, DEN aircraft mechanic, 4/23/93, age 69
 Jim Lengyel, DEN aircraft mechanic, 2/14/15, age 70
 Doc Libby, DEN PHX lead aircraft mechanic, Nov74, age 57
 E.J. Lima, DEN engineer, 5/11/97, age 88
 James Linebarger, GSW DEN mechanic, 6/18/71, age 61
 Al Linder, DEN inspector, 6/5/90, age 71
 Ed Lintz, DEN aircraft mechanic, 1/2/04, age 81
 A J Littlefield, DEN lead aircraft mechanic, 9/5/16, age 81, cancer
 Matt Litzinger, DEN foreman-line maintenance, 1/18/84, age 46, post-surgery complications
 Bill Livingston, PHX lead mechanic, 10/20/94, age 70
 Arnie Loller, GSW DEN avionics technician, 1/19/12, age 77, cancer
 Bill Long, DEN mechanic, 8/8/67, age 53
 Gene Long, DEN cleaner, stock clerk, aircraft mechanic, 8/28/08, age 71
 Howard Long, DEN aircraft mechanic, 8/12/11, age 67
 Joe Looft, DEN foreman-aircraft overhaul, 3/15/89, age 37
 Larry Lorz, DEN aircraft mechanic, 8/3/86, age 46, cancer
 Dick Lowe, DEN mechanic, 7/1/04, age 62, motorcycle accident
 Hugh Lucht, DEN aircraft mechanic, 10/3/14, age 82
 Jerry Manlove, DEN mechanic, 6/4/02, age 75
 Don Marick, BIL DEN ground mechanic, 4/20/05, age 74, heart failure
 Weldon Marr, GSW mechanic, Jun 81, age 62
 Roy Martin, STL SMF ground mechanic, 8/30/13, age 85
 Victor Martin, DEN aircraft mechanic, 4/5/15, age 79
 Joe Martinchick, DEN aircraft cleaner, Mar 79, age 65
 Daniel Martinez, GSW mechanic, 7/31/75, age 57
 Bud Matlock, MKC MCI aircraft mechanic, 3/30/80, age 59
 Tommy Matsumoto, DEN lead inspector, 8/17/15, age 101
 Shorty Maxwell, STL mechanic, 2/14/99, age 81
 Clarence McClean, GSW mechanic, 11/16/91, age 79
 Mac McCready, DEN lead aircraft mechanic, 9/15/02, age 70
 Mac McCrory, FTW GSW DAL DFW lead aircraft mechanic, 11/14/89, age 77
 Mike McDonald, DEN aircraft mechanic, 3/27/13, age 68
 Earl McGuire, DEN aircraft mechanic, 10/20/09, age 69
 Ike McKeown, DEN cleaner, GSE mechanic, 4/3/11, age 75
 Richard McMahan, DEN aircraft mechanic, 8/7/04, age 84
 Mac McManis, DEN aircraft mechanic, 6/24/03, age 90
 Jack Mericle, DEN lead aircraft mechanic-EOS, 4/1/99, age 79
 Ernie Mickalson, DEN machinist, 5/25/08, age 88
 Larrie Miley, GSW STL aircraft mechanic, 10/6/02, age 58, forklift accident
 Garland Miller, FTW GSW aircraft mechanic, 7/24/09, age 88
 Harry Miller, DEN lead mechanic-EOS, 6/9/88, age 89
 Jim Miller, DEN lead inspector, 5/17/92, age 60
 Paul H Miller, DEN senior draftsman, 5/21/03, age 79
 Paul K Miller, DEN aircraft mechanic, 11/28/13, age 71
 Charles Millhollon, GSW mechanic, 6/28/91, age 56
 Bobby Moncrief, GSW DAL foreman, 6/16/11, age 78
 Don Moore, GSW DEN mechanic, 8/15/73, age 40
 Tom Morris, DEN inspector, 1/14/04, age 87
 Tommy Munns, DEN aircraft mechanic, 6/20/09, age 79
 Harvey Murdock, DEN aircraft cleaner, 9/29/16, age 92
 Willard Myers, DEN instrument shop tech, Nov85, age 80
 Joe Nale, DEN lead aircraft mechanic, 4/1/13, age 95
 Ralph Newman, DEN aircraft mechanic, 8/19/09, age 90
 Marshall Nix, GSW ABQ mechanic, 5/22/94, age 66
 Tim Norman, STL cleaner, Dec78, age 37, murdered
 Lawrence North, DEN mechanic, 5/7/00, age 44

