

FRONTIER NEWS



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

We are FLamily!

SUMMER

JULY

2018

#72



Signed in Denver on Oct 30, 1981

Standing L to R: Jack Casey [ALEA], Carolyn Boller [ALEA], Jake Lamkins [ALEA], Sandy Bambei [ALEA], Hank Lund [FL], Mary Lou Wood [ALEA], Dick Rohrmann [FL], Don Hatfield [FL], Jim Shores [FL] and Ralph Brott [ALEA].
Seated L to R: Mort Wigderson [ALEA], Harry Bickford [NMB] and Buz Larkin [FL].

My 50 months service as the Frontier ALEA Master Chairman from Feb 1980 until Apr 1984 was one of the greatest honors of my life. The highlight of that period was the Oct 1981 FL/ALEA Agreement which featured an astonishing 36% pay raise for station agents and other ALEA represented employees.

It was not an easy accomplishment but with the help of my fellow Negotiating Committee folks and the ALEA staff lawyer Mort Wigderson we were able to do it after an effort stretching from Feb 1980 until success in late Oct 1981.

See page 3

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.

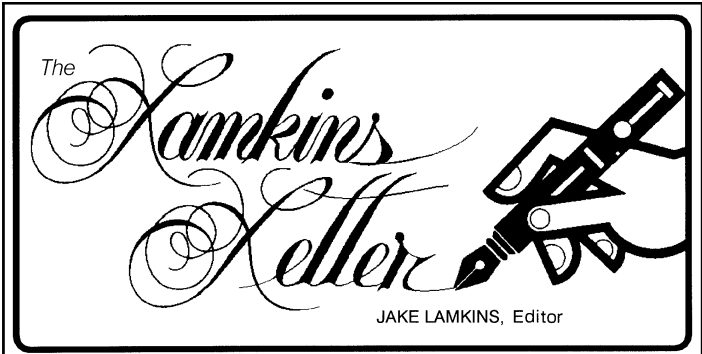
We also want to publicize ALL “old” Frontier gatherings. Be sure to notify us with details: place, date, contact and so forth. They will be published in the “Timetable”.

Until further notice, do not send me any money. I am closing hard copy subscriptions to new subscribers and renewals. Due to my age and computer problems, I can see that the newsletter must eventually come to an end.

I want to fulfill the current subscriptions so I can fly west without owing money to any of the FLfamily. Current subscribers will continue to get the newsletter as long as it is printed. Your support is greatly appreciated.

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.



I have had lots of computer problems since the last issue. It has been a real chore getting this issue out. **Note the new item in gray on the left.** I plan to keep plugging away at it.

The biggest problem is that the “learning curve” has become a “learning mountain” at my age of 75. This new computer, it’s programs and software, are just that.

We are nearing 1900 FLolks who have flown west - those are the ones we know about and whose names and memorial web pages are posted. Thanks to everybody who alerts me to flights west so we can honor our FLfriends and co-workers.

I’ve started publishing more items with many names in them. That way we can refresh our memories with the names of the FLolks with whom we worked.

Thanks again for your help and support these past 18 years.

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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Sandy Bambei, DENAR, Mary Lou Wood, DFWTT, and I, FYVOO, were on our first negotiating committee while Ralph Brott, PHXOO, and Carolyn Boller, DENRR, had served before. Mort Wigderson was a veteran of the negotiations wars since the 1940s when ALEA was first born as an affiliate of the Air Line Pilots Association.

A lot of stories came out of the negotiations. Mary Lou Wood was a strong advocate for portability of seniority since she had reservations agent seniority which would be added to her ticket counter agent seniority if we got it. After we got portability and her TCA seniority was adjusted, she moved up from #2 to #1 on the DFW ticket counter. A month later a high seniority reservations agent transferred to DFWTT and bumped Mary Lou back to #2. "I don't like it, but it's fair!" she is reported to have said.

The best story in my opinion is how we got 1.5% of gross wages for pension calculations. The figure we had argued about for months was 1.25% of gross wages. Finally, in late 1981, the company agreed to it. Mort Wigderson wrote it up and asked me to take it down to Janet Tashiro, Bus Larkin's secretary, to be typed up. Let me add that Janet was a fabulous secretary and never made ANY error in all the typing and transcribing that she did for us during these negotiations.

As I'm walking down the hall to Janet I scan Mort's notes and instead of 1.25% he has put down 1.5%. I was astonished and nearly went back to show Mort his error when I realized what he was doing. Janet typed it up, I took it back to the meeting and both Mort and Buz signed off on the pension language. Buz did not even glance at the text but just signed it.

We broke for the day and as we walked down toward the exit Buz, at the other end of the hallway, bellowed in dismay as he read the language he had just agreed to, "MORT, YOU SON OF A BITCH!!!"

To his credit, Buz did not try to back out of the 1.5% pension deal. "You got me, Mort, but it'll never happen again." he told Mort at the next session of negotiations.

-Jake Lamkins

**36 % Increase in 30 Months
Tops in the Industry**

**ALEA REACHES
AGREEMENT WITH
FRONTIER**

In an unprecedented early response to ratification of the amendment to the basic agreement, the membership by a 98% approval indicated their enthusiasm for the new contract!

Negotiation of the new contract had extended over a record thirteen month period of direct negotiation, mediation and super-mediation. Agreement was finally reached and signed on October 19th and ratification was accomplished on October 30th.

The new contract is highlighted by a 36.2% across-the-board wage increase over a thirty-month period beginning January 1, 1981 and continuing to July 1, 1983.

A ten year station agent would go from \$1810 per month to \$2465 on December 1, 1982 (36.2%). Employees with less seniority climb the ladder to success rapidly under the ALEA established professional wage increment plan, for example:

(monthly rates)

	1-1-81	6-1-81	1-1-82	6-1-82	12-1-82
Five year Reservationist	\$1630 mo.	\$1710	\$1850	\$1980	\$2165

(Previous rate was \$1255 ... an increase of \$910 per month ... 72.5% total wage increase!)

	1-1-81	6-1-81	1-1-82	6-1-82	12-1-82
Second year Clerk	\$1060 mo.	\$1150	\$1265	\$1355	\$1465

(Previous rate was \$820 ... an increase of \$645 per month ... 78.7% total wage increase!)

Other important highlights of the new contract are:
1. A 100% retroactive pay based on the 1-1-81



Signing the Agreement

Monday, September 19, both negotiating teams met to sign the agreement. Seated (L to R): **Dr. M. B. Wigderson**, Sr. Staff Vice President and ALEA's chief negotiator; **Harry Bickford**, National Mediation Board Mediator; and **Allan G. Larkin**, Vice President-Administration and FL's chief negotiator.

Standing are (L to R): **Jack Casey**, ALEA Regional Director; **Carolyn Boller**, International Secretary and Chairman #46; **Jake Lamkins**, Master Chairman and Chairman #74; **Sandra Bambei**, Chairman #70; **M. C. Lund**, FL Vice President-Sales & Service; **Mary Lou Wood**, FL Ticket Agent, DFW; **R. D. Rohman**, FL Director-System Reservations; **Don Hatfield**, FL Director-Industrial Relations; **J. E. Shores**, FL Director-Administration; and **Ralph Brott**, FL Passenger Service Agent, PHX.

- and 6-1-81 wage scales.
- 2. **Substantial insurance improvements.**
- 3. **Pension plan improved** with the monthly top benefit increased to more than \$33 in 1981 and topping out at \$43 per month during the last term of the contract. Also, a minimum guarantee of \$500 per month for those with 25 years of service (calculated at \$20 per month per year of service (after 15 years \$300).
- 4. **Shift premiums increased to:**
 - Afternoon shift25¢
 - Night shift30¢
 - Relief/Irregular shift35¢
 - Vacation relief shift55¢

Continued Page 15

**Outlook for Early Settlement
on FL Ominous**

Storm clouds are gathering over Miami and Frontier stations as the combined ALEA and FL negotiating committees have shown little movement toward a settlement after almost five months on a contract that was amendable January 1, 1981. Negotiations began in Denver on November 10, 1980, and because of no progress at all mediation was requested as early as November 20th.

Mediators Harry Bickford and Laurette Piculin were assigned to begin mediation in Denver on January 27th. After two months, however, meetings were recessed and rescheduled to Mediator Bickford's home base in Miami to escape the "home office" influence and interruptions and to ensure the company committee members' undivided attention to the matters at hand. Mediation conferences will resume in Miami on April 7th and it is hoped the deadlock can be broken.

A March 26th report to the Frontier membership summed up the deadlock and the company's unwillingness to accept industry standards for salaries and benefits, and circulated a strike ballot at the request of the FL/ALEA Master Executive Council. The deadline for the return of the strike ballots is April 17. □

- 5. **Vacation improved** to reflect 25 work days after 17 years, 35 work days after 30 years, and DAT (day at a time) vacation for everyone.
 - 6. **Uniform cleaning allowance** increased to \$15 a month.
 - 7. **Reserve sick leave** increased to 75 days.
 - 8. **A 4-day work week** (10-hour day) may be instituted by the company with the employees' approval.
 - 9. **Portability of seniority** is provided for so that all who do transfer do so equally and the Federal regulations are complied with.
 - 10. **Restrictive language** is provided to ensure against encroachment of full-time employment by part-time employees.
 - 11. **Provision is made to permit "flex time"** in clerical positions.
 - 12. **Senior/Lead overrides** of \$125 a month—100% retroactive.
- MEC Chairman Lamkins said, "We feel that the new contract brings Frontier Airlines' 2700 ALEA members the best working conditions, fringe benefits and wage rates in the industry."
- At the special MEC meeting, Chairman Lamkins pointed out that the pension settlement represented an important increase for Frontier members. **Walt Albany**, FL station agent based in ABQ, retiring this year with 30 years at Frontier found out that his monthly retirement check will double. He joined the airline in 1951. **Frank Bazadier**, a porter based in MCI, joined Frontier in 1965. He will be retiring this year and will find that his pension check will also be double that which the old formula allowed for a 16-year employee. □



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 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 18, 2018, 10:30 am - 2:30 pm, \$25 admission
Summit Event Center. See page 27.

Contacts:

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

DFW MECHANICS GET-TOGETHER

No info for 2018. 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-Euless Road, North Richland Hills, TX

Contact:

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

FYV-FSM MEMORIAL PIGNIC

Sat, Aug 25, 2018, 11am-3pm,

Moves to FYV this year - See ad below.

Contact:

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

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

MCI FLIGHT CREW LAYOVER

No plans as of Mar 19, 2018 per Phil.

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

YOU ARE INVITED TO THE 51ST ANNUAL FYV FSM FRONTIER PIGNic Saturday, August 25, 2018 11:00 a.m. - 2 p.m.

Our reunion this year will be at the Arkansas Air Museum @ the FYV airport.

It's the old WWII white hangar in which Skyways operated.

Fried chicken & fixins, 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.

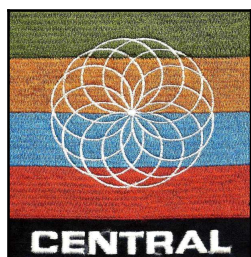
Donation of \$10 each to cover expenses appreciated.

Let us know if you plan to attend so we can get enough beer.

For info and/or directions:

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

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



Excerpts from two 1966 letters sent by pilot Tex Searle:
Does anyone recall this practice?

The writer and his wife were on Flight No. 4 Sunday morning May 15th. You had an excellent pilot on that flight — he made some beautiful wheels landings and was continually on the alert.

It was a good thing he was alert at Cody because the boys that were servicing the plane forgot to take the elevator lock off. The pilot noticed it as we were taxiing out. One of the boys came out in a blue Volkswagen, took the lock off and walked around the front of the plane to show the pilot he had taken care of it. The writer, as an old time pilot, knows what could have happened, and the end of the runway is no place to try and abort.

We are all human and we all make mistakes. I don't know whether one of the fellows on the line crew had a sick wife, a sick child or was just thinking about wine, women and song — it doesn't matter. I would suggest, however, that you invite him into Denver for lunch and perhaps if you think it wise, use this incident as an illustration of what was prevented.

We have always thought a good deal of your operation and know you have a good record. We don't want to see it messed up, and it goes without saying that we don't want to be a part of any of the mess if it happens,

Thank you for taking the time to pass along your comments regarding your recent flight on Frontier. We appreciate your complimentary remarks concerning the piloting, but it appears that some explanation is in order regarding the control lock procedure which you observed.

Frontier's operating manual establishes a procedure which allows a Captain, when surface winds are strong and/or gusty, to taxi to take-off position with the rudder lock installed on the aircraft.

This procedure relieves the physical force required by the pilot in protecting the flight controls during downwind taxiing, and is insurance against control cable damage which can occur should the surface wind wrest the controls from the pilot. This procedure is coordinated with the station agents via radio, and Captain Searle advises that this is the type of operation which you observed at Cody on May 15th.

We sincerely appreciate your interest, and we hope that Frontier will have the privilege of serving you many more times in the future.

-M. E. O'Neil

An airplane pilot dies at the controls. He goes to Hell. The devil takes him to the 'newly arrived' area. There are three doors, marked 1, 2, and 3. The devil tells the pilot that he is going to get to choose his own hell, but first, the devil has to take care of something first, and disappears.

The curious pilot looks behind door number one. He sees a pilot going through flight checks for all eternity. He looks behind door number two, and he sees a pilot that forever finds himself trying to resolve emergency situations. He looks behind the last door, and sees a Captain being waited on hand and foot by scantily-clad stewardesses.