Leonard Nothaft, DEN mechanic, 7/25/08, age 87
 Cliff Nowlin, DEN mechanic, 5/23/87, age 70
 Tom Nowlin, DEN avionics mechanic, 7/30/78, age 51
 Russell O'Harra, GSW DAL DFW aircraft mechanic, 8/17/11, age 93
 Marty O'Meara, DEN foreman-stores, 3/2/90, age 75
 Johnnie Owen, ACF GSW DAL DFW aircraft mechanic, 7/20/15, age 85, cancer
 Charles Owens, DEN stockroom, 11/15/87, age 52
 Jim Parvin, GSW DEN aircraft mechanic, 5/15/91, age 74
 Joe Pasqua, DEN aircraft mechanic, 11/5/16, age 87
 Ed Patterson, GSW DFW mechanic, 4/30/82, age 71
 Everett Patterson, DEN mechanic, 4/6/82, age 58
 Elvis Patton, GSW DEN lead mechanic, Feb87, age 59
 J.C. Payne, GSW DEN mechanic, 5/24/07, age 91
 Everett Peck, DEN ground & aircraft mechanic, 2/13/03, age 81
 Ed Pejko, SLC BIL DEN aircraft mechanic, 3/18/80, age 66
 Ed Pellerin, DEN lead mechanic, 8/26/78, age 67
 Maxine Penner, DEN cleaner, 10/11/07, age 87, heart disease
 Chuck Pennie, DEN building maintenance, 3/15/12, age 73, cancer
 Pete Peterson, SLC mechanic, 8/22/91, age 63
 C.T. Phillips, FTW GSW DEN lead inspector, 7/28/02, age 87
 Carl Pickering, DEN avionics mechanic, 4/8/87, age 45
 Jim Pike, DEN mechanic, 2/12/2001, age 60
 Chet Poell, DEN lead mechanic, 11/10/05, age 89
 Jim Poremba, DEN aircraft mechanic, 10/21/14, age 81
 Bill Pratt, FTW ACF mechanic, 1/23/90, age 66
 Hub Pratt, FTW ACF GSW PHX DFW mechanic, 12/13/94, age 69
 Bill Priley, MCI stock clerk, Nov79, age 62
 Norm Prior, DEN lead mechanic, 8/17/88, age 71
 Pete Pusede, DEN mechanic, Mar81, age 65
 Red Ralston, DEN lead mechanic, 6/16/97, age 88
 John Randall, DEN tech foreman, 8/2/03, age 78
 Rusty Rasmussen, DEN auto mechanic, 8/11/82, age 49, cancer
 Randy Ray, DEN engineer, 11/30/98, age 52, cancer
 Don Reaves, GSW DEN aircraft inspector, 10/11/15, age 90
 Dan Recknor, DEN aircraft mechanic, 7/26/11, age 84
 Ron Regan, DEN foreman-line maintenance, 12/19/01, age 62
 Bill Reynolds, DEN ground mechanic, 2/6/93, age 73
 Red Rickert, DEN mechanic, 3/29/00, age 80
 Lynn Ridgley, DEN tool room, 3/13/85, age 47
 Eddie Riebling, DEN lead stock clerk, 5/15/94, age 66
 Dwight Robinette, DEN GEG SLC aircraft mechanic, 8/9/04, age 63
 Glenn Robinette, DEN lead auto mechanic, 3/25/02, age 84
 Frank Rocheleau, DEN lead mechanic, 10/14/00, age 87
 Billy Rose, DEN aircraft mechanic, 5/21/12, age 73
 Charlie Rucker, PHX mechanic, 9/11/99, age 91
 Pappy Russell, FTW GSW DAL DFW lead mechanic, 10/11/05, age 96
 John Salisbury, DEN aircraft mechanic, 11/1/16, age 81
 Bob Sanders, GSW cleaner, DFW DEN stock clerk, 4/3/09, age 74
 Eddie Sands, DEN aircraft mechanic, 11/19/04, age 62
 Ted Saul, DEN foreman-line maintenance, 12/28/71, age 63
 Bill Schlotthauer, DEN foreman-aircraft overhaul, 10/5/02, age 64
 O.J. Schluter, GSW DFW DEN mechanic, 5/7/99, age 74
 Carl Schroeder, aircraft mechanic, 1/25/07, age 84
 Marvin Schuett, DEN aircraft mechanic, 1/24/10, age 84
 Ken Schultz, DEN mechanic, manager-maintenance control, 5/2/10, age 79, cancer
 Marvin Schwein, GSW BIL SLC lead aircraft mechanic, 5/31/92, age 64
 Irene Scott, DEN aircraft cleaner, May 76, age 65
 O.D. Scott, DEN inspector, 10/10/88, age 71
 Walt Scott, 2/11/04, DEN aircraft mechanic, age 78
 Price Seaborn, GSW DFW mechanic, 10/12/87, age 77
 Stormy Sellers, GSW DFW mechanic, 12/8/89, age 68
 John Shaffer, FTW ACF GSW DAL DFW aircraft mechanic, 7/27/04, age 92
 Jay Shah, DEN aircraft mechanic, 2/13/80, age 27, ramp accident
 Jack Shanks, DEN mechanic, 3/6/06, age 90
 Ned Shanks, DEN PHX lead inspector, 3/3/59, age 46, heart attack
 Chester Shewmaker, GSW mechanic, 7/15/97, age 66
 Jack Siebert, SLC cleaner, 7/3/09, age 75
 Lew Simpson, DEN lead mechanic, 4/27/01, age 84
 William Sims, DEN mechanic, Jun90, age 66
 A.D. Smith, DEN mechanic, 11/14/00, age 64
 A.V. Smith, FSM LIT OKC mechanic, 6/25/07, age 82, auto accident
 Bill Smith, GSW DAL DEN stock clerk, 6/2/12, age 80
 Coyt Smith, LIT STL FSM mechanic, 12/28/01, age 65
 Gene Smith, DEN lead mechanic, 2/19/84, age 65
 Ora Somers, DEN mechanic, 1/14/01, age 82
 Charlie Soucek, DEN aircraft mechanic, 10/18/01, age 89
 Gary Souther, DEN aircraft mechanic, 9/6/03, age 55, heart attack
 Vern Sperry, DEN senior production planner, 8/28/97, age 63
 Brian Staude, DEN foreman-EOS, 3/1/03, age 59
 Charlie Steele, FTW GSW DAL DFW mechanic, 8/28/91, age 75
 Ray Stephens, DEN FMN ABQ lead mechanic, 4/19/95, age 75
 Paul Stevens, GSW DEN mechanic, Dec74, age 63
 Danny Steward, STL DEN cleaner, ground mechanic, 3/1/12, age 62, motorcycle crash
 Wayne Stilwell, STL aircraft mechanic, 2/6/11, age 68, MS
 Art Stoner, DEN foreman-radio, 5/17/67, age 61
 Leonard Stuart, DEN lead inspector, 4/15/00, age 92
 Tom Stuckenschneider, DEN aircraft mechanic, 10/2/06, age 82
 Bill Super, MCI DEN GRI mechanic, 7/18/93, age 49
 Bob Sweeney, GSW STL OMA DEN aircraft mechanic, 4/5/78, age 51, cancer
 Norm Talbot, GTF lead mechanic, 7/12/96, age 70
 Ella Tanko, DEN janitor, May83, age 89
 Jim Taylor, DEN OMA STL aircraft mechanic, 4/23/14, age 69, heart attack
 Lee Theimer, DEN maintenance control center, 2/25/99, age 76
 Gary Theobald, DEN mechanic, 2/18/04, age 63
 Everett Thomas, DEN foreman-ground equipment, 4/30/10, age 78
 Max Thompson, DEN mechanic, 9/8/13, age 64
 Dan Thrasher, GSW mechanic, 9/2/82, age 63
 Earl Thrush, BIL aircraft mechanic, 9/5/12, age 94
 Claude Tidwell, DEN lead mechanic, 7/27/96, age 75
 David Totman, DEN mechanic, 5/13/87, age 43
 Orval Trent, GSW mechanic, 10/11/02, age 87
 Norm Trimmer, AMA mechanic, 9/2/00, age 77
 Larry True, DEN MCI aircraft mechanic, 7/10/10, age 72, lung cancer

Joe Umerski, DEN inspector, 3/21/06, age 89
 Woody Underwood, DEN instrument shop tech, 11/13/99, age 78
 Travis Underwood, GDW DFW mechanic, 12/20/85, age 68
 Paul Van Buskirk, DEN lead janitor, 4/19/11, age 89
 Fred Van Weerd, SLC cleaner, 10/8/72, age 34, heart attack
 Larry Vannoy, DEN SLC aircraft mechanic, 11/18/00, age 66, murdered
 Bill Varley, DEN mechanic, 11/13/97, age 69
 Renier Vroomen, DEN cleaner-EOS, 7/6/03, age 77
 Harold Wagner, DEN mechanic, 9/11/94, age 82
 Robert Wagstaff, DEN mechanic, 2/20/95, age 62
 Bill Waldrip, DEN inspector, 2/27/99, age 73, pancreatic cancer
 Billy Joe Walker, GSW? aircraft mechanic, 4/29/09, age 85
 Sid Walker, DEN foreman-sheet metal shop, 9/17/89, age 79
 Frank Walters, DEN mechanic, 6/22/99, age 91
 William Waltiere, DEN aircraft mechanic, lead inspector, 6/14/94, age 43, liver cancer
 Jerry Waples, DEN foreman-line maintenance, 12/23/97, age 79
 Matt Ward, DEN aircraft mechanic, Jun 84, age 76
 Clyde Ward, DEN mechanic, 11/18/06, age 77, heart failure
 Don Wardman, DEN inspector, 1/11/97, age 81, alzheimer's
 Sam Warriner, GSW DAL DFW DEN PHX STL ground mechanic, 3/8/15, age 66, brain aneurysm
 Frank Wasco, GSW foreman, 4/19/83, age 62
 Al Washburn, GSW DEN aircraft mechanic, 1/5/02, age 72
 Dick Wentzel, DEN aircraft mechanic, 11/16/11, age 88
 Jim Whelan, DEN aircraft mechanic, 6/28/12, age 79
 Doug White, DEN mechanic, 4/9/77, age 35, drowning
 Bob White, DEN foreman-Inspector / NDT, 3/20/00, age 66
 Ed Willard, DEN ground radio mechanic, 12/25/97, age 78
 Robert Willette, GSW mechanic, May79, age 36
 George Wilson, DEN aircraft inspector, 10/18/01, age 78
 John Wilton, DEN lead aircraft mechanic, 4/24 /14, age 90
 Beulah Wire, DEN cleaner, Jan79, age 86
 Andy Wiscamb, DEN lead fueler, 11/3/77, age 63
 Harold Worrell, DEN mechanic, 4/1/84, age 32
 Carl Zentz, DEN mechanic, 5/16/67, age 55
 Jack Zweck, DEN inspector, 12/16/04, age 69

TOM RYAN

1956 - 1957

PILOT

SLC

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

OBITUARY: Thomas Boston Ryan born January 6, 1929, Logan, UT to Deryl Jerome Boston Ryan and Irene Dunbar Ryan, died November 16, 2016, in Salt Lake City of causes incident to age.

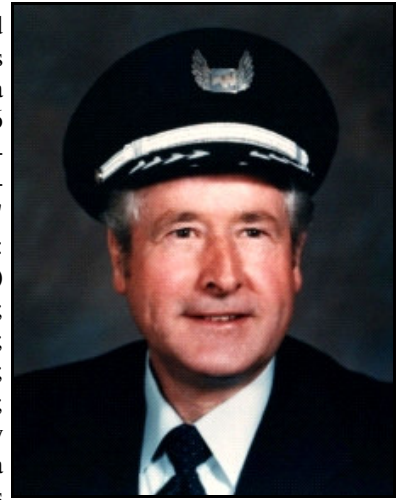
Graduated West High, SLC, 1947 and attended BYU. Entered pilot training as an Air Force cadet, 1949. Received equivalency college education through many U.S. Air Force schools. Was a flight instructor for NATO pilots during the Korean War as a 1st LT. Later achieved rank of Major in the Utah Air National Guard, leading many flights in the States, Vietnam, and Japan.

He was employed as a pilot for Frontier, Western, and Delta Airlines. Married to Norma Dee Jones for 35 years, eight children, divorced. Married to Marilyn Morrison Clements for 32 years.

Survived by Marilyn and her children, also ex-wife Norma Dee Ryan.

Tom is survived by his brother William D. Ryan (Pat). Preceded

in death by his parents and brother Conrad. Thomas Ryan's posterity with Norma Dee Ryan: 8 children, 46 grandchildren, 64 great-grandchildren, 2 great-greats and several "bonus" grands and greats. Children: Wendy Hatch (deceased) (Doug); Kent Ryan (Terrie); Richard Ryan (Tricia); Bruce Ryan (MaryAnn); Daniel Ryan (deceased); Patty Stone (Greg); Judy Smith (Dan); Mary Lydia Ryan-Holt (Nick). (Daniel is survived by two former wives: Lynnette Benard Arnold and Lezlie Otto Ryan.)



A private family service has been held.

-<http://obits.dignitymemorial.com>

NOTES FROM FLOLKS

For Cheryl and me your note and attachment (*Last issue with Billy's pic on the cover.*) was a HUGE "WOW!" There is just no way for me to adequately say a sincere "Thank You!"

You have been the glue holding the FLfamily together all these years Jake. To say you are revered by each of us would be a gross understatement. Sadly, there really isn't a back-up where you are concerned. So, don't you EVER die!

Cheryl and I hope to see you in the coming months when we have our travel plans in hand. We'll keep you posted.

Again, THANK YOU!

-Billy Walker

I remember Capt. Billy Walker well as I was a station agent taking weather observations, working weight and balance for him out of Jackson Hole in the eighties. I enjoyed his perspective and opinion written this last issue in Frontier News, but at the same time felt he was scolding someone. Perhaps I am too sensitive. I would like sitting down and discuss mishaps, equipment failures, instructors, mentors and new aviation innovations with him.

After Frontier ceased operations, I took up flying airline transports. Capt. Appleby of Frontier said if I wanted a flying job, they were out there. When I started flying the Bae-146 he said, "Stranger things have happened." Humph, a ramp rat takes to the sky. I got my type rating in the above 737-400 Boeing in Berlin, Germany in the nineties and did my three bounces in IMC weather. Later I would fly into black holes in mountains during snow storms and often without the aid of an ILS. I did have some good instructors.

However, there were some that were not good and didn't have a clue about airline regulations or drift down weights over the Rockies. In San Francisco, it was shown some pilots can't find the runway on a clear day. I think Frontier experienced some problems with rudder hard over a few times, but kept the problem quiet. Eventually one of their Boeings made a hole outside of Colorado Springs while United owned it. The power control unit was acting up.

Today aviation is growing by leaps and bounds in technology. Often, we don't know what we don't know. Boeing thought

deployment of the thrust reverser in flight was fine as they had tested it at low attitude. At high altitude, it is catastrophic. There were warnings from the aircraft that was ignored over a period of time. When it happened to me, the overhead thrust reverse light was blinking and at top of climb the thrust lever was stuck in climb power and could not be retarded. Nothing addressed the situation in the QRH. We shut down the engine and landed as soon as possible. And who knew if you stomped on the rudder pedals that the tail would come off from an Airbus? Who would believe you could actually fly a fly-by-wire transport without any hydraulics...tricky at best.

Air Disasters is a series with enough material to show new things and mishaps all too often.

-John Skibinski

Just renewing my subscription for the FL News.

Thanks again for doing a terrific job and keeping everyone in touch!

-Al Hepner

Guess I'll try another 3 year subscription. At our age you never know. Like everyone else I miss our airline. All the bad stuff you hear about airlines now a day makes me wonder how they stay in business.

You do great work & service to the employees. Glad you are here to keep it going. Bad part about it all, we've lost so many friends. Everytime I see someone I was close to, it hurts my heart.

Thank you for being you & the good work you do.

-Jack Dailey, MHK-GEG-JLN-ABI-DEN-MAF

Thank you, Jake!! Great issue, as usual. Loved the 1966 section with the photo of my graduating class! Thank you for all the work you do keeping us all connected.

-Joanne Griffin

Went work for Central Airlines in April 1966 as a DC-3 First officer. After the merger with Frontier Airlines I continued flying as an F/O on the DC-3, CV-600, CV-580 and the B-737 until 1976 when I checked out on the CV-580 as Captain. I later flew captain on the B-737 and the DC-9/super80.