The devil returns just as the pilot gets back to his waiting position. He offers the pilot a choice of door number one or two. The pilot says, "I wanted door number three!" "Sorry," replies the devil, "that's 'flight attendant's hell!'"

-Phil Stallings

Pilots and management of Frontier Airlines resumed negotiations today in Washington on a contract covering the airline's 522 captains, first officers and second officers. The sessions comes three days before a 30-day cooling off period ends at 10 p.m. MST Friday.

The Air Line Pilots Association and Frontier are bargaining on a contract under a re-opening of a two-year pact which went back to negotiation June 1.

The sessions are being held with the National Mediation Board at the board's Washington office. A spokesman for the airline said the cooling-off period began when the board stepped out of stalemated negotiations.

The spokesman said the 30 days gives both sides a chance to look at the situation before returning to negotiations. The spokesman said issues being negotiated are wages, working conditions and terms of the contract.

Robert M. Schulman, the Frontier spokesman, said the airline is "confident that an agreement can be reached." Neither side will say what contract issues are still to be resolved or what the previous bargaining has settled.

The Denver-based regional airline serves 16 western and midwestern states and Manitoba, Canada. About 100 cities are served in the area from Memphis, Tenn., and St Louis, Mo., to the east and Las Vegas, Nev., in the west with Canada on the northern limit and El Paso, Tex., on the southern boundary.

J.J. O'Donnell, president of the pilots association, has said one of the main issues in the negotiations is a Frontier proposal to eliminate the third man of a three-man crew used on Boeing 737 airplanes. Schulman said the proposal is a major part of the company proposal. Frontier now has 17 of the planes and it is the only aircraft that has more than the captain and first officer in the cockpit. Schulman said of the nine regional airlines in the country, only Frontier has a third man in the cockpit of 737s.

Frontier's other planes, 28 Convair 580s and three Twin Otters use only a two-man crew, he said. Frontier's three classes of cockpit crew, captain, first officer and second officer, average \$27,000 per year in wages under the current contract, Schulman said. The captains and first officers average \$30,300 a year while the second officers average about \$10,000, he said.

-Havre Daily News, Tuesday, February 17, 1976

FLIGHT HOST PROGRAM EXPANDS: Frontier Airlines recently inaugurated flight host program has met with such success that new Flight Hosts have been named to expand this program to other markets. Beginning in mid-July, five new Flight Hosts will be aboard Frontier jets between Denver and Dallas. The flight host program has been in effect between Denver and St. Louis.

The new Flight Hosts include: Brad Clark, formerly Ticket Counter Agent-OMA; Bob Wear, formerly Ticket Counter Agent-DEN; Neal Butord, formerly Ticket Counter Agent-OMA; Mike Kennedy, formerly MKC Ticket Counter Agent; and Rex Lane, formerly Ticket Counter Agent-DEN.

These gentlemen will be working with Flight Hosts, Fred Elliott, Chuck Fahrenholz, Roger Gunderson and Larry Scofield.

Heading up the expanded flight host program is Richard "Ski" Gryczkowski as Manager.

Purpose for the program is to provide increased customer service through in-flight ticket sales,

-Jul 1972 Frontier News



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



26 DEATHS REPORTED SINCE THE SPRING 2018 ISSUE

Wendell Aussenbaugh,

DEN aircraft mechanic, inspector, 4/23/18, age 76, cancer

Connie Baier Sponsler Bennett,

MCI DFW DEN flight attendant, 4/14/18, age 70, COPD

Arnie Bruns,

GJT station agent, 3/19/18, age 87

Don Chew,

DEN maintenance supervisor, 3/28/17, age 81

Charlie Clark,

STL DEN SMF station and ticket counter agent, 7/14/17, age 79

Marilyn Davenport,

DEN, 5/10/18, age 62, early onset Alzheimers

Linda Emley,

MCI SLC reservations agent, 3/8/18, age 61

Ora Goode,

LNK GGW JAC ICT DSM station agent/manager, 5/3/18, age 88

Jane Haggart,

DEN flight attendant, 4/17/18, age 69, pneumonia

Karl Kenney,

PHX DEN pilot, 2/26/18, age 87

Rusty Lambert,

GSW DAL DFW DEN pilot, 12/26/17, age 84

Claudia Jarvis Marth,

DEN reservations agent, 3/22/18, age 74

Duane Martin,

DEN supervisor-data conversion, 2/21/18, age 84

Bob Oswald,

OKC TBN MHK MCI station agent, station manager, 7/26/98, age 74

Bob Parcell,

DEN pilot, 6/8/18, age 81, cancer

Wiley Parker,

PHX aircraft mechanic, 5/7/18, age 91

Carole Perry,

GTF OAK station manager, 3/12/18, age 84

Les Phillips,

SLC DEN pilot, 4/12/18, age 77

Elden Rasband,

SLC? station agent, 2/27/18, age 90

Kent Rimer,

DEN station agent, 3/10/14, age 51

Dick Rohrig,

DEN maintenance foreman, 11/19/17, age 84

John Ruffing,

DEN director-aircraft support services, 6/16/10, age 76

Rusty Ruster,

DEN pilot, 8/1/09, age 85

Ed Schutter,

LAW MHK station agent, 5/2/18, age 76

Leona Lesinski Stone,

DEN flight attendant, 3/7/07, age 77

Nancy Lee Swanson,

DEN flight attendant, 3/3/18, age 70

27

ARNIE BRUNS
1957 - 1986
STATION AGENT
GJT

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

OBITUARY: Arnold L. Bruns, 87, Grand Junction, died March 19, 2018.



Services will take place at 1 p.m. Saturday at the Lutheran Church of the Messiah.

He was a ticket agent for Frontier Airlines.

Survivors include his wife, Donna L.; one son, Brian of Grand Junction; two daughters, Deborah Fenske of Grand Junction and Janise Bonnell of Kannah Creek; six grandchildren; and three great-grandchildren.

Memorial contributions to the Lutheran Church of the Messiah, 840 N. 11th St., Grand Junction 81501; or to

HopeWest, 3090B N. 12th St., Grand Junction 81506.

[-https://www.gjsentinel.com](https://www.gjsentinel.com)

Arnie was a no-nonsense kind of guy and was not impressed by those who were "self-impressed".

When a customer was told something by Arnie that he did not want to hear, he demanded, "Do you know who I am?"

Arnie innocently answered, "No I don't, but if you have a driver's license, we can figure it out."

Another time Arnie informed a passenger checking in that his flight was 20 minutes late. The passenger exploded, and said, "Why is it, we can send a rocket into space right on time, but you can't fly to Denver on time?"

Arnie replied, "Perhaps it's because the rocket only has one passenger and he has to check in 24 hours ahead of departure."

-Jim Wilds

BOB OSWALD
1958 - 1980
STATION AGENT, STATION MANAGER
OKC TBN MHK MCI

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

OBITUARY: Robert M Oswald, Birth 22 Jan 1924, Death 26 Jul 1998 (aged 74).

Burial: Askren Cemetery, Woodson County, Kansas, USA

Spouse: Lyla Wells Oswald, 1920-2007

Inscription: WWII Veteran

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

Death Record of Robert M. Oswald

Date of Birth January 22, 1924

Date of Death July 26, 1998, Age at Death 74

Location of Last Residence

Death Place Kansas City, Platte County, Missouri

City Kansas City
 County Platte County
 Zip Code 64152
 State Missouri
 -SSDI

I think Bob Dietz and I have found that Robert passed away in 1998.

Bob found a grave in Yates Center Ks that fits.

Oswald was Mgr at Ft Wood early 60s. MHK 60s and 70s.

He was MCI after MHK.

He was in WW11.

Bob went from MHK to MCI about 1977 or 1978.

I think it was health related that he stepped down from manager to agent.

I don't think he was still working in Aug of 1986.

He was Central before Frontier in 67.

-Roger Vote

CAROLE PERRY
1955 - 1986

RESERVATIONS AGENT, TCA, STATION MANAGER
FSM DAL DEN GTF OAK

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

OBITUARY: Carole Perry, 84, formerly of Fort Smith,

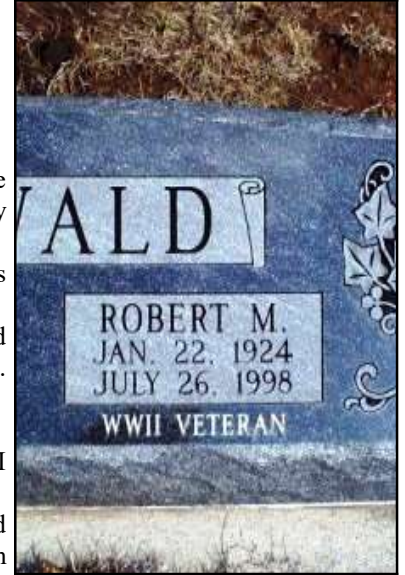
Arkansas passed away on Sunday, March 12, 2018 in Tulsa, Oklahoma. Carole was born to parents Lowell and Okla (Bradley) Perry in Fort Smith Arkansas. She graduated with a Bachelor of Arts Degree from the University of Texas, after also attending the University of Arkansas at Fayetteville.

She began her career as a ticket agent for Frontier Airlines, and eventually became the a station manager for the airline. She lived in Dallas, Denver, Oakland, Indianapolis, and Great Falls, Montana. After Frontier closed operations, she worked for American Express, and spent her last working years at the Tulsa Philcrest Hills Tennis Club.

In 2013, family and friends began to notice troubling early signs of dementia. Her vibrant energy and active mind began to diminish until she had to retire. We remember Carole as the bright light that she was.

She is survived by her brother in law, Larry Chisum of Tulsa, Oklahoma and two nephews. A memorial service will be held at a later date.

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



CHARLIE CLARK

1968 - 1986

STATION AGENT, TICKET COUNTER AGENT
STL JAC DEN SMFhttp://FAL-1.tripod.com/Charlie_Clark.html

OBITUARY: Charles Harry Clark of Rancho Cordova, CA,



July 14, 2017, a native of St. Louis, Missouri, aged 79 years. Loving husband of Sandra Clark. Cherished step father of Keith (Jessica) Erickson, and grandfather of Ashley, Alyssa, and David.

Charles was an extremely active member of the Knights of Columbus and was instrumental to many programs associated with the Knights. Charles held many positions of office within the Knights of Columbus including State Deputy for the Columbian Year of 2011-2012.

Friends are invited to attend a visitation on Monday, July 24, 2017 from 5-8PM, with the Recitation of the Rosary at 6PM, at St. John Vianney Catholic Church (10497 Coloma Rd., Rancho Cordova, CA).

Friends are also invited to attend the Mass of Christian Burial at St. John Vianney Catholic Church on Tuesday, July 25, 2017 at 10AM. Interment at Calvary Catholic Cemetery.

-The Sacramento Bee on July 20, 2017

CLAUDIA JARVIS MARTH

1966 - 1971

RESERVATIONS AGENT
DENhttp://FAL-1.tripod.com/Claudia_Jarvis_Marth.html

OBITUARY: Claudia J. Marth, December 13, 1943 – March 22, 2018

Claudia J. Marth was born on December 13, 1943 and passed away on March 22, 2018

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

Learned today that Claudia Jarvis Marth passed away on March 22, 2018.

I worked a brief time with her in Reservations in 1967/68.

Claudia's parents lived across the street from me and today her nephew and his wife and kids live in the same house.

Her family showed up today for the burial of her ashes in Fort Logan.

It was a mini reunion in the neighborhood.

I've asked for an obit and will forward when I get it.

Not sure who remembers Claudia.

-Carolyn Boller

C J JARVIS: Reservations agent seniority date of 5/2/66, per the Aug 1966 FL/ALEA Seniority List.

CLAUDIA MARTH, #29 (LV) per the Sep 1969, Feb 1970 and Aug 1970 DEN RK Personnel Rosters.

She is not on the Apr 1971 DEN RK Personnel Roster so she left in late 1970 or early 1971.

-Jake Lamkins

JANE HAGGART

1979 - 1986

FLIGHT ATTENDANT
DENhttp://FAL-1.tripod.com/Jane_Haggart.html

OBITUARY: Mary Jane Haggart, April 17, 1949 - April 17, 2018

Service to be held:

2:00 - 4:00 p.m. Saturday,
April 28, 2018

Jane was born April 17, 1949, in Rapid City, SD, to James and Mary (White) Haggart. Jane grew up in Bison, SD, attending Bison School then South Dakota State University, graduating in 1971 with a degree in Home Economics.

Jane taught in Colorado for a few years then went on to work for Frontier Airlines as a stewardess. After the airline closed, she had numerous temporary jobs in Colorado and California.

While in high school, Jane enjoyed being a cheerleader, playing piano, and spending time with good friends. Jane participated in many beauty pageants and had the opportunity to represent South Dakota State University in the Miss South Dakota pageant where she was 1st runner up.

Jane started her love for traveling when she was young. Her mom, brother, Terry, uncle, Bryce White, and cousins, Betty and Judy, took the train from Hettinger, ND, to visit White relatives in Michigan. In 1958, Jim, Mary, and kids drove to California to visit relatives, and in 1962; they went to the world's fair in Seattle, Washington.

As an adult, Jane loved to travel the world and she especially liked visiting the ocean. While traveling, Jane became a connoisseur of food and wine. In her travels, Jane collected brass items and purple things, her favorite color.

Mary Jane Haggart, 69, of Rapid City, passed away Tuesday, April 17, 2018, at Rapid City Regional Hospital, Rapid City, SD.

Jane is survived by her brother, Terry (Mary) Haggart, Bison; nephew, Travis (Gaby) Haggart, Boulder, CO; nieces, Ches (Coery) Hegge, Spearfish, SD, Marne (Nick) Dooley, Pierre, SD, and Tia Haggart, Denver, CO; and 5 great-nieces and nephews, Emily Fero, Bergen Haggart, Abbey Hegge, Ian Hegge, and Piper Dooley; step-mother, Esther Haggart, Spearfish; step-brothers and step-sisters, Rodger (Mary Lou) Wells, Cheryl (Bob) Shinabarger, Lonnie (Cheryl) Wells, and Julie Wells; and numerous step-nieces and nephews.

Jane was preceded in death by her parents, James E. and Mary C. (White) Haggart; and her step-brother, Randy Wells.

A celebration of life will be on Saturday, April 28, 2018, from 2-4 p.m. at the Spearfish Congregational Church fellowship Hall 920 N. Main St.

Come and share your memories.

-<http://kinkadefunerals.com/>



CONNIE BAIER SPONSLER BENNETT**1968 - 1986****FLIGHT ATTENDANT
MCI DFW DEN**http://FAL-1.tripod.com/Connie_Baier_Sponsler.html

OBITUARY: Connie Sponsler Baier Bennett, Birth 28 Feb 1949, Wayne, Nebraska. Death 14 Apr 2018 (aged 69) at The Colony, Texas. Burial at Jonestown Cemetery in Alvord, Texas,

Connie parted ways with us on Saturday, April 14, 2018 when she lost her battle with COPD. Mrs. Bennett, 70 of The Colony, TX is now resting peacefully in Heaven with her beloved husband Guy.

Born and raised in the corn fields of Wayne, Nebraska on February 28, 1948; Connie was the youngest of Alfred and Elsie Baier's 13 children.

There were six brothers and six sisters: Gilbert, Alfred Jr., Everett, Gene, Dennis and Roger, Nelda, Elna, Joyce, Iola, Alice and Carolyn.

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

My name is Connie Sponsler Bennett. When I first went to work for Frontier my maiden name was Connie Baier. I hired on in Mar. 1968. I was based in MCI, DFW & DEN and worked as a flight attendant. I married Tom Sponsler and he became a pilot for Frontier. We worked until the end of Old Frontier. Tom passed away 10-24-1998. He had a massive heart attack. I remarried Guy Bennett and have worked in the school system since leaving Frontier. I worked as a registrar. I recently retired from the school system and enjoy traveling, grandchildren, sports and other family functions.

[-Email to Jake Lamkins 7/22/13](mailto:jake.lamkins@frontier.com)

DICK ROHRIG**1958 - 1986****LEAD INSPECTOR, MAINTENANCE FOREMAN
DEN**http://FAL-1.tripod.com/Dick_Rohrig.html

OBITUARY: Richard L. Rohrig, Aurora, Colorado, Jan 18, 1933 - Nov 19, 2017 (Age 84). Burial arrangements under the direction of Olinger Hampden Mortuary & Cemetery. No services are scheduled at this time.

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

Richard LeRoy Rohrig, Birth 18 Jan 1933, Death 20 Nov 2017 (aged 84), Burial Hampden Memorial Estates, Denver, Colorado.

Born January 18, 1933 in Friend, Nebraska, the son of John and Hulda (Bork) Rohrig. He was a graduate of Friend High School. On August 8, 1958 he married Lavon Rohrig, of Flaudreau, South Dakota.

Richard is survived by three children, Keith (Jane) Rohrig, Bruce (Julie) Rohrig, and Kim Baumert.

Family Members: Spouse: Lavon A. Rohrig, 1936-2012

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



R L ROHRIG
DEN aircraft mechanic
DOB 1/18/33
DOH 10/30/58

per the Feb 1960 Frontier Roster.

DICK ROHRIG

DENQC, Inspection, no title shown

per Frontier telephone directories Nov 1977 to Jan 1983.

R ROHRIG

Retained aircraft mechanic seniority of 10 yrs 3 mos 15 days,

per the May 1986 FL/IAM Seniority List.

[-Jake Lamkins](mailto:jake.lamkins@frontier.com)

**DON CHEW****1978 - 1986****SUPERVISOR-LINE MAINTENANCE
DEN**http://FAL-1.tripod.com/Don_Chew.html

OBITUARY: Donald N. Chew of Brighton, passed away Wednesday, March 28, 2018. Don was born in New Jersey and came to Colorado to pursue his passion for truck restoration.

Survivors include his brother and lots of friends.

Funeral services will be private.

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

D N CHEW, Emp# 14692 DENML, Address in Arvada CO per the Nov 1984 Frontier Roster.

D N CHEW, M, DOB 9/13/35, DOH 10/9/78 per the Dec 1984 Frontier pension Records.

DON CHEW, DENML No title shown, per Frontier telephone directories 1978 - 1983.

D N CHEW, Emp# 14692, Address in Brighton CO per the Aug 1990 Frontier Roster.

[-Jake Lamkins](mailto:jake.lamkins@frontier.com)

Buck asked me to meet him in Colorado so we could visit Donald N. Chew, of Brighton, who is a Board Member of the American Truck Historical Society (www.aths.org). Chew is an expert on Marmon-Herrington trucks and Coleman trucks. He has collected more history about Coleman than possibly anyone else. Chew is also collaborating with Craig H. Trout, of Virginia, to capture the history of this unique company.

Chew and Trout have both done impressive work on documenting Coleman history and now Buck hopes to bring their research and other history together in the form of a book.

[-http://www.oldcarsweekly.com/blogs/gunners-garage/colemans-commeth](http://www.oldcarsweekly.com/blogs/gunners-garage/colemans-commeth)



DUANE MARTIN

1979 - 1986

DATA ANALYST, SUPERVISOR-DATA CONVERSION
DEN

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

OBITUARY: Duane Roger Martin passed away peacefully surrounded by his family on February 21, 2018 at the age of 84. Born April 5, 1933 in Hudson, NY to Sidney and Elizabeth Martin.



Cattle Rancher, Assistance Fire Chief, Huerfano County Volunteer Firefighter District, Captain/Senior Medic, Emergency Medical Services Huerfano County, Aurora CO Water Board Advisory Committee member, Vietnam War Veteran and Retired AF IT Officer.

He is survived by his wife Trenna of 65 years; their children Kim, Laurie, Sheryl, Lance, Duane Jr, and Grant;

17 grandchildren and 10 great grandchildren.

He is preceded in death by his parents Sidney and Elizabeth.

In keeping with the wishes of Duane no funeral services will be held.

In lieu of flowers, the family requests a check donation in his name to: America's VetDogs, 371 East Jericho Turnpike, Smithtown, NY 11787.

[-http://www.abplace-funeral](http://www.abplace-funeral)

I don't know if you remember Duane Martin or not. He worked in the Computer Department at Frontier for a few years. Wanted to pass along.

-Barb Monday

ED SCHUTTER

1962 - 1970

STATION AGENT
MHK LAW

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

OBITUARY: Edward Jerome Schutter was born on January 4, 1942 in Alma, Kansas and passed into eternal glory on May 2, 2018 in Brooklyn Park, Minnesota.

Ed was preceded in death by his parents, Edgar and Alfretta; brothers and sisters-in-law, Robert (Mary Helen) Schutter, Dale Schutter, Joseph (Shirley) Schutter and Michael Schutter.

Ed is survived by his wife, Eileen; children Scott (Janice) Schutter, Susan (Dan) Lindstrom.

After high school Ed joined the Navy and served from 1960 to 1962 and after the Navy, Ed worked for Frontier Airlines in Lawton, Oklahoma before moving to Minnesota in 1970 to live with his brother Mike.

Ed met the love of his life, Eileen Jensen from Garner, Iowa. They were married on November 11, 1972 and then settled in New Hope, Minnesota. Ed was a wonderful father to Scott and Susan. Ed would often take the kids fishing, golfing, family trips to Hermann, MO for the Grape Stomp and to Iowa and Kansas

MORE GONE WEST

to visit family and friends.

For almost 40 years Ed worked at Mammoth Industries on commercial heating and air conditioning units.

The family would like to thank everyone for their thoughts and prayers of the past few months when Ed became ill and especially those in Florida who helped care for Ed until we could get him back to Minnesota a few weeks ago.

Visitation on Sunday, May 6th from 5pm- 8pm Kapala Goldek Malone Funeral Home 7000 Bass Lake Road New Hope, MN 55428
Funeral Mass on Monday, May 7th at 11am (visitation one hour prior) St. Joseph's Parish Community 8701 36th Ave North New Hope, MN 55427

Burial will take place at a later date in Alma, KS.

[-https://www.dignitymemorial.com/](https://www.dignitymemorial.com/)

ELDEN RASBAND

1953 - 1955

STATION AGENT
SLC?

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

OBITUARY: Elden Don Rasband, 90 of Murray, passed away on Tuesday, February 27, 2018. Born in Heber City, Utah on October 26, 1927, to Alfred Don Rasband & Cleo Smith. Elden was sealed to Doris Bluemel Rasband on June 7, 1954, in the Salt Lake LDS Temple.

He is survived by his six children; Kevin (Marie), Randall, Regan (Joy), Laron (Rebecca), Kami and Marla (Mike Murphy), 21 grandchildren, 13 great-grandchildren; two sisters, Ila Litz & Donna Rae New and one brother, Abe. He was preceded in death by his beautiful bride Doris, father, mother and brother, Wayne.

Elden was an active member of the Church of Jesus Christ of Latter-day Saints where he served diligently in many callings, his favorite of which included his involvement with South Cottonwood Stake Sports. Elden was an avid genealogist and loved his time working in the temple with Doris. Elden served in the Korean War, and was able to attend cook and bakers school in Iwo Jima.

Elden started with Frontier Airlines in 1953, before moving to United Airlines in 1955, where he was in Passenger Service for almost 35 years.

Interment will be at Mountain View Memorial Estates, 3115 East 7800 South.

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



JOHN RUFFING**1970 - 1973****DIRECTOR-AIRCRAFT SUPPORT SERVICES****DEN**http://FAL-1.tripod.com/John_Ruffing.html

OBITUARY: John Robert Ruffing was born in Lusk, Wyoming to Jennings and Bess (Anstice) Ruffing on June 10, 1934, graduating from Lusk High School in 1952.



He married in 1955 and started a family that includes: Brenda Martinez (Oklahoma City), and her six children; Michael and his wife Tisha (Little Rock, Arkansas). His family also includes 9 great-grandchildren.

In 1957 they moved to Seattle, where he attended Washington Aviation School, a branch of the University of Washington, for 2 years, becoming an aircraft mechanic. He spent the next 20 years working for 3 major airlines: Northwest Airlines in Seattle, Minneapolis, Washington D.C., New York ending in Detroit as Chief Mechanic; Frontier Airlines in Denver as a General Foreman Line Maintenance and Director of Support Services; Texas international Airlines in Houston. He retired as Director of Aircraft Support Services when his boss purchased Continental Airlines in 1976.

In 1976 he had lung surgery and chemotherapy for cancer. He later had chemotherapy again in 1987. He went to work in 1977 for Shell Oil Company in their Houston Marketing Division. He retired in 1987, moving back to his roots in Lusk.

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

KARL KENNEY**1959 - 1986****PILOT****PHX DEN**http://FAL-1.tripod.com/Karl_Kenney.html

OBITUARY: Karl Benjamin Kenney passed away peacefully at his home surrounded by his family, February 26, 2018, due to causes inherent with age. Karl was born Jan 30, 1931, in Fillmore, UT, to Vilate Stephenson and Glenn Kenney. The youngest of six children, Karl grew up in Cedar City, UT where he graduated from Cedar City High School. Karl joined the Air Force ROTC after high school, and after graduating from Utah State University in 1953 with a degree in Business Administration, he fulfilled his three-year obligation to the US Air Force, becoming a pilot.

After his discharge from the Air Force, Karl was called to serve an LDS mission in the Eastern States Mission. Upon returning, he started working as a pilot for Frontier Airlines, flying out of Phoenix, where he met his sweetheart, Alene Smith. They were married in the Mesa, Arizona, Temple in 1960, and lived in Tempe, AZ, for several years until moving to Denver, CO. They eventually settled in Holladay, UT, in 1970, where they raised their four children.

Karl flew for Frontier Airlines for 28 years, and later, for America West Airlines until his retirement. Karl and Alene served together for 17 years in the baptistry at the Jordan River Temple, as well as a two-year Family History mission in the Joseph Smith Memorial Building in Salt Lake City.

Karl loved working in his large vegetable garden but his greatest joy was family. He is survived by his wife of 57 years, Alene; and children Steve (Wendy) Pleasant View, UT; Bryan (Lisa), Sandy, UT; DeAnn (Mark), Kennewick, WA; Brent (Ann Marie), South Jordan, UT; 14 grandchildren, and 2 great-grandchildren. A viewing will be held on March 1st from 6:00-8:00 p.m. and March 2nd from 10:00-10:45 a.m. before the funeral, which will be held March 2nd at 11:00 a.m. at the Cottonwood 1st Ward Chapel at 5913 S. Highland Drive, Holladay, UT.