After Frontier shut down I went on to fly for Continental Airlines retiring at age 60 in 2002. I was based at MKC until 1979 when MKC closed then the rest of my tenure at FAL was in Denver until the shutdown in 1986.

-John Green

Sorry I haven't stayed in touch more with you. But someday when you get old like I am, then you'll know what I'm talking about.

I hope you like this book (On the DC-3 aircraft). I've probably wore it out. looking through its pages.

As for the check - credit me for a year and the rest goes to the Frontier News.

Thanks Jake for keeping us all together. Of the ol' geezers, there's not many of us left.

This is scary as hell! I'm in the back seat trying to write this and my grandson is driving.

Thanks again, Jake.

-Tex Searle

(If you haven't read Tex's book about Frontier, you are really missing a great read. Google him at Amazon.com)

Thanks for all your work as a webmaster. Your work is appreciated by all old FL folks.

What you put together for Shirley Shackelford was amazing; I'm sure a comfort to her son Brad.

Can I ask you to change Shirley's subscription and send it to Marsha Lehman? She has memory loss and is in a home but can pull together longterm memories so I think it will be good for her.

I've enclosed a contribution toward your web & mailing expenses. Thanks! Your fan in California.

-Jim Kyte

James Kyte

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 **UNITED**



(Jim has been a huge supporter of the FL News - hardly a year goes by without my getting a large check from him. After FL, he did great things at UA and is now retired.)

Enjoy the Frontier news. It brings back a lot of memories. The technology from DC-3 to 737-800s is amazing.

They still need people to keep them operating and in the air.

Will try and meet with the PHX family here when they have a gathering.

-John Sramek

I started out as a station agent in Pueblo, CO from 1951 to 1955 then moved to Denver and into the dispatch office. Worked directly with the pilots and furnished them with payloads, but mostly weather conditions on the routes they were flying.

One of the most memorable occasions was the day Mt. St. Helens blew up in Washington state. Had a flight headed for Spokane, Wash - turned him around and brought him back to Denver. All turned out well.

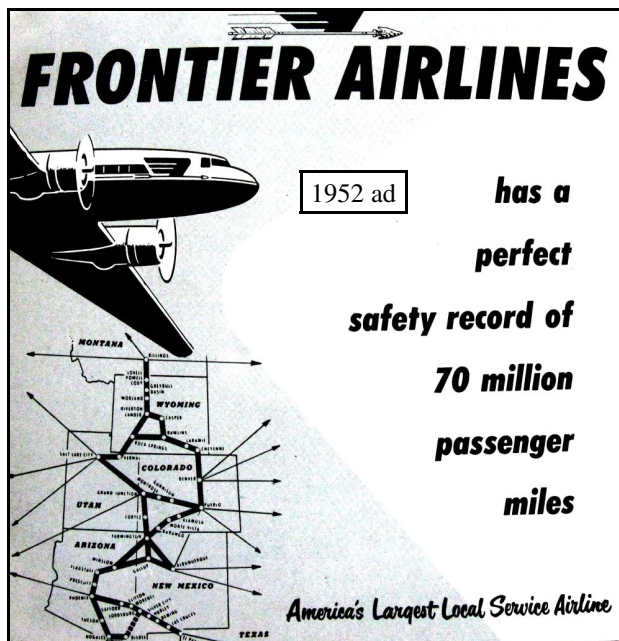
-Jim Phenix

Renew newsletter for two years.

Not much new from here. I'm in Rapid City Mar - Oct & in Florence AZ Nov - Feb. Do a little local traveling about 400 mile radius from RAP to see relatives & friends. Do some fishing in Missouri River & local reservoirs.

Health about normal for 86. Some days better than others.

-Lyle Henrikson



FRONTIER AIRLINES

1952 ad

has a
perfect
safety record of
70 million
passenger
miles

America's Largest Local Service Airline

Aug 1980 FL News



SIX MOBILE PASSENGER LOUNGES will be introduced in July of 1981 by Frontier at Denver's Stapleton International Airport.

FL starts program.

Frontier is launching a \$9-million program to increase its passenger-boarding capacity at Denver's Stapleton International Airport.

Included in the program are six mobile lounges to "shuttle" passengers between a special gate area on concourse D and airplanes parked at the south end of the Frontier hangar. Designed to carry up to 150 passengers, the lounges will supplement Frontier's direct concourse-to-airplane boardings at our 16 standard gates now in operation.

Other new facilities will include a parking ramp next to the Frontier hangar to accommodate up to six airplanes at a time for the mobile lounge operation, special baggage-handling facilities below the concourse and related maintenance and lighting facilities.

"The mobile lounge acquisition is one of several steps planned to ensure our future viability at Stapleton," says Glen Ryland. "On the ground, we are pressing for extensions to the present terminal to gain more room for our standard gate operations. Meanwhile, for more airside capacity, we are continuing to spearhead a drive to capture the Rocky Mountain Arsenal for future runway construction."



Sep 1981 FL News

UP TO 150 PASSENGERS CAN BE ACCOMMODATED ON FRONTIER'S "JETMATES," with 90 seated, on the short ride between the D concourse and aircraft parked near Frontier's hangar across the field.

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

-Mike White, DEN tower

Continental called them Plane Mates. I had the privilege to work on those pieces of equipment. Built in PA not NJ. You are correct the last one was shoved out the back door as the Sheriff placed the lock on the front door. They shipped just as you said down to Houston then trucked to Denver on two low flatbed trailers. All Six Jetmates were sold to the Dulles airport where they are still in use (as of 2008, not sure after that date)

Two Detroit diesel engines (453 and 471) two air condition/heater units. Would raise to 18 feet from it's already height of 8' off the ground. Max speed 55 mph. Driver backed it up using a camera (had to turn backwards from the camera view - left turn means you turn right) and he sat in the middle of the unit. It had a Rockwell drive axles, Allison transmission. Held up to 160 people including those standing.

There was a delivery point at gate D 6, it had three or four double doors for arrival to the concourse from the special pad just south of the hangar. When we added flights and the Jetmates were used all the time, they parked aircraft everywhere from the old Western Hanger to sky chief.

Major problem was in the winter when the hydraulic fluid would get cold and the unit would tilt. Resetting them straight was fun in the snowstorms. But GSE was always there. 24/7/365. Great group of guys. We worked on everything but an aircraft. (However when the deal for planes to UAL, we even helped with the painting of those.) Still have an article about them from Denver Drive train magazine.

-Pat Kern, DENGSE, from 1977 till the doors shut.

IAD calls them Plane Mates as well. They are still used in IAD to get to the D concourse and for arriving passengers for international passengers going to Customs. I knew a few of the drivers can remember when they went to IAD to learn how to drive them.

When I worked the tower in DEN we used them one time and got 150 people off 3 flights on them during a snow storm. We had to clear them across the taxiway between the terminal and the hangar.

-Mike White

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

-Pat Kern

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

'Jetmate' to begin service at Stapleton



Jun 1981 FL News

Frontier's 'Jetmate' docks with a Boeing 737 at Stapleton International Airport.

Frontier's first "Jetmate" — one of six to be purchased by the airline — will be introduced to passengers at Denver's Stapleton International Airport in June.

The \$500,000 vehicles will shuttle passengers between Concourse D and aircraft parked across the field near the Frontier hangar.

Part of a \$10-million program to increase Frontier's passenger handling capacity at the airport, the "Jetmates" will give Frontier the equivalent of five additional gates when fully implemented this fall.

Carrying up to 150 passengers each, the lounges will depart from a new \$1-million passenger check-in area at Gate D-8 for the four minute ride to the aircraft. When construction is completed, the new check-in area will accommodate six simultaneous "Jetmate" operations.

Other facilities in the \$10-million program include:

- a \$1.8-million parking ramp, adjacent to the Frontier hangar, to accommodate up to six aircraft at a time for the lounge operation.

- a \$1-million baggage handling system.

- a \$500,000 "Jetmate" maintenance facility under construction on the west side of the Frontier hangar.

- related maintenance and lighting facilities and ground handling equipment.

Manufactured by the Airside Systems Division of Ludwig-Honald Corp., Wilmington, Del., the "Jetmate" is 47 feet long, 15.5 feet wide, and can be raised to a height of 27.5 feet. Powered by two diesel engines, the unit weighs 71,000 pounds and can obtain a maximum speed of 19 miles per hour.

24 Denver-based "Jetmate" customer service representatives were trained in operating mobile lounges at Dulles Airport in Washington, D.C., and Lambert Field in St. Louis.

limit that night."

-Mike White

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

-Pat Kern

Jetmates

Jul 1982 FL News

Our introduction of the Jetmate mobile lounges at Stapleton last summer turned out to be somewhat premature due to the air traffic control situation.

Purchasing the six Jetmates to expand our passenger handling capacity was a fine idea, but with fewer slots at Denver this summer we don't need the mobile lounges, the six jet parking places across the field, or the five Jetmate docking positions at gate D8.

Once this restricted situation is behind us, and we are able to fully utilize our fleet, we will need the Jetmates. We were fortunate to buy the Jetmates when we did, at a cost of \$500,000 each. Current market value for mobile lounges is nearly \$900,000.

We use two Jetmates occasionally at Denver. Three are leased to American Airlines for use at Dallas/Fort Worth.

NEWMARK VS RKO GENERAL

This item appeared on page 3 of Frontier's 1970 Annual Report.

JUDGMENT IN FRONTIER'S FAVOR

On December 1, 1970, Frontier received payment of \$8,474,044, representing a judgment in Frontier's favor against its principal stockholder, RKO General, in the amount of \$7,920,681 plus \$553,363 in interest from the date of the lower court judgment. The plaintiffs attorneys fees must be paid out of the gross amount received and the amount of those fees has not been established by the court as yet. The company's cash and equity position, while not good, has been substantially improved by this payment.

The following is an edited report of the court judgment decided April 30, 1970 which was the result of a lawsuit by Frontier Airlines stockholder Margot Newmark.

A July 28, 1971 court decision awarded attorneys fees of \$750,000 plus expenses. Newmark did not ask for anything that I have been able to determine. She did get the satisfaction of exposing RKO-General's underhanded business dealings.

RKO-General appealed this decision to the U. S. Supreme Court which declined to hear it.

See more on RKO-General and parent company General Tire in the Fall 2007 Frontier News.

-Jake Lamkins

Margot Newmark, Appellee, v. Rko General, Appellant

In April 1967, the managements of Frontier Airlines, Inc. and Central Airlines, Inc. reached a provisional agreement to merge their companies by an exchange of stock. Defendant RKO controlled Frontier at that time through its ownership of 56% of the company's outstanding common stock. On May 3 or 4, 1967, RKO contracted with several major Central shareholders to purchase, at \$8.50 per share, 738,251 shares of Central common (representing 49% of Central's outstanding shares), and \$500,000 of Central debentures convertible into an additional 149,994 shares. The parties do not dispute that these debentures were "equity" securities. The formal merger agreement, providing for the exchange of 3½ shares of Central common for each share of Frontier common, was executed on May 4. The first disclosure of the agreements to the public and minority shareholders of both corporations occurred the following day.

Shareholder approval of the proposed merger was foreordained, for the terms of the purchase contract obliged the majority shareholders of both corporations to vote their shares in favor of the proposal.³ The Central shareholders were also required to manage their corporation in a manner which would not prejudice RKO. Since two airlines were involved, consummation of the merger was conditioned on approval by the CAB. The task of processing the merger through the CAB apparently fell upon RKO; accordingly, its subsidiary Frontier was afforded full access to the books and records of Central. If, in RKO's "good faith judgment," the subsidy awarded the surviving corporation by the CAB was inadequate, or any of the other conditions imposed by the CAB adversely affected the interests of any of the parties, the contract granted RKO the right to abandon the agreements. An additional provision conditioned the merger on

the consent of certain Central creditors and their waiver of Central's loan defaults.

As anticipated, the majority shareholders of the two companies voted their endorsement on July 27. On the same day, the Frontier shareholders authorized a two-for-one stock split. The exchange rate in the merger agreement was accordingly adjusted to 3½ Central shares for each two shares of Frontier. Less than a week later, on August 2, the CAB added its imprimatur by approving RKO's purchase of the Central stock and the merger agreement. After Frontier, the surviving corporation, signified its satisfaction with the amount of the subsidy to the new airline and the other conditions imposed upon the merger by the CAB, the CAB's order of approval became final on September 1. During the ensuing weeks, Central's creditors, seemingly as a matter of course, agreed to waive Central's loan defaults.

On September 18, the purchase agreement was executed; RKO paid the contract price of \$8,550,082.50 and received in return the Central shares and debentures. That same day the parties filed the merger agreement with the Secretary of State of Nevada, the state of incorporation of both Frontier and Central. The physical exchange of Central certificates for Frontier certificates, at the rate embodied in the merger agreement, occurred on October 1.

Plaintiff Newmark, an owner of Frontier debentures and warrants since April 1967, instituted this action in the Southern District of New York in December 1967. After both parties moved for summary judgment on the undisputed facts we have recited, Judge Tyler granted Newmark's cross-motion for summary judgment on the issue of liability. A trial on the issue of damages followed; at its conclusion Judge Bonsor awarded damages in the amount of \$7,920,681. The award was based upon the difference between the purchase price of the Central shares and debentures and the market price of their equivalent in Frontier shares on the date of the merger, to which sum Judge Bonsor added a control premium of 15%.

POTENTIAL FOR SPECULATIVE ABUSE

RKO's contract to purchase Central shares is a classic example of trading while in the possession of information unavailable to the general public. On May 3 or 4, 1967, RKO secured a contractual right, conditioned on CAB approval of a related merger, to purchase Central common shares for \$8.50 per share. Because of its control of Frontier and consequent involvement in the merger negotiations between Frontier and Central, RKO had full knowledge of the proposed merger at the time it signed this contract. Release thereafter of the proposed merger agreement to the public caused a predictable rise in the price of the securities of both airlines. RKO was in an ideal position to take speculative advantage of this rise by purchasing Central securities at a price established in the purchase agreement before public disclosure of the proposed merger and disposing of these securities after disclosure had caused them to increase in value.