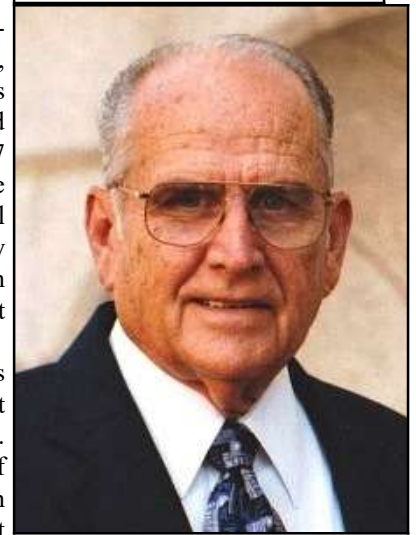
[-https://www.dignitymemorial.com/](https://www.dignitymemorial.com/)

KENT RIMER**1981 - 1986****STATION AGENT****DEN**http://FAL-1.tripod.com/Kent_Rimer.html

OBITUARY: Kent Wayne Rimer age 51, of Denver, CO passed away Monday, March 10, 2014, in Denver. He was born August 18, 1962, in Edina, MO, the youngest son of James William and Norma Jean Rice Rimer. Kent graduated from Park Hill High School in 1980. The early part of his career was spent at Frontier and Southwest Airlines. He then transitioned to working in the construction industry.

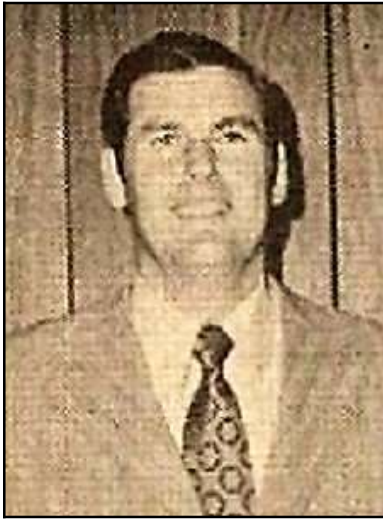
Surviving is his wife Vandi Rimer of Denver, CO, his mother Norma Jean Monroe of Memphis, MO, two brothers, Keith J. (Tamara) Rimer of Whitefish, MT and Kirk L. (Jane) Rimer of Dallas, TX. Kent was preceded in death by his father James W. Rimer (*Frontier pilot*). Memorial services will be held at 1 p.m. Saturday, March 15, 2014, in Kirksville, MO. Burial will be in Park View Memorial Gardens in Kirksville, MO. Visitation will be held Friday, March 14, 2014, with family receiving friends from 6 p.m. to 8 p.m. at the Davis-Playle-Hudson-Rimer Funeral Home, Kirksville, MO. Memorials in memory of Kent Wayne Rimer may be made to Hospice of Northeast MO.

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



LES PHILLIPS**1967 - 1986****PILOT
SLC DEN**http://FAL-1.tripod.com/Les_Phillips.html

OBITUARY: Les Phillips, 77, of South Ogden died April 12, 2018, at the George E. Wahlen Veterans Home. Born in Syracuse, NY, he graduated from Syracuse University and was a member of Phi Delta Theta.



Since the second grade, he dreamed of being a pilot. He flew to Vietnam with the Air Force then became a Captain for Frontier and Continental Airlines.

He loved camping and traveling with family and made many dear friends along the way. He enjoyed skiing, coaching his daughter's soccer team and golfing.

He is survived by his wife, Gerry Phillips; daughters, Paula Phillips (Jerzy) of Anchorage, AK; and Laurel Krupski (Mike) of Twin Falls, ID; and grandson, Lucas.

A Celebration of Life "Happy Hour" was held in his honor. Thanks to all the loving friends who attended.

[-http://www.standard.net/](http://www.standard.net/)

Sad to report SLC Pilot Les Phillips flew West last night. He was a great FAL Pilot and friend. He will be missed.

-Al Kendell

LINDA EMLEY**1981 - 1986****RESERVATIONS AGENT
MCI SLC**http://FAL-1.tripod.com/Linda_Emley.html

OBITUARY: Linda Lou Emley, 61, of Richmond, Missouri, a real Ray County treasure, passed away, Thursday, March 8, 2018, at her residence at the Ray County Museum.

Linda was born Nov. 29, 1956, in Lexington, one of three children born to James Benjamin "J.B." and Bettie Lou (Schooler) Martin. Linda went to Richmond High School, and then studied at Wentworth Military Academy. Linda was first married to Jason Emley of Richmond on June 8, 1972. They later divorced. She then married Mark Weber, of Richmond, on June 14, 1986, and they later divorced.

Linda worked in the airline technology industry for more than 30 years. She first worked at Worldspan and then Travelport. Linda was currently the site manager of Ray County Museum & Genealogical Library, and so much more.

Linda published many articles and spoke to many groups regarding her local research and what she discovered on that journey. Many people enjoyed her stories and they were always interesting – especially the ones about her spirit friends at the museum.

Linda was a very active community member and belonged to many service organizations, such as Richmond Rotary Club, Kiwanis Club of Richmond, The Allen-Morton-Watkins Daugh-

ters of the American Revolution (DAR), of which she was the regent and Ray County Historical Society. Linda was on the board of Hickory Grove Baptist Cemetery and served on a number of committees with the Richmond Area Chamber of Commerce.

Linda is survived by her mother, Bettie Lou Martin, of Richmond; three sons, Travis Emley and Landon Branstetter, both of Richmond and Gabe Emley, and his wife, Clarice, of Port Orchard, Wash.; one brother, James Michael Martin, and his wife, Leann, of Smithville; her sister, Jane Flexter, and her husband, Gregory, of Indian Hill, Ohio. She was preceded in death by her father J.B. Martin.

Visitation will take place from 1 to 2 p.m. Saturday, March 24, at the First Baptist Church of Richmond. A memorial celebration of Linda's Life will follow at 2 p.m. at the church. Inurnment will take place at a later date in Hickory Grove Cemetery.

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

MARILYN DAVENPORT**1981 - 1986****FLIGHT ATTENDANT
DEN**http://FAL-1.tripod.com/Marilyn_Davenport.html

We lost Marilyn Davenport on May 10, 2018 - former Frontier Airlines Flight Attendant. 62

year old. She had been diagnosed with early onset Alzheimers several years ago which ended up taking her short life. Not sure when she started with Frontier? Here is her service information if anyone would like to attend. January 7th, 1956 - May 10th, 2018.

Lovely Marilyn Davenport. She had the best sense of humor!

Her Arkansas accent was so charming and what a beauty she was! This (pic) is when she had started with Frontier.

-Ashly McQueen

Very nice fun lady. She was in my class at United. RIP Marilyn, and condolences to her family.

-Kayla Pfeiffer Naima

Condolences to the family.

-Liz Gomez

Always a smile

-Robin Akens

Still need an obituary and a better photo of Marilyn.

-Jake Lamkins



NANCY LEE SWANSON**1970 - 1974****FLIGHT ATTENDANT****DEN**http://FAL-1.tripod.com/Nancy_Lee_Swanson.html

OBITUARY: Nancy Jo Swanson (Lee) entered into heaven on



March 3, 2018. She was born on April 24, 1947 in Yakima, Washington to William and Rae Lee. She graduated from West Valley High School in 1965 and was active in the cheer squad throughout her years there. She attended Yakima Valley Community College and then left to pursue her career as a flight attendant with Mohawk and then Frontier Airlines.

She married Charles Swanson in Colorado where they made their home for 44 years before her passing. Nancy

loved the mountains of Colorado where she lived. Nancy is survived by her husband, Charles, of Morrison, Colorado. She is also survived by her brother Jeffrey, of Mount Vernon, WA and her sister Susan, of Everett, WA, as well as many nieces and nephews. She is remembered by her best friend, Becky Thomas of Yakima also. Memorial Service was held on March 18th at Horan & McConaty Family Chapel in Lakewood, CO.

Memorial contributions in Nancy's honor can be made to The Eating Disorder Foundation, 1901 East 20th Ave. Denver, CO 80205, www.eatingdisorderfoundation.org or Southwest Counseling Associates, 141 West Davies Ave., Littleton, CO 80120, www.southwestcounseling.org

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

ORA GOODE**1956 - 1984****STATION AGENT, STATION MANAGER****LNK GGW JAC ICT DSM**http://FAL-1.tripod.com/Ora_Goode.html

OBITUARY: Ora L. Goode, 88, Frontier Airlines station manager, passed away Thursday, May 3, 2018. Service, 11 a.m., Monday, May 7, at Riverside Christian Church.

Preceded in death by first wife, Shirley Goode of 56 years; second wife, Rixie Goode; daughter, Brenda Smith; parents, Cyril and Edith Goode.

Survivors: sons, Samuel (Charlotte) Goode, David (Mary) Goode, Wade Goode; daughter, Lori (Kent) Owen; 15 grandchildren; 16 great-grandchildren; 1 great-great-grandchild. In lieu of flowers, memorials to Riverside Christian Church, 1001 N. Litchfield, Wichita, KS 67203. Downing & Lahey West. Share tributes online at www.dlwichita.com.

-The Wichita Eagle on May 6, 2018

Worked with Ora in DSM. Really great guy. RIP.

-Mike Jensen

Ora hired my wife Charlotte Hackett in July of 1978 for the Wichita service expansion. It was her first job in the airline industry. She went on to work for AA after FL's demise.

Now 40 years later she owns her own corporate incentive travel company in Wichita.

-Kim Hackett

O L GOODE, Emp# 03200, Station agent seniority date of 10/28/56 per the Jul 1984 FL/ALEA Seniority List.

He lost 20 days somewhere along the way in managerial positions.

O L GOODE, Emp# 03200, DSMOO, Address in Derby, IA per the Nov 1984 Frontier Employee Roster.

O L GOODE, DOB 11/23/29, Retired 12/01/84 per the Dec 1984 Frontier Pension Records. He had just turned 55 years old and had 28 years of service.

-Jake Lamkins

RUSTY LAMBERT**1962 - 1986****PILOT****GSW DAL DFW DEN**http://FAL-1.tripod.com/Rusty_Lambert.html

Only information I have on Rusty is that he is in a nursing

home. But, I haven't been able to find out where. I've tried to get his son on the phone, but he won't answer and does not reply to my voice mails

-Phil Stallings, (6/24/17)

Was just told that Rusty passed away the 26th Dec - no funeral.

He had fallen again and again - was in hospice. That's all info I have.

-Gary Mackie, (1/3/18)

Damn! I'm sorry to hear that. He was a good friend. Thanks for letting me know and keep me up to date with further info. Rusty had a stroke last year and had been in bad shape for awhile.

-Jake Lamkins

So sorry to hear about Rusty. He was a great guy and there was nobody that loved golf more than him.

-Rick Patterson...aka Canuck

Hi Gary, Did you ever hear anything more on Rusty? I have not been able to find out anything.

-Jake Lamkins

No I haven't...I got my info from Austin Henry

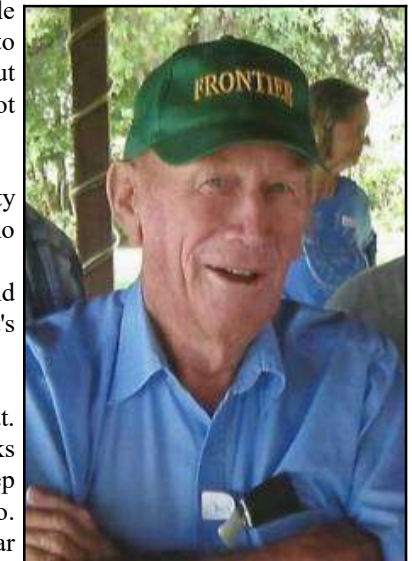
-Gary Mackie

Hi Austin, Any info on Rusty's flight west?

-Jake Lamkins

I have no more info. Have tried to find a obit, but no luck.

-Austin Henry



RUSTY RUSTER**1966 - 1983****CHIEF FLIGHT ENGINEER, PILOT
DEN**http://FAL-1.tripod.com/Rusty_Ruster.html

SHERWOOD P RUSTER was born 26 March 1924, received Social Security number issued in Michigan and died 01 August 2009.

**-SSDI**

He is pictured in the Spring 1975 Frontier magazine article about B-17s. It says he is a 737 pilot and shows him as S P Rusty Ruster.

He's on the Sep 1981 seniority list but not the Sep 1985 list.

S P RUSTER, DEN 737 captain, seniority # 197, per the May 1983 Pilots Domicile List.

He is not found on the May 1984 list. It appears he retired when he turned 60 in Mar 1984.

There are several websites on the internet about Rusty's WWII adventures. Just google "sherwood p ruster" to take a look.

He was 20 years old when he was shot down over Germany. Another Frontier hero!

-Jake Lamkins**WENDELL AUSENBAUGH****1976 - 1986****AIRCRAFT MECHANIC, INSPECTOR
DEN**http://FAL-1.tripod.com/Wendell_Ausenbaugh.html

Wendell Ausenbaugh passed April 23, '18. His son, David called me this AM to tell of Wendell's passing early today, he was living in PHX.



If I remember correctly, Wendell was hired by FL in the early '70s as an A&P mechanic working line maintenance in DEN.

He later worked in the engineering office, then as a hanger maintenance O/H inspector.

After FL shut down in the late '86, for a short period, he joined Evergreen Air as an auditor.