In an effort to establish the absence of an opportunity for speculative manipulation, RKO emphasizes the connection between the prices of Frontier and Central shares during the period subsequent to the release of the merger agreement to the public. It argues that whatever the absolute price of Frontier common may have been at various times during this period, it tended to remain approximately 3½ times greater than the price of Central common, the ratio set forth in the merger agreement. Thus, RKO says, it was impossible to profit from an exchange of Central

shares for Frontier shares. This argument would have some merit if RKO had possessed no more than an option to purchase a quantity of Central shares at an unspecified price, but on the facts before us, it is no more than a red herring. RKO possessed an option to purchase, not at the market price on the day of purchase, but at the fixed price of \$8.50 per share. Accordingly, the constant ratio between the prices of Central shares and Frontier shares did not preclude the realization of speculative profits; rather, the fluctuating ratio between the prices of the shares of both companies and the previously established purchase price of \$8.50 per share made these gains possible.

Moreover, the potential for speculative abuse did not end with the fixing of the purchase price for Central shares prior to the release of the news of the proposed merger to the public. Under the terms of the merger and purchase agreements, RKO secured several advantages. It not only acquired knowledge of what would transpire but also could exercise substantial influence over the course of events. Once the CAB had granted its initial approval on August 2, RKO had the power to determine when or, for that matter, if the purchase and merger would take place. RKO had no obligation to purchase the Central shares unless, in its "good faith judgment," the subsidy granted the merged airline by the CAB was satisfactory.

It was thus in a position to maximize its speculative gain in Central shares by withholding its expression of satisfaction with the subsidy until the rise in the price of both Central and Frontier shares fully reflected the impending merger. At the same time, it should be clear that RKO's power to reject the subsidy would have enabled it to escape any possible loss in Central securities. If, for some unexpected reason, the contemplated rise in the price of Central and Frontier shares had not followed the public announcement of the proposed merger, RKO could easily have avoided the entire transaction without incurring any legal liability. The purchase and merger agreements placed RKO in a position which must be the dream of every speculator? "Heads I win, tails I do not lose."

In sum, the purchase and subsequent exchange of Central shares were fraught with opportunities for the kind of speculative abuse section 16(b) was intended to abort. RKO's success in fixing the purchase price before the proposed merger became public knowledge opened the door to possible speculative gains. Its ability to determine whether and when the merger would be consummated enabled it to maximize these gains or, at the very least, to avoid any loss.

STATUTORY REQUIREMENTS

Having disposed of the threshold question and determined that the purchase and exchange of Central shares presented opportunities for the type of speculative evil against which section 16(b) was intended to guard, we must now decide whether RKO's transactions in Central common stock fall within the scope of the statutory provisions. Before liability can attach under 16(b) there must be (1) a purchase and (2) a sale of securities (3) by one who owns more than 10 percent of any one class of the issuer's securities (4) within a six-month period.

A. Purchase and Holding Period

As to two of the four elements, there can be little dispute. Since all of the events relevant to this appeal transpired within a six-month span during the year 1967, any purchase and sale which formed a part of these events occurred within the statutory period. Similarly, by any rational definition, RKO's exchange of

\$7,550,082.50 in cash for Central's common stock and convertible debentures was a "purchase" of those securities.

B. Sale

Whether the subsequent exchange of Central shares for Frontier shares pursuant to the merger agreement constituted a "sale" of the Central securities for purposes of section 16(b) poses a somewhat more difficult problem. RKO contends that the exchange did not fundamentally alter the nature of its holdings and therefore that it cannot fairly be characterized as a sale. Before the exchange, RKO urges, it owned a block of shares in each of the two separate companies; later, it was the owner of an equivalent block in the company remaining after the merger. This argument, in essence, urges us to invoke the "economic equivalence" test of *Blau v. Lamb*, supra, where we held that the conversion of preferred stock to common stock was not a sale under 16(b) since "that which the insider [surrendered] and that which he [received were] simply different forms of the same participation in his issuer." RKO's reliance on *Blau v. Lamb*, however, is misplaced.

The doctrine of economic equivalence is applicable only to exchanges involving the securities of a single issuer; we stated clearly that "sales or purchases by an insider of his issuer's securities for cash, the securities of a different company, or other property are within the reach of Section 16(b). When RKO exchanged its Central shares for Frontier securities it received "the securities of a different issuer," which represented ownership rights in the new merged airline. The "economic equivalence" exemption established by *Blau v. Lamb* is, thus, inapplicable to this case.

The connection between the purchase of Central shares and the merger of Central and Frontier provides additional support for the view that the exchange of securities was a sufficiently meaningful event, in view of the circumstances present here, to be considered a sale. We note that RKO concedes, indeed argues strenuously, that the purchase and merger were interdependent, that the completion of each transaction was conditioned upon the consummation of the other. Given the interdependence of the purchase and the merger, it cannot be urged that RKO could simply have purchased Central securities at the contract price and sold them at a price inflated by the announcement of the impending merger. It is clear in this case, that only through the exchange provided for in the merger agreement could RKO have realized a speculative profit in Central shares.

Alternatively, RKO urges us to decide that even if the exchange was a sale, it failed to realize any profit on the transaction, and, accordingly, plaintiff was entitled to no recovery. This argument rests almost entirely on the decision in *Heli-Coil Corp. v. Webster*, which held there were no profits realized in a conversion of securities, the rationale being that realization would occur only when the securities received in the conversion were sold for cash. The purpose of the statute, it seems to us, is quite clearly inconsistent with this narrow interpretation of "profits realized." The salutary objective of section 16(b) is to prevent an insider from investing in the securities of his issuer, holding them briefly, and then divesting himself of his investment at a tidy profit.

Whether, upon divestment, the insider receives cash or property should be immaterial; if the statute is to achieve its end what is significant is that he has attempted to turn a short swing in the price of his issuer's securities to his own personal advantage.

RKO purchased Central securities for some 7.5 million dollars. In return for these securities, it received Frontier shares worth more than 15 million dollars. The receipt of these shares was a sufficient realization of profit to place the transaction within the scope of section 16(b).

C. Beneficial Ownership

The final statutory provision required to be fulfilled before section 16 (b) liability may be imposed on RKO is that it must have been a Central insider, in this case a ten percent beneficial owner, at the time it purchased and sold Central securities. Since RKO engaged in only a single purchase of Central securities, we are presented with the question whether the prohibition of section 16(b) embraces the very transaction which makes one a ten percent beneficial owner. Our decision in *Stella v. Graham-Paige Motors Corp.*, makes it clear that the statute is applicable to such a transaction. This rule is grounded on the frequently cited overriding purpose of the statute, deterrence of insider trading on the basis of information unavailable to the investing public.

The statutory reference to a ten percent beneficial owner rests on the presumption that an owner of this quantity of securities has access to inside information. Although this presumption would not justify the conclusion that one who purchases a quantity of shares which makes him a ten percent beneficial owner has done so on the basis of inside information, the presumed access to such information resulting from this purchase provides him with an opportunity, not available to the investing public, to sell his shares at the moment most advantageous to him. Thus, a purchase of shares which makes the buyer an insider creates an opportunity for the type of speculative abuse the statute was enacted to prevent.