In '87 he was hired by CO as a maintenance records auditor and returned to DEN.

He was hired by F9 during their start up in '95 as mgr of line maintenance. I'll contact David and maybe he'll send you more details...for the record

-Otto Smith

Hoping to have an obituary out soon but I can confirm that picture is of my dad. I will try and get you more details as soon

as I can.

He passed away here in Sun City AZ the morning of 4/23/18. He had been living down here since mid/late 2013 I believe.

-David Ausenbaugh

W L AUSENBAUGH, Emp# 12727, DENQC, Address in Aurora CO, per the Nov 1984 Frontier Employees Roster.

W L AUSENBAUGH, M, DOB 6/8/41, DOH 5/10/76, per the Dec 1984 Frontier Pension Records.

W L AUSENBAUGH, Aircraft mechanic seniority date of 10/9/78 and inspector seniority date of 2/6/80, per the May 1986 FL/IAM seniority list.

-Jake Lamkins**WILEY PARKER****1951 - 1957?****AIRCRAFT MECHNIC
PHX**http://FAL-1.tripod.com/Wiley_Parker.html

OBITUARY: Wiley J. Parker, age 91, of Sun City West, took his final flight west on May 7, 2018. Wiley was born in Hachita, New Mexico on January 13, 1927 to Bonner ("Barney") and Micaela (Espino) Parker. Mr. Parker attended New Mexico A & M and received his AEM certificate in 1948.

Wiley worked as an aircraft mechanic for various carriers such as: Frontier, Bonanza, Hughes Air West, and ended his career as a Quality Control Inspector for America West Airlines.

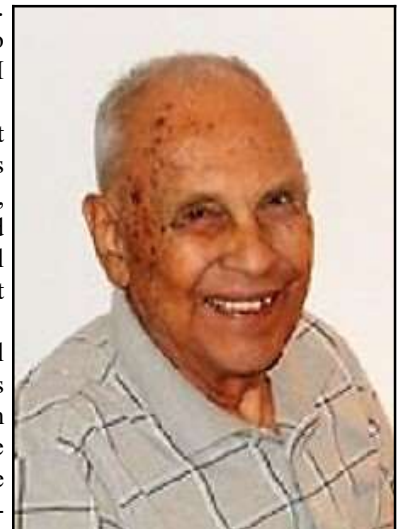
Wiley worked hard to put all six daughters through 12 years of parochial school; each earned a college degree. These Parker women were among the first generation in their extended family to do so.

Mr. Parker's proudest achievement was the Federal Aviation Administration's Charles Taylor Master Mechanic Award that recognizes the lifetime accomplishments of senior mechanics who have worked 50 years perfecting their craft.

Mr. Parker is survived by wife, Esther Parker, Debbie Parker (Tony Brunkala), Liz Parker-Johnson (Frank Schaffner), Sandy Parker, Annette Parker-Bular (Ed Bular), Yvonne Parker (Dann Gesink), Cecilia Parker (Seth Basen). His father, Bonner, predeceases Wiley, mother, Micaela, brother, Patrick and favorite cousin, Charlie.

Funeral services will be held on the following day: Funeral Mass: Friday, May 18 10:00 AM at Our Lady of Lourdes Catholic Church, 19002 N. 128th Ave., Sun City West, AZ 85375.

A Color Guard Ceremony will be held immediately following the mass at the main church entrance outside. Interment will take place at the National Memorial Cemetery at a later date. In lieu of flowers, Memorial contributions may be made to St. Vincent de Paul or Habitat for Humanity. Visit www.caminodelsol.com to offer online condolences.

-The Arizona Republic on May 15, 2018

BOB PARCELL

1964 - 1984

PILOT
DFW DENhttp://FAL-1.tripod.com/Bob_Parcell.html

F/O Robert (Bob) Parcell flew West early this morning, June 8, 2018. I have no information other than Do not expect any services. Possibly scattering his ashes on the airport later this year. He had been in bad health most of this year with cancer.

-Phil Stallings

Really sad to hear this. I always loved flying with Bob. Prayers for all his loved ones.

-Pam Ellis

Ahhhh. I'll never forget making lime-aide for him on the CV580. He was a hoot. RIP Bob!

-Patty Giordano Benton

So sad to hear this. What a



wonderful man !!

-Mary Dipper

This just sucks. Bob was one of my favorite people. His collection of Frontier stuff out at Northwest Regional is worthy of a museum.

-Michael Neff

R E PARCELL, Pilot seniority date of 6/29/64 per the Sep 1981 pilot seniority list. He is not on the Sep 1985 seniority list.

R E PARCELL, DEN 737 first officer per the May 1983 Pilot Domicile List. He is not on the May 1984 list.

I'll show he left in 1984 until more info is received.

-Jake Lamkins**LEONA LESINSKI STONE**

1953 - 1955

FLIGHT ATTENDANT
DENhttp://FAL-1.tripod.com/Leona_Lesinski_Stone.html

OBITUARY: Leona Stone 77, of Lakewood passed away March 7, 2007. Survived by her beloved children, Shar Stone of Anchorage, AK, Janet (Paul) Winkler of Golden, and Dick (Kathy) Stone of Boulder, and precious grandchildren, Brian and Eric.

Visitation 10 - 11 a.m. Wednesday; Mass of Christian Burial 11:00 a.m. Wednesday, all at Our Lady of Fatima Catholic Church, 1985 Miller St., Lakewood.

Interment in Mt. Olivet Cemetery. In lieu of flowers, please make memorial contri-



butions in Mrs. Stone's memory to the Hospice Memorial Fund, c-o HCR Manor Care Foundation, 333 N. Summit St., P.O. Box 10086, Toledo, OH 43699.

-https://www.legacy.com/

My mom was a Frontier stewardess on DC3s in the 50s. Her name was Leona S. Lesinski. Then she got married to my dad, and her last name became Stone. I'm pretty sure she was based in Denver or I seem to remember her mentioning Cheyenne Wy (?). She passed away back in 3/7/2007. Her date of birth was 9/3/29

My sisters and I have old 8mm film footage of her at work and it would be wonderful to see her listed in the Frontier archives!

Here's a picture of my mom. Thank you very much,

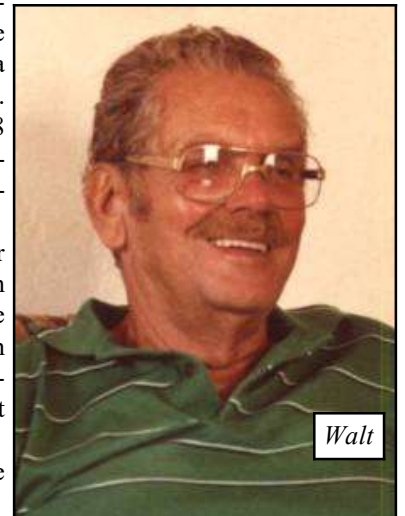
-Dick Stone**ALEA**

Both ALEA members mentioned in the article on page 3 retired in Jan 1982. Walt Albany went out on Jan 1 at age 66 with 31 years of service as a station agent, mostly at ABQ. He flew west on Oct 31, 1988 and had collected approximately \$41,000 in pension payments.

Frank Bazadier, MCI porter for 16 years, followed on Jan 15, 1982 at age 67. Sadly, he flew west just 6 months later in Jul 1982. An unconfirmed report said he died of a heart attack while playing golf.

The ALEA pensions were fully funded at the bankruptcy and are presently administered

by the Principal Insurance Co. at 1-800-247-7011. My own experience was nearly as rewarding as Walt's. I took a ten year rollover to my IRA when I was 55 years old and collected nearly \$39,000. Pretty good for a bankrupt company and I credit having a union for making it happen.

-Jake Lamkinshttp://FAL-1.tripod.com/Walt_Alban.html

Walt

http://FAL-1.tripod.com/Frank_Bazadier.html**Retirements****Frank E. Bazadier** - Porter, Kansas City.

January 15. 16 years of service.

John Brennan - Lead aircraft technician, Denver.

March 1. 35 years of service.

Willis H. Cooke - Lead aircraft technician, Fort Smith.

May 15. 20 years of service.

Chester H. Fitch - Lead inspector, Denver.

January 29. 29 years of service.

Angello G. George - Aircraft technician, Salt Lake City. March 12. 35 years of service.**Hugh V. Gulliksen** - Inspector, Denver.

January 13. 35 years of service.

E. H. Lehmann - Aircraft technician, Denver.

January 12. 32 years of service.

Thomas S. Matsumoto - Lead inspector, Denver.

January 29. 33 years of service.

J. C. Payne - Aircraft technician, Denver.

December 2. 15 years of service.

Gene B. Smith - Lead aircraft technician, Denver.

February 28. 35 years of service.

Vernon R. Tomppert - Lead aircraft technician,

Denver. December 30. 35 years of service.

In Memoriam**James E. Myers** - First officer.

January 9. Sheridan, Colo. Age 43.

Jan 1982 FL News

YOUNGEST FOLKS GONE WEST BY AGE

16

Celeste Reid

MLS station manager, 4/17/81, age 21, aircraft crash
5/20/1959 - 4/17/1981
21 yrs, 10 mos, 28 days

Dorothy Ruth Reif

BIL flight attendant, 3/12/64, age 22, DC-3 crash at MLS
?/?/1941 - 3/12/1964
22 yrs, ? mos, ? days

Carol Johnson

DEN flight attendant, Jan71, age 23, auto accident
?/?/1948? - 1/?/1971
23 yrs. ? mos, ? days

Barbara Petty

DAL flight attendant, 3/21/73, age 23, heart failure
4/7/1949 - 3/21/1973
23 yrs, 11 mos, 14 days

Penny Burke Erdmann

DAL? flight attendant, 11/11/1972
3/7/1948 - 11/11/1972
24 yrs, 8 mos, 4 days

Dan Jacoby

GSW pilot, 4/10/63, age 24, aircraft crash
4/17/1938 - 4/10/1963
24 yrs, 11 mos, 23 days

Ray Horrell

SLC reservation agent, 2/2/85, age 25
12/29/1959 - 2/2/1985
25 yrs, 1 mon, 4 days

Charlie Gayles

DEN manager-spares planning, 8/8/81, age 25, auto accident
1/9/1956 - 8/8/1981
25 yrs, 6 mos, 30 days

Dan Gough

BIL pilot, 3/12/64, age 25, DC-3 crash at MLS
?/?/1938 - 3/12/1964
25 yrs, ? mos, ? days

Wayne Johnston

DEN payroll manager, 12/5/64, age 26, auto accident
9/7/1938 - 12/5/1964
26 yrs, 2 mos, 28 days

Gayle Bussinger

MLS station agent, 3/12/64, age 27, DC-3 crash at MLS
1/21/1937 - 3/12/1964
27 yrs, 1 mon, 19 days

Jay Shah

DEN mechanic, 2/13/80, age 27, ramp accident
6/11/1952 - 2/13/1980
27 yrs, 8 mos, 2 days

Bernie Kersen

DEN mechanic, 3/15/72, age 28, auto accident
8/29/1943 - 3/15/1972
28 yrs, 6 mos, 15 days

Cindy Donielson

AMA MKC DEN flight attendant, age 28
6/8/1945 - 2/15/1974
28 yrs, 8 mos, 7 days

Karen Allen

STL ticket counter agent, 10/28/76, age 29, during childbirth
9/16/1947 - 10/28/1976
29 yrs, 1 mon, 12 days

AJ VanVeldhuizen

RNO SCK station agent, 10/15/1993, age 29
6/21/1964 - 10/15/1993
29 yrs, 3 mos, 24 days

Will Pliska

MCI reservation agent, 9/7/76, age 29, motorcycle accident
11/4/1946 - 9/7/1976
29 yrs, 10 mos, 3 days

Ernie Alderete

DEN flight attendant, Jun 1981, age 29
9/7/1951 - 6/1981
29 yrs, 9 mos

Dan "Smitty" Smith

DEN station agent, 9/2/86, age 30, motorcycle accident
11/27/1955 - 9/2/1986
30 yrs, 9 mos, 6 days

Bill Kilian

DEN station agent, 11/24/76, age 31, killed by gun in luggage
2/10/1945 - 11/24/1976
31 yrs, 9 mos, 14 days

Duane Dillard

DEN pilot, 11/19/74, age 32
12/31/1942 - 11/19/1974
31 yrs, 10 mos, 19 days

Harold Worrell

DEN mechanic, Apr84, age 32
1/3/1952 - 4/?/1984
32 yrs, 3 mos

Christine Denning

STL marketing rep, 12/13/80, age 32
7/17/1948 - 12/13/1980
32 yrs, 4 mos, 26 days

Kent Retchless

DEN LAS station agent, 10/1/1987, age 32
2/9/1955 - 10/1/1987
32 yrs, 7 mos, 22 days

Jimmy Fanning

FSM DEN cleaner, Jun84, age 32
11/2/1951 - 6/?/1984
32 yrs, 7 mos

Morris Leach

DEN mechanic, 6/30/58, age 32, ramp accident
?/?/1926 - 6/30/1958
32 yrs, ? mos

Buddy Washington,

DEN flight attendant, 4/5/91, age 32, HIV
7/6/1958 - 4/5/1991
32 yrs, 8 mos, 30 days

Dennis Klock

DEN pilot, 2/28/79, age 33, air crash
10/30/1945 - 2/28/1979
33 yrs, 3 mos, 29 days