Moreover, on the facts before us, we have no difficulty in deciding that RKO became a beneficial owner of more than ten percent of Central's common stock before its purchase of Central shares on September 18. On May 3 or 4, 1967, RKO entered into an agreement which granted it a conditional right to purchase more than 50% of Central's common stock at a fixed price, ensured that Central would be managed in accordance with its interests, and required a majority of Central shares to be voted in support of a merger it favored. This contract, we conclude, granted rights of ownership, particularly those rights most important to the speculative purchaser, so substantial as to make RKO a ten percent beneficial owner of Central at that time. Contrary to the assertions of RKO, this conclusion is in no way inconsistent with our decision in *Stella v. Graham-Paige Motors Corp.*, supra, that the holder of an option is not an insider until he has made a commitment to exercise the option.

Stella rested on the assumption that "one who holds an unexercised option is not usually in a position to obtain [advance] information from the company," an assumption of no validity in the case before us. At the time it secured a conditional right to purchase Central securities, RKO was in possession of advance information of the type most likely to affect the price of Central shares; confidential knowledge of an impending merger with Frontier.

Accordingly, we conclude that RKO became a Central insider, purchased Central securities and, less than six months later, sold these securities. The district court properly required RKO to return the profits it realized on this sale to Frontier, Central's successor in interest.

DAMAGES

A. Central Debentures

Judge Bonsal's determination of the amount of profits realized by RKO and, consequently, his award of damages to the plaintiff were based on the conclusion that the merger had constituted a sale not only of the Central common stock purchased by RKO but also of the Central debentures. These debentures, as we have indicated, were convertible into 149,994 shares of Central common stock. The court's award of damages included a sum derived from the difference between the price RKO paid for the debentures and the value of the Frontier shares for which 149,994 shares of Central could have been exchanged pursuant to the merger agreement. RKO, urging that the court erred in awarding this sum as damages, points out that it neither converted the debentures into Central common stock before the merger nor converted these securities into Frontier stock after the merger. Without such a conversion, it argues, there could not have been any sale of the debentures and, hence, any profit realized.

Although this argument has surface appeal, RKO's contention distorts the nature of the transactions in which it engaged. RKO did not purchase the debentures because of their value as debt securities but because of their easy convertibility into Central common stock. The purchase price of \$1,274,949 bore no relation to the debentures' face value of \$500,000; rather, it was dependent upon the number of Central shares into which the debentures could be converted and the purchase price of \$8.50 for each of such shares. Pursuant to section 7(b) of the merger agreement, the debentures became convertible into Frontier shares upon the consummation of the merger. Thus, although there was no physical exchange of certificates, the merger resulted in the exchange of the right to purchase Central shares represented by the debentures for the right to purchase the shares of Frontier. It is this right to purchase, rather than the debt characteristics of the debentures, which was important to RKO. The district judge was therefore entirely correct in characterizing this transaction as a sale and awarding as damages the profits realized thereon.

B. Control Premium

RKO has no quarrel with the method the district court employed for the calculation of damages. The basic award of damages was the difference between the price RKO paid for its Central securities and the market value, on the date of the merger, of the Frontier securities RKO received in return for its holdings in Central. To this basic sum, however, the district judge added a control premium of 15 percent. The addition of this control premium, RKO contends, was erroneous.

We are of the view that the inclusion of a control premium in the damage award was justified.

It is elementary that RKO could not have retained legal control of Frontier without the block of Frontier shares it received in exchange for its Central securities. At the trial on the issue of damages, Dr. Bellemore, a securities expert, provided extensive testimony concerning the value of attaining legal control. The district court thus had before it evidence that this block of Frontier shares had a special value to RKO which it would not have had to any other investor.

Moreover, there was evidence that previous purchases of large quantities of Frontier shares which had conferred control on the purchaser had been at a substantial premium, ranging from 15%

to 26%. In view of all the evidence which the district judge considered, we cannot characterize as clearly erroneous his finding that the block of shares RKO received in exchange for its Central securities was 15 percent more valuable to it than to the average investor in the marketplace.

C. Affirmed

For the purpose of preventing the unfair use of information which may have been obtained by such beneficial owner, director, or officer by reason of his relationship to the issuer, any profit realized by him from any purchase and sale, or any sale and purchase, of any equity security of such issuer (other than an exempted security) within any period of less than six months, unless such security was acquired in good faith in connection with a debt previously contracted, shall inure to and be recoverable by the issuer, irrespective of any intention on the part of such beneficial owner, director, or officer in entering into such transaction of holding the security purchased or of not repurchasing the security sold for a period exceeding six months.

Suit to recover such profit may be instituted at law or in equity in any court of competent jurisdiction by the issuer, or by the owner of any security of the issuer in the name and in behalf of the issuer if the issuer shall fail or refuse to bring such suit within sixty days after request or shall fail diligently to prosecute the same thereafter; but no such suit shall be brought more than two years after the date such profit was realized. This section shall not be construed to cover any transaction where such beneficial owner was not such both at the time of the purchase and sale, or the sale and purchase, of the security involved, or any transaction or transactions which the Commission by rules and regulations may exempt as not comprehended within the purpose of this subsection.

Paragraph 2(b) of the purchase contract required the sellers, owners of 66% of Central's voting shares, to cause "Central to take all necessary corporate action to approve and authorize the merger with Frontier (including the approval thereof by Central's stockholders)"; similarly, paragraph 5(c) required RKO, owner of 56% of Frontier's voting shares, to cause "Frontier to take all necessary corporate action to approve and authorize the merger with Central including voting the stock of Frontier owned by RKO in favor of such merger."

On this appeal, RKO raises for the first time a belated challenge to the plaintiff's standing to maintain this action. The statute authorizes "the owner of any security of the issuer," in this case Central, to institute an action on behalf of the issuer. Relying on a literal reading of the statute, RKO argues that plaintiff's ownership of Frontier securities is irrelevant and that since she never owned Central shares she does not have standing to bring this action. This argument is without merit. Central no longer exists. Any cause of action it may have had now belongs to Frontier, the company into which it merged. Any recovery will redound to Frontier's benefit. Those most interested in securing this recovery are the holders of Frontier's securities, and they are the proper parties to bring an action for its benefit.

As a result of RKO's holding in Frontier, it was a "person controlling an air carrier," and its acquisition of a controlling block of the shares of another air carrier, Central, required CAB approval. As stated above, the CAB granted its approval of the proposed acquisition, but did so on the assumption that the purchase would be followed by a merger which it found to be "consistent with the public interest." The CAB did not rule that

the purchase would be permissible if it were not accompanied by the merger. Therefore, RKO would have violated the CAB's order had it purchased the Central securities, backed out of the merger, and disposed of the securities in return for cash. Under the terms of the agency's order, RKO was required to exchange the Central securities it purchased for Frontier securities pursuant to the merger agreement.

Since the stated purpose of the statute is to prevent the unfair use of information which insiders may have obtained by reason of their relationship to the issuer, the reason for including ten percent beneficial owners within the definition of insiders must have been the determination that the owner of a quantity of stock that large is likely to be privy to such information.