Rick Cochran

DEN 12/21/67, age 33, DC3 crash at DEN
6/28/1934 - 12/21/1967
33 yrs, 5 mos, 23 days

Don Jansen

TOP station manager, 5/21/68, age 33, auto accident
11/25/1934 - 5/21/1968
33 yrs, 5 mos, 26 days

Marty Favor

MKC mechanic, 5/6/66, age 33
10/7/1932 - 5/6/1966
33 yrs, 6 mos, 29 days

Andy Andersen

DEN aircraft mechanic, May89, age 33
8/10/1955 - 5/?/1989
33 yrs, 9 mos

Joe Hill

PHX pilot, 2/24/59, age 33, cancer
5/3/1925 - 2/24/1959
33 yrs, 9 mos, 21 days

Mickey Ishida

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

Charlie Hirsig

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

Denny Meyer

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

Fred Van Weerd

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

Rocky Crane

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

Diane McLaughlin

DEN flight attendant, 8/2/85, age 34, Delta Airlines crash
2/2/1951 - 8/2/1985
34 yrs, 6 mos

Dave Allison

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

Lee Smart

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

William Poe

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

Dale Glenn

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

John Montgomery

DEN flight attendant, age 35
11/11/1956 - 4/21/1992
35 yrs, 5 mos, 10 days

Jack Griffin

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

Jim Booth

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

Dale Epperson

aircraft mechanic, 11/25/82, age 35
1/26/1947 - 11/25/1982
35 yrs, 9 mos, 30 days

Doug White

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

ANNUAL REPORT 1960

DIRECTORS

HOADLEY DEAN
Rapid City, So. Dakota

ROBERT W. GOLDWATER
Phoenix, Arizona

WESTON E. HAMILTON
Salt Lake City, Utah

L. W. LINVILLE
Denver, Colorado

JOHN A. LOVE
Colorado Springs, Colorado

L. B. MAYTAG, JR.
Denver, Colorado

E. B. SLOCUM
Denver, Colorado

PRESTON WALKER
Grand Junction, Colorado

G. RAY WOODY
Denver, Colorado

OFFICERS

L. B. MAYTAG, JR.
President and Chairman of the Board

G. RAY WOODY
Executive Vice President

J. DAN BROCK
Vice President - Traffic and Sales

RAY P. MINNIEAR
Vice President - Operations

E. F. DOLANSKY
Treasurer

JOHN A. LOVE
Secretary

COUNSEL
Bowen and Rasenberger
500 Wyatt Building, Washington, D. C.

REGISTRAR AND AGENT
Central Bank & Trust Company

To Stockholders, Employees and Friends of Frontier Airlines:

1960 was a profitable and active year for Frontier Airlines:

- New records were set in gross revenues, operating income and net earnings.
- Applications were filed for new routes in expanding markets.
- A cost-reduction program resulted in a substantial increase in employee productivity.
- Top management organization was completed with addition of highly-qualified officials with clearly-defined responsibilities.
- Convair 340 aircraft produced a significant traffic increase in their first full year of operation. Two additional Convair 340's were ordered and studies on still more advanced aircraft initiated.

Revenues and Profits Set New Records

The past year was the most successful since Frontier Airlines began operations in 1950. Gross operating revenues reached a new high of \$13,760,000 compared with \$11,844,000 in 1959 and \$7,385,000 in 1958.

After deduction of operating expenses of \$13,227,000 in 1960, operating income amounted to \$533,000. In 1959 operating expenses were \$11,735,000 and operating income \$109,000.

Net profit in 1960 was a record \$267,000 compared with a reported net loss of \$66,000 in 1959. Included in the 1960 revenues is \$106,000 in retroactive mail pay from the Civil Aeronautics Board covering the company's operations in prior years.

The company's financial results from October 1, 1957 through

1960 are computed to include public service revenue (mail pay subsidy) on the basis of temporary rates in effect during these periods. These rates are subject to upward or downward adjustment—as evidenced by the additional \$106,000 income referred to above—until permanent rates are established.

(See page 7—Note B to financial statements.)

Overall Business Volume Up 13%

Frontier Airlines carried 338,189 revenue passengers in 1960, a 10 per cent gain over the 306,676 transported in 1959. Revenue passenger miles climbed to 90,028,000 in 1960, compared with 78,304,000 in 1959, continuing the steady increase in miles flown per passenger in recent years. Frontier's passenger load factor in 1960 increased slightly over that for 1959. However, for the last six months of 1960, the passenger load factor increased to 40.1 per cent, more than a 10 per cent gain over the comparable figure for the same 1959 period.

As an index of its total business (passengers, mail, express, freight and excess baggage), Frontier accumulated total revenue ton-miles of 9,886,325 in 1960, a 13 per cent increase over the 8,735,307 ton-miles recorded for 1959.

Operating a 6,087 route-mile system, Frontier flies over some of the most difficult terrain in the country, crossing the Continental Divide 23 times every 24 hours. Nevertheless, Frontier completed 98.5 per cent of its scheduled aircraft miles in 1960. The comparable figure for 1959 was 98.1 per cent. In 1960 Frontier maintained its safety record of operating since its founding without fatality or injury to passengers or crew.

1960 results reflected the first full year of operation of Frontier's five Convair 340 aircraft, which were integrated into the existing fleet of 25 DC-3 planes beginning in July, 1959. In 1960 the company entered into negotiations to purchase two additional Convair 340 planes, and it is expected these will be placed in service on or about May 1, 1961.

Some measure of the effect of new equipment on financial results may be observed in the fact that, while revenue plane miles flown by Frontier in 1960 increased by 51 per cent over 1958, operating revenues mounted by more than 86 per cent in the same period.

Sales and Promotion Efforts Expanded

In 1960, Frontier increased its sales force and intensified its "hard sell" program, particularly in making calls on business firms.

Weekend Thrifty Fares were instituted, with a one-third fare reduction for Saturday or Sunday travel within a 30-day period. Excursion fares to winter resort areas were promoted, and summer package tours into the great national parks served by Frontier were offered.

A special drive was instituted to increase interline sales, that is, connecting business from trunk airlines. To support selling efforts, the company's advertising was reapportioned to permit more frequent exposures to travel agents and to airline industry reservation personnel. As a result, the dollar value of business from other airlines to Frontier in the year 1960 increased by 11 per cent over that for 1959.

Recognizing that passengers are attracted to an airline with superior on-time performance, the company intensified a system-wide drive in 1960 to reduce schedule delays. Since

mid-1959, when this program was started, Frontier reduced station delays by more than 80 per cent.

Cost Reduction Effective

Frontier's cost-reduction program extended throughout the company in 1960. As a result, dollars of revenue produced per employee, excluding subsidy and the effect of the 1960 fare increase, increased in 1960 to \$6,290, an 18 per cent gain over the comparable \$5,372 for 1959.

A significant cost saving resulted from the company handling within its own shops all airframe maintenance on Convair 340's, including the training of its existing force of mechanics in this new assignment.

Many of the company's cost-reduction projects could take full effect only in the last half of 1960, so that benefits from the program should increase in 1961.

It is significant that the company's cost-reduction progress occurred in a year when depreciation and amortization of route costs increased by nearly 25 per cent over the comparable total for 1959. These additional charges resulted from the first full year of Convair operation, and also a full year's cost on the substantial new routes added to Frontier's system in 1959 from the Seven States Area Case awards.

The business growth in 1960 resulted from further development of traffic over existing routes, as no new routes were inaugurated last year.

Frontier's Position on New Routes

During 1960, the company filed applications with the Civil Aeronautics Board for route additions in two proceedings: the Southwestern Area Local Service Case and the Southern Rocky Mountain Area Local Service Case. The requested additions are shown on the route map.

In both cases, Frontier is seeking only a total of six new stops. The airline is primarily attempting to strengthen its existing route structure by offering better service to gateway cities the airline has served for some time. Frontier also requested liberalized operating authority in both cases, permitting certain non-stop or one-stop operations within the airline's existing service area. Basic to both Frontier proposals is the primary consideration that the company's need for subsidy would be substantially reduced, while air service to cities with the most growth potential would be greatly improved.

In the Southwestern Area Case, Frontier has applied for a route between Denver and El Paso, Texas, via the intermediate points of Colorado Springs, Pueblo and Alamosa, Colorado—and Santa Fe, Albuquerque and Alamogordo, New Mexico. By integrating this new route into its existing system, Frontier could provide through service from El Paso to Farmington and Salt Lake City, among other new improvements. Frontier is the only applicant in this case to offer better than DC-3 service to the cities involved.

In the Southern Rocky Mountain Case, Frontier has proposed it be awarded the following authority: (1) Tucson-Albuquerque non-stop, (2) Denver-Grand Junction- Las Vegas-Los Angeles, (3) Denver to Phoenix one-stop, (4) Salt Lake City to Albuquerque one-stop, and (5) Salt Lake City to Phoenix non-stop. If awarded these route segments in this case, Frontier's need for subsidy would be reduced by more than \$1,000,000 annually.

It is expected that the C.A.B.'s decision in the Southwestern Area Case will be announced by mid-1962, while the rulings in

the Southern Rocky Mountain Area Case probably will be made public in early 1963.

New Stability Expected From Class Rate

Many of Frontier's stockholders have been aware of the management's strong opposition to the mail-pay subsidy system under which the Federal Government underwrites operating deficits for local service airlines. In effect, this is a cost-plus operation which penalizes efficient carriers, and perpetuates the very uneconomic operating conditions which must be removed if local airlines are to prosper.

No local airline can consider its financial results for any year as final until the C.A.B. has set a permanent subsidy rate for that period. In the 1958-60 period, the 13 local service carriers were on a temporary rate more than 80 per cent of the time, according to the C.A.B.

During 1960, officers of Frontier Airlines, along with representatives of other local service carriers, met on numerous occasions with the Civil Aeronautics Board to consider a new plan for subsidy. The Board itself has long recognized the weaknesses and inequities of the present formula and has proposed a "Class Rate" system with these objectives: to provide incentives for efficient management; establish a mail pay rate reflecting actual current operations; reduce subsidy gradually until it can be eliminated; and offer each carrier the operating flexibility it needs to conduct its business under the normal free-enterprise incentive of seeking profits at the risk of losses.

On February 17, 1961, the Board issued a "show-cause" order to all local service airlines under which the Class Rate formula presumably would be made effective, retroactive to January 1, 1961. All temporary mail rates for past periods would be settled through 1960 as part of the plan for effective application of the new formula.

Frontier welcomes the principle of the Class Rate, although some question may remain as to certain aspects of the present proposal. Operating with greater flexibility under an improved permanent mail rate system should bring far greater financial stability to the company—and more meaningful financial statements for its stockholders. The intent to remove local airlines from subsidy altogether is commendable, although Frontier believes with proper incentives and C.A.B. action this can be achieved in less time than by 1970, as stated by the Board.

As one example, the effect of new route awards upon the total subsidy bill to the nation should receive greater consideration. Of equal importance, local airlines could substantially decrease their break-even needs if given more liberal operating authority within their route areas. No longer should local airlines be expected to concentrate on 50-mile per stop "hedge-hopping" operations, as they did 15 years ago. Authority for one-stop and non-stop flights within service areas should be granted when such operations are justified by available traffic, and as trunk airlines concentrate on longer haul flights with new jet aircraft.

At the other extreme is the difficult problem of air service from those cities which do not produce a minimum traffic flow. The Board last year on several occasions indicated strongly its intention to enforce its "Use It or Lose It" policy under which cities served by local airlines must enplane an average of five passengers per day if they are to retain air service. Cities which board fewer than this minimum require a disproportionate share of subsidy and prevent local airlines from operating economically.

In 1960, the Board, at the request of the company, ordered the temporary suspension of one of Frontier's Nebraska route segments under this policy, but the company was forced to continue serving this segment under an injunction obtained by the state in a state court. Frontier's position is that since all of its routes serving Nebraska either originate or terminate outside of the state, that they are without question a part of interstate commerce, thereby subject to Federal jurisdiction only. Legal actions in both the state and federal courts are continuing.

Management Strengthened

Four highly-qualified new directors have been added to Frontier Airlines' Board of Directors.

On May 12, 1960, Mr. Hoadley Dean of Rapid City, South Dakota, and Mr. G. Ray Woody of Denver, Colorado, were named directors. Mr. Dean is president of Dean & Grosz & Company of Rapid City, a stock brokerage and real estate firm. He has been prominent in South Dakota affairs for many years.

Mr. Woody joined Frontier as Executive Vice President in May of 1959. Previously he had held the same post for 10 years with TACA International Airlines, which serves Central American countries through the New Orleans gateway. Mr. Woody served as a command pilot with the Naval Air Transport Command in World War II.

On July 25, Mr. Robert W. Goldwater of Phoenix, Arizona, was appointed a director. Mr. Goldwater is president of Goldwaters Incorporated, a chain of department stores throughout Arizona. He is also president of the Scott Seat Company and the Moon Valley Golf Properties, Inc., and holds directorships in a number of Arizona enterprises.

On January 23, 1961, Mr. Weston B. Hamilton of Salt Lake City, Utah, was named a director. Mr. Hamilton is Vice President of the Walker Bank and Trust Company and is Executive Secretary of the Utah Retail Merchants' Association and the Utah Council of Retailers.

The Company's Board of Directors now is comprised of nine members. Others are the Messrs. L. B. Maytag, Jr., Lorenzo W. Linville, E. B. Slocum, all of Denver; John A. Love of Colorado Springs and Preston Walker of Grand Junction.

In May, 1960, Mr. Ray P. Minniear joined Frontier Airlines as Vice President of Operations. In this capacity he is responsible for the airline's flight operations and maintenance program. Mr. Minniear had 30 years service with the United States Navy, including experience as a multi-engine pilot and substantial responsibility for aircraft maintenance and overhaul.

Also in May, 1960, Mr. E. F. Dolansky joined Frontier as Treasurer. He had been chief financial officer for 5 years at the Heiland Division of Minneapolis-Honeywell Regulator Company, and previously had served with the nationally-known accounting firm of Haskins and Sells for five years.

With these appointments, and those made in 1959, the organization of the company's top management has been considerably strengthened.

The company continued to enjoy good relations with its employees last year. New contracts with unions representing Frontier's pilots, mechanics and dispatchers were signed during 1960. At the present time, negotiations are under way with unions representing the company's stewardesses and station personnel.

Continued Growth Forecast

Frontier Airlines looks to the future with firm confidence.

The two more Radar Convairs are expected to be placed in service on or about May 1, 1961, and additional profitable business is anticipated. It is expected that a round trip between Denver and Rapid City will be scheduled, bringing Frontier Convairs to that South Dakota city for the first time. Second Convair round trips will be operated, according to present plans, between Denver-Phoenix-Tucson, via intermediate points; and between Denver-Omaha-Kansas City, also serving intermediate points.

The promise of financial stability from settlement of all past mail rates, and the certainty of known Class Rates for future operating budget purposes, can provide the conditions for planned growth. Particularly important is the provision that Class Rates are expected to extend into future years, without the need for either the Government or local service airlines requesting basic rate adjustments.

In planning for the future, the management counts upon the continued dedicated efforts of its employees as one of its principal assets. Located for the most part in small numbers in 66 cities in 11 states, the company's employees are Frontier Airlines to the all-important traveling public.

The management is deeply appreciative of the support of its stockholders. With improved results from 1960 operations and the prospect of a more stabilized financial position under an equitable public service revenue formula, the company looks forward with anticipation to a successful future.

-L. B. MAYTAG, JR.

Chairman of the Board and President

February 24, 1961

ARROW-JET NEWS, JANUARY 1970

20 YEAR SERVICE PINS

January

Dryden, W. G., Service Engineer, DEN

10 YEAR SERVICE PINS

January

Borchard, R. A., Station Agt., SLC

Clark, L. M., Lead Fueller, DEN

Seibert, R. F., Station Agt., DRO

Williams, W. L., Workload Controller, DEN

Wilson, C. W., Station Agt., DEN

5 YEAR SERVICE PINS

January

Croisant, R., Inspector, DEN

Freeman, J. D., First Officer, DEN

Linkon, C., V.P. Personnel & Ind. Relations, DEN

Madsen, R. L., Station Agt., TUS

Matlock, W., Aircraft Tech., MKC

Wells, D., Station Agt., LAS

VINSON JOINS FAL

Murry E. Vinson, Sr., formerly Assistant to the Treasurer for Central Airlines and Assistant Controller of Frontier, is returning to the company effective February 1, 1970 as Assistant to the Senior Vice President-Finance & Administration.

Mr. Vinson in his new position will be responsible for stockholder financial relations, cash planning, taxes and insurance matters. He returns to Frontier from Universal Airlines, Ann Arbor, Michigan, where he has been Treasurer.

HESS HEADS SYSTEMS DEVELOPMENT

Clifford Hess, who formerly headed the Computer Services

Division for Frontier Airlines, has been appointed Acting Director of Systems Development. In his new position, Mr. Hess replaces Frank Schultz, who has submitted his resignation because of reasons of health.

In the same area, Mrs. Carol Hicks, formerly Project Manager-Systems Development, is being transferred to Computer Services as Assistant Director. She will have the technical responsibility for the computer's real time system.

ELEVEN WIN WINGS IN DECEMBER CLASS

Eleven new stewardesses graduated from the December class include: Diana Fleming from Dallas; Ethel Lewis, Godfrey, Illinois; Etta Wright, Kansas City; Glenda Howe, Aurora; Marcia Cooper, Miami; Carol Cain, Denver; Sandra O'Neal, West Point, Mississippi; Kerry Wilton, Hillsboro, Illinois; Elizabeth Werner, Denver; Karen Vokracka, St. Louis and Evelyn McGee, Dallas.

PERSONNEL CHANGES

JACK BORN, formerly Station Agent-Memphis, transfers to Tulsa as Relief Agent.

JACK CRAWFORD, previously Foreman, is now General Foreman-Line Maintenance Station — Denver.

SAM GALEA, previously Technician-Salt Lake City, is now Line Maintenance Foreman at SLC.

CHARLES JONES has been made Lead Flight Provisioning Agent at Denver. He had previously been Flight Provisioning Agent-Denver.

WAYNE KEUTZER, formerly Inspector-Aircraft Overhaul, is now Foreman-Heavy Check in Denver.

CAPTAIN H. G. McGOEY, Flight Manager at Kansas City, has elected to resign from that position and requested to return to active line flying status.

JON SLUDER becomes a Senior Station Agent at Dallas where he had been a Station Agent.

JACK VAUGHN, previously Foreman, is now General Foreman-Line Maintenance-Denver.

RUFFING APPOINTED DIRECTOR-GROUND SUPPORT

John R. Ruffing has been appointed Director-Ground Support Equipment. In this capacity, Mr. Ruffing is responsible for the system-wide ground equipment maintenance program. He reports directly to the Vice President-Operational Services, James W. Arpey.

NEW MAINTENANCE CONTROL SYSTEM

Pinpointing a mechanical problem via radio/telephone communications, personal observation and readiness make up the system. The target — an effectivity factor of a 2.0 or 98% on-time departure record.

How is it done? This new maintenance system as implemented by Ray Beall, General Manager-Line Maintenance, Frontier, provides for a general foreman, in this case Jack Vaughn, to monitor all inbound Denver Frontier flights via radio communications. Any mechanical problems encountered by the crew are relayed directly to Vaughn, who is on duty within the company's control tower on concourse A at Stapleton Field. Vaughn or any general foreman on duty — both day and swing shifts are covered — troubleshoots the probable cause with the captain in charge. Between the two, it is then determined what corrective measures are needed. As the flight parks at the ramp, aircraft technicians are standing by with necessary tools and replaceable parts, ready to immediately change or repair the mechanical, thus averting loss of costly ground time through a delay.

From his vantage point in the control tower, the general foreman in charge can personally observe this and other maintenance situations along the entire ramp. This direct observation has proven to save additional time by allowing the general foreman to better direct maintenance repairs as required.

The result to date since mid-October when the program was first begun is that the overall mechanical on-time record has been raised to the target factor of 2.0, which means that 98% of all flights departed without mechanical delays for the majority of days during this period.

In addition to this direct communication program which is still bettering the mechanical delay factor, preventive maintenance is also helping to cut down on would-be mechanicals. "For instance," said Beall, "during December, the company had 13,898 Convair 580 departures system-wide resulting in 27,796 engine starts. Only 1.4% of the delays during that month were attributed to mechanicals.

This is a minute percentage when one takes into consideration the numerous gear operations an aircraft goes through during a day's run as well as the numerous engine starts. The Maintenance Department will keep striving for this 2.0 or 98% target factor in an effort to maintain it on a daily basis or as close as possible to that."

NEWEST NOVAK RECEIVES WELCOME IN LAS

William F. Novak, III, when he is old enough to realize it, will look back on this photo with much pride. Donrey Advertising in Las Vegas was the gracious supplier of this unique billboard which heralded the event. Bill Novak is Frontier's District Sales Manager in Las Vegas.

JET EXHAUST SMOKE TO BE REDUCED

All member airlines of the Air Transport Association of which Frontier is a member, will have completed the installation of reduced-smoke combustors on the JT8-D engine by December 31, 1974.

This 1974 target date does not preclude some airlines completing their particular installation program before that date. What the target date does mean is that the end of 1974 appears to be the earliest date by which it can be reasonably projected that the replacement program will be completed by all of the 27 ATA air carrier members operating the JT8-D engine. The projected target date is based on an appraisal of the particular operating and physical characteristics of the airlines individually, each of which has different route systems, overhaul schedules and shop and facilities distribution.

The JT8-D engine powers the Boeing 727, 737 and McDonnell-Douglas DC-9. These short-haul and medium-haul aircraft account for the greatest proportion of the smoke plumes emitted by airline jet aircraft. Pratt & Whitney, manufacturer of the JT8-D, has over the past five years developed an improved combustor that substantially eliminates the smoke from these engines. Forty engines using these combustors are now being service tested by several ATA member airlines.

An in-service testing period necessary to establish the reliability of these devices has been fixed at 5,000 hours for three-fourths of the engines being evaluated. This should be attained by approximately November 1, 1970. At the present time, nearly 3,000 hours of the evaluation period have been completed.

The plan to install smoke-reducing combustors on the JT8-D engines is just one part of the overall airline and engine manufacturer program to reduce jet exhaust smoke.

Spring Newsletter: I sure enjoyed the latest (online) Newsletter, colors are great.

Losing a lot of folks but nice to read and reflect about them and remember how great they were!

-Bonnie Dahl

Hi Jake, don't know the importance of this but the picture that was shown as Dottie Kreider (Krieder) Elfers was not Dottie! I saw the picture it was taken from somewhere and I could pick her out for you! Do you know where that group picture is? You had it in an article awhile back!

Also she graduated from St Mary's Hall in Faribault, Minnesota not Michigan! It's a private Episcopal boarding school. I do know that, because I graduated from the same school! We found that out about each other around 1970-73 (somewhere in there)!!

I've spent the last 2 Days reading and re-reading all of the wonderful articles in the Spring newsletter/magazine! Thanks for your hard work!!

-Pat Williams-harter

Thank you, Pat, for spotting my error. I'll publish a "correctimento" in the next newsletter.

-Jake Lamkins

(I had intended to insert the correct photo of Dottie here but my publisher software just quit allowing the insertion of photos. The latest of my computer woes. However, the correct photo is posted on Dottie's memorial webpage at http://FAL-1.tripod.com/Dottie_Kreider_Elfers.html)

Note with FL News renewal: I fell 8/10/17. Broke my hip. Required two major operations. I have been in hospitals and rehab since. Still in rehab. The address here is different but I still use Peyton.

-Lee Davis

Sharon and I drove through California earlier this month. We spent a night in Riverside and drove to La Quinta to see Herv McGlashan. He looks great. For my money, one of the nicest pilots you'll ever meet.

I hope you're doing well.

-Geoff Morneau

I was in FSD when we closed. One of the hardest days I can remember being called at 3 AM to come out and help shut down.

-Don Porter

I just wanted to mention that I had the pleasure of spending a few minutes with Billy Walker yesterday.

I took my brother, visiting from Washington state, to the CAF Museum at Falcon Field in Mesa, AZ. As we were walking through the maintenance hanger, I noticed a car with "Capt. Billy Walker" painted on the side.

Before we left I asked one of the great volunteer greeters there if this Billy Walker had ever flown for the Original Frontier. They check and Billy came back with him.

It was really great to meet the person behind the name that I see so often in your emails. We had a nice chat for a few minutes.

Anyone visiting the Phoenix area should visit the CAF Museum. I see their planes over my house several times a year, the B-25 just within the last few weeks.

I just wanted to let our Frontier folks know the great work they are doing to keep alive the memory of those who flew and machines they flew to keep our country free.

-Bob Tucker, Staton Agent CPR, GEG, 1966-86

This is kind of long, but I think you will enjoy it. It came from a friend of mine, who is a retired Piedmont Airlines Captain.

-Jack Schade (2/19/2012)

Flying The Douglas DC-3

I had the privilege to flying the DC-3 for thirteen thousand plus hours. Here are a few things I remember flying the DC-3.

The DC-3 was not pressurized. It leaked badly, light showers outside moderate to heavy inside. We carried in our flight bag half of a clear plastic shower curtain to cover our laps to keep approach plates, maps and our pants dry.

You could always tell a DC-3 pilot by his shoes. The windshield wipers operated by hydraulic motors and they dripped hydraulic fluid on your shoes, it was impossible to keep them shined.

Flying over the mountains of West Virginia, Tennessee and North Carolina in winter you encountered a lot of ice. The props and windshield were deiced by alcohol. The DC-3 would carry a lot of ice as long as the props were clean. When you got into icing conditions, to conserve alcohol you would wait until she began to slow down, then turn on the prop alcohol.

One prop blade would always de-ice before the other two and she would vibrate and the whole airplane would shake violently, then you would run the props full increase rpm to full decrease rpm several times. This would usually clear the other two blades. When the ice came loose, it would sound like 50 calibers hitting the side of the airplane. In line with the props was a stainless steel plate covering the aluminum skin to keep the ice from penetrating the fuselage.

In the late forties and fifties the DC-3 had no airborne radar. Flying over the Appalachian and Smokey Mountains during the thunderstorm season became quite interesting. At night you would get your eyes as close to the windshield as possible to watch and time the lighting flashes and try to determine the heavy part of the storm.

In the daytime you used your gut feeling which way to go, sometimes it worked sometimes it didn't. You would hit drafts of 2,000 fpm, use full power to slow the descent, then came the updraft 2,000 fpm power off and gear down to slow the updraft. We flew with the side windows open a lot too keep cool. I can still hear the thunder and smell the ozone from the lighting. Flying between six and nine thousand feet over the mountains in WV, I am sure we flew through tops of tornadoes many times, or at least it felt like it. The old gal would shake rattle and roll but she always stayed in one piece.