Blau v. Ogsbury, a second case cited by RKO in support of the proposition that it cannot be deemed to have been a Central insider before its purchase of Central shares, is inapposite. In that case we were called upon to decide when a buyer actually purchased shares, not when he became a beneficial owner.

To support the contention that it would not have been willing to pay a premium in order to retain its legal control over Frontier in this instance, RKO points to the contractual purchase price for Central shares, which was below, rather than above, the market price. This evidence is not convincing. It does not show, or even strongly suggest, that RKO would not have been willing to pay a premium had it been forced to do so. Indeed, the prior purchases of large blocks of Frontier shares suggest that it would have been willing to do so.

[-https://www.courtlistener.com/opinion/289817/margot-newmark-v-rko-general-inc-and-frontier-airlines-inc/](https://www.courtlistener.com/opinion/289817/margot-newmark-v-rko-general-inc-and-frontier-airlines-inc/)

SUPREME COURT DECISION

WASHINGTON (AP)

The Supreme Court declined 8-1 yesterday (Monday, October 12, 1970) to review a lower court ruling in New York requiring RKO General, Inc., to give up some \$8 million for allegedly violating a securities act aimed at keeping insiders from profiting on the basis of information unavailable to the public.

Justice Byron R. White was the lone dissenter. The case was an outgrowth of the merger in 1967 of Central Airlines, Inc., and Frontier Airlines, Inc. RKO, which owned 56 per cent of Frontier's outstanding stock, had contracted to purchase.

Margot Newmark, a Frontier stockholder, filed a suit under the SEC law to recover, on behalf of Frontier, any short-swing profits RKO may have realized. A Southern New York U.S. District Court ruled that RKO had realized a profit of \$7,920,681, including a 15 per cent premium, over and above its \$7.5 investment.

The Appeals Court, upholding the District Court decision, said the matter was "a classic example of trading while in the possession of information unavailable to the general public." "That RKO's heart may have been pure and its motivation noble matters not," the court's decision said. "The significant factor is whether RKO could have reaped a speculative profit from the 'unfair use of information obtained by reason of its relationship to Central,'" it said.

RKO, in asking a Supreme Court review, said the SEC proviso "applies to in-and-out insider trading—here Petitioner RKO got in but never out." RKO also denied having realized any profit, adding that when the appeals court acted, the 'securities' RKO bought for \$7.5 million were worth only \$4 million and now are worth but \$2.3 million.



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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.

FL's BAC1-11 purchase was announced by president Bud Maytag in Aug 1961. He sold FL on Mar 26, 1962 and took his mock-up BAC1-11 model with him to MIA where he had purchased NA.

I have not been able to find out when the BAC 1-11 purchase was cancelled.

From page 5

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

With the Convair 580, Frontier Airlines brings to the 11-state area which it serves assurance of the finest and fastest air service provided by any regional carrier in the country. Two powerful turbo-jet Allison engines developing 3,750 horsepower each, built by General Motors, geared to distinctive square-tipped, four-bladed Aeroproducts propellers and using a highly refined aviation type kerosene called Jet A fuel, give the Convair 580 a cruising speed of 355 miles per hour. This speed, which is 100 miles per hour faster than the piston-powered Convair 340, has three times the rate of climb of the Convair 340 plus the hushed smoothness of prop-jet performance.

Since the first of the year, a large number of Frontier's personnel have been participating in an extensive and intensive training program. Thus far, 132 Frontiersmen have completed two to four week training courses and are now prepared to

operate and maintain the airline's Convair 580 fleet. Courses were conducted by the Allison Division of General Motors at Indianapolis, Indiana and at Frontier's training center in Denver. Some 84 supervisors, foremen, mechanics, inspectors and quality control engineers plus 48 pilots and flight training personnel have taken this training. Additional pilot training was conducted throughout the month of May in the Denver and Cheyenne area.

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

June 1 will mark the beginning of scheduled operation with the Convair 580 turbo-jet aircraft.



FRONTIER AIRLINES

31st ANNUAL REUNION PICNIC in Colorado

Summit Event Center located at 411 Sable

Blvd. Aurora, CO 80011

Saturday, August 19, 2017

5:30pm to 10:00pm

Due to an increase in cost at our previous location and based on input from your survey from the 2016 reunion we have selected a new venue for the 2017 reunion... a new place to enjoy.

NOTE THE NEW LOCATION AND HOURS

The Saturday reunion will be held inside starting at 5:30pm until 10:00pm.

It is extremely important you advise if you will attend by completing the section below and mailing it ASAP. We have the "1st right of refusal for a 2nd room" but must have a count of those who plan to attend to determine if we will need the 2nd room or can release it. The earlier your RSVP is received the better decision we can make to have an enjoyable evening with plenty of space and food. Due to limited seating, advance payment is requested to ensure your reservation. Make checks payable to Frontier Airlines Picnic Fund (FAPF). RSVP to Bollerck@comcast.net. This email is for the FAL reunion only.

We will have a catered buffet of beef brisket, potato, vegetable, salad, and rolls with butter, iced tea and lemonade. A cash bar of wine, beer and well drinks. Admission will be \$25 per person. This charge covers all expenses including food, supplies, printing, and mailing. Food will be served from 6:30pm to 8:00pm. Parking is available at no cost. Tickets are not required.

The final food count is required by August 16th to the facility.

The drawing for prizes is always successful and we will do it again this year. Coupons for the drawing will be 1 ticket for \$5 and 5 tickets for \$20 and will be available at the event. The drawing will take place at 8:30PM.

A big THANKS to all of you who attend the function and those of you that mail in donations. We couldn't continue if it were not for your generosity and support. Feel free to donate any items of "nostalgia" for the "free" table. All proceeds shall be donated to the Picnic Fund.

The Committee

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

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

Sue Lehotay, 303-766-0092 suelehotay@msn.com

Barbara Monday, 303-344-8745 bandbmonday@comcast.net

Please detach on the line and mail to:

Carolyn Boller at 1293 Revere St, Aurora CO 80011

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

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



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

ADS

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

AD RATES

\$5 for 20 words. \$10 for 40 words, \$15 for a business card, \$20 for 1/8 page, \$40 for 1/4 page, \$60 for 1/2 page and \$100 for a full page. Subscriptions are \$12 per year. All income goes to publishing the NEWS. Please make checks out to Jake Lamkins.

YOU ARE INVITED TO THE 50TH ANNUAL FYV FSM FRONTIER PIGNic

Saturday, August 26, 2017

Burford Pavillion

Near the FSM airport

11:00 a.m. - 3 p.m.

Bring a potluck entree

BBQ, baked beans, beer and soda are provided.

**We have been getting together since 1968 to re-new friendships
and talk about what it was like to work for a great little airline.**

All Frontier employees, families & friends are invited.

\$10 per person for expenses is appreciated.

For info and/or directions:

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

Jake Lamkins, FYV, 479-879-8358,

Ex-FAL@Yahoo.com

Founders of the Frontier News newsletter at the Aug 2000 reunion.