One of the few times flying the DC-3 I was deeply concerned. Charleston W. V. the night before had a severe winter storm to come through leaving the runways covered with snow and slush. The next morning I was ferrying a DC-3 to Charleston to originate a flight to Cincinnati. My crew was first officer Hubert Van Horne and purser Ronnie Vogler.

Being the first flight to land that morning, the tower advised me that the breaking action was checked by car and was fair with some slush. Past experience told me when they said fair it meant one thing, "be careful". I was given runway 23, the wind calm and cleared to land. I had the old gal slowed down and touched down three point in the numbers.

Every thing was normal until the breaks were applied, then all hell broke loose, like she was sliding on a bed of ball bearings. Opening and looking out the side window the wheels were sliding and the slush was as high as the tires. A go around at that

point was impossible. If you have ever landed at Charleston you know if you go off the end of the runway as they say in WV, "it's a fur piece to the ground, feeler," and that was not going to happen on my watch. Unlocking the tail wheel, easing over to the left side of the runway raising the tail to level flight position coming in with full left engine and full right rudder at the 90 degree position to the runway, coming in with full right engine, neutralizing the rudder sliding backwards down the runway, used wide open engines to stop.

My friend Roark in the tower said, "Tory that's better than reverse!" The slush was washed out of the wheel wells, and since there was no damage, we boarded passengers and flew to Cincinnati. Right after we took off, an Eastern Airlines Martin 404 came in to land, and about halfway down the runway he lost control and slid off the runway. The landing gear collapsed, and the airplane was severely damaged. He should have been flying a DC3. Only then they decided to close the airport until the runway was cleared of the snow and slush.

I have flown many airplanes single engine land and sea, multi engine land and sea, gliders, turbo props and jets I know without question the DC-3 is the only airplane that would let me pull this off. The old gal was eating out of my hand, and I will always love her for that. She is the only airplane I flew I can still remember the takeoff and landing check list.

The DC-3 has flown in many configurations. On floats, skis, towed gliders, as a glider with engines removed and with a jet turbo engine installed in the nose as a test stand.

I was an active pilot for 40 years with 33,000 + hours. I flew for Piedmont Airlines for 34 years, 31 years as a captain. I never had a wheel in the dirt. I am very proud of that!

CONVAIR-LINERS

The versatile Convair 440, 340 and 240 together were quite simply the most successful family of reciprocal airliners ever to grace a ramp. The money earned by these great performing piston twins is astounding. Everything clicked with the Convair 440 model — cost per seat mile, comfort, reliability, ease of flying and overall performance. The 440 was the same 79 feet in length and 105 feet of wingspan as the 340.

The differences were quieter exhaust flow and a rectangular shaped outlet, tighter cowls, weather radar as standard in a beautifully styled radome, plenty of soundproofing "blankets" between the cabin walls and aluminum fuselage and different sound dampening window panes nearest the engines. Convair offered a 44 seat interior or a high density 52 passenger set up. Pratt R2800 CB-16 or CB-17 engines were standard which allowed for an increase in gross weight.

Even though the orders for the 340 model were dwindling, Convair believed that a refined machine could stimulate more purchases. They were right. The 440 was bumping the performance envelope of the turboprop. The production line popped out its first 440 model in December of 1955. Swissair, the U.S. Air Force, Continental, Sabena, Eastern and SAS (to name a few) jumped on the bandwagon.

Later, airlines who flew the 340 decided to add some more and placed orders for the 440 — Braniff, National and Delta, to name three. When the line finally shut down in February of 1958, 199 model 440s had been manufactured. A great tribute to marketing and salesmanship.

The last of the storied Convair-Liners off the assembly line

was serial number 510 on February 28, 1958. This aircraft had a different life than most. It was originally built for the U.S. Navy as a navigator trainer; however, the Navy was phasing that type of aircraft out and cancelled the order, luckily before all the specialized equipment was installed.

The empty airframe and wings languished for a few months at the San Diego plant, then Superior Oil Company thought big and bought it as a corporate transport. The oil company took delivery on July 16, 1958. Just three years later, N440M was sold to the Allied Chemical Company which continued to fly it in an executive configuration. Seeing the value and status of the Convair 580, the airplane was conversion number 45 in May of 1965.

Allied Chemical flew this wonderful aircraft for 19 years! Many of you have photos of N440M in executive service. Hughes Aircraft Company purchased the 580 in 1980 and it was based in California as N58OHA. The owner of Air Resorts Airlines acquired the airplane in October of 1984. There was a conversion plan to install up rated Allison 501-D22G engines and Hamilton Standard propellers.

This bumped up the max gross weight 5,000 pounds over the standard 580 and Air Resorts claimed a 31k fuel burn savings. They dubbed the airplane the Super 580 — not to be confused with the later stretched Convair 5800, with the same engines and props, converted by Kelowna Flightcraft of Canada. N58OHA was to have been the second Super 580 conversion, but it was not to be. Partially stripped for the modifications at Carlsbad, California, it remained there, inactive. The Air Resorts' Super 580 conversion concept attracted no interest.

The poor airplane was spotted through the late 1980s up to 1995 in an all white paint job, no engines or tail and a completely gutted interior. The airframe was broken up in 1997 — truly a very sad ending to a solid performing airliner.

(Excerpted from an article by Dave Nichols, AIRLINERS magazine Nov/Dec 2008.)

CONVAIR 440

First Service: 1956, Number of Seats: 3 crew, 52 passengers
 Type/Purpose: Twin-engined, medium-haul transport
 Dimensions: Length: 81.6 feet, Height: 28.2 feet
 Wingspan: 105.4 feet, Gross weight (pounds): 49,100
 Engines: 2 Pratt & Whitney R-2800-CB16 or CB17 Double Wasp radials, Performance: Maximum range: 1,930 miles
 Service ceiling: 24,900 feet - Maximum speed: 300 mph
 Maximum cruising speed: 289 mph
 Initial Test Flight: October 6, 1955
 Initial U.S. Operator Service: Continental Airlines, April 1, 1956

A slightly enlarged version of the CV-340 with weather radar, a 2.4-foot fuselage stretch, a new exhaust system, and a cabin rearrangement that offered either 44 or 52 passenger seating, a few non-reconfigured aircraft remain in service into the 1980s.

Some Operating Airlines: Allegheny Airlines; Braniff International Airways; Continental Airlines; Delta Air Lines; Eastern Airlines; Frontier Airlines; Hawaiian Airlines; Mohawk Airlines; National Airlines; North Central Airlines; Ozark Airlines;

-Excerpted from Passenger Airliners of the United States: 1926-1986 by Myron J. Smith, Jr.

(Frontier had ten CV440s: N73157, N73160, N73161, N73162, N73163, N73164, N73165, N73166, N73167, N73168 & N73301. All were converted to CV580s before going on the line.)

'T' shirts tie employee contest

If you haven't seen 65 'V' shirts in one room, you haven't lived.

Judges of the Reno/Lake Tahoe 'T' Shirt Contest rated 65 entries from Frontier employees, awarding a tie for first place to Alan Fishback, Boeing 737 first officer, and Dennis Thomas, fleet maintenance planner, both based in Denver. The first place winners were awarded positive space travel to Reno for two (winner and an eligible pass recipient) and a three day package at the Comstock Hotel in Reno.

Jewel Beach, a quality assurance employee in Denver, was awarded second place, a positive space pass for two to Reno.

A team of Frontier employee judges carefully reviewed all entries, basing their scores on the originality and effectiveness of the message on the 'T' shirt. Illustrations and elaborate lettering were considered optional.

Entries recognized by the judges:

First Place (Tie)

Alan Fishback First officer, Denver

Dennis Thomas Fleet maintenance planner, Denver

Second Place

Jewel Beach — Quality assurance, Denver

Third Place

Rocky Shores — Dallas/Fort Worth

Fourth Place

Kathleen Wright — Flight attendant, Dallas/Ft. Worth

Fifth Place

D. Beach — Inspector, Denver

Honorable Mention

Harold J. Cook — Aircraft technician, Kansas City Shirley

Drnovsek — Shop planner, radio and instrument shop, Denver

Stan Haynes — Reservations agent, Kansas City

Don Marzetta — Aircraft technician, Denver

Jan Root — Reservations agent, Denver

Merle Russell — Aircraft technician, Denver

Charlie Schenck — Manager, quality control, fuel

Richard A. Strain — Lead technician, Denver

Gordon Wagner — Station agent, Dallas/Fort Worth

Pat Wyard — Secretary to senior director/assistant general manager, sales and service

Finalists

Dyan Alderson — Flight attendant, Denver

Anita Arellano — Ticket agent, Denver

Greg Aspinall — Reservations agent, Denver

Roger Barks — Station agent, Tucson

C. Bissell — Denver

Ronald Blosch — Station agent, Salt Lake City

Donna Bowman — Reservations agent, Denver

Ethel Burgess — Ticket counter agent, Dallas/Ft. Worth

John Cairl — Aircraft technician, Tucson

Jerry Cordova — Station agent, Cheyenne

Vincent Davis — Station agent, Redding

Beverly DeCarlo — Telephone receptionist, Credit Union, DEN

Doug Edmonds — Maintenance

Dale Epperson — Aircraft technician, Kansas City

Jeanette Freshour — Secretary, Denver

Marta Gabriel — Traffic agent, Mazatlan

Tim J. Garcia — Station agent, Denver

Sandie Harbout — Customer service representative, DFW

Wayne Holder — Senior ticket counter agent, Dallas/Fort Worth

J.E. Hubbs — Wichita

Ed Huntsman — Station agent, Albuquerque

Larry Jackson — Ticket counter agent, Dallas/Fort Worth

Linda Jenkins — Flight attendant, Denver

Monte E. Johnson — Aircraft/automotive technician, Denver

Doug Knipfer — Station agent, Reno

J.L. Kramer — Aircraft technician, Kansas City

Ferdie Kramm — Station agent, Tucson

Patsy Kurdzel — Reservations agent, Denver

Skip Lane — Denver

John J. Leo — Denver

Jay Lewis — Station agent, Denver

Terry Lowry — Maintenance technician, Denver

Linda May — Ticket counter agent, Dallas/Fort Worth

Bill McKee — Ticket counter agent, Dallas/Fort Worth

Robert Miller — Inspector, heavy maintenance, Denver

Kelly Montgomery — Station agent, Topeka

Lindsay B. Moore — Flight attendant, Denver

Doug Parker — Dispatcher, Denver

Jim Phenix — Dispatcher, Denver

Patricia Rau — Budget analyst Denver

Dan Roberts — Customer service representative, DFW

J.O. Seamster — Alamosa

Carolina Smith — Reservations agent, Denver

Gene Smith — Mechanic, Denver

Terry L. Thorstensen — Station agent, Laramie

Ruby Tveten — Secretary, field line maintenance, Denver

Rubin Valle — Ramp agent, Mazatlan

William S. Vance — Captain, Denver

Darlene Wiseman — Ticket agent, Dallas/Fort Worth

Employees in the news

John Ahlquist was recently named senior director, field marketing. He directs the entire field marketing group, consisting of the Eastern and Western divisions, Denver station and the staff sales and sales distribution department. Before joining Frontier in 1973, Ahlquist was associated with Northwest Airlines for 21 years. At Frontier he served as director, special projects, and most recently, director, field marketing, Western division.

Kenneth Burgess was recently named director, flight planning and control. Burgess joined Frontier in 1971 as assistant director, station operations, serving most recently as director, schedules. A graduate of San Jose State College in California, Burgess holds a master's degree in business administration from the University of Colorado. He served as a Navy carrier-based attack pilot in Viet Nam.

Mark Coleman was recently named director, strategic marketing. This new position investigates such areas as merchandising, sales and distribution techniques, and competitive opportunities. Most recently director, field marketing, leisure division, Coleman has also served as director, special projects; staff manager, Western division; and district sales manager, Kansas City. Coleman is a graduate of Westminster College, Salt Lake City.

Ed Dunaway was recently named senior director and assistant general manager, sales and service division. A 24-year veteran with Frontier, Dunaway has held managerial positions for the airline in St. Louis, Fort Leonard Wood and Kansas City, Mo. He served as director field marketing, Western division, and most recently as director, consumer services. Dunaway joined

Central Airlines in 1957, which merged with Frontier in 1967.

Mike Leonard was recently named director, staff sales and sales distribution. In his 11 years with Frontier, Leonard has held various marketing management positions, including deputy director, sales, Eastern division field marketing; district sales manager, Denver; Western division. Leonard holds a bachelor's degree and master's of business administration from the University of Utah.

Betty Roberts was recently named director, tariff planning. A 20-year veteran with Frontier, Roberts has held several pricing-related positions, including tariff analyst and manager, local passenger tariffs. Roberts coordinates Frontier's tariff filings, fare displays in reservations computers, and internal communication regarding tariffs.

Mark Schneider was recently named director, pricing and capacity control. Since joining Frontier in 1977, Schneider has served as analyst, futures planning; assistant manager, futures planning; and manager, pricing and capacity control. Schneider holds a bachelor's of science degree in economics and master's of business administration, both from Colorado State University.

Fred D. Tiller was recently named director, industry and interline affairs. Tiller joined Frontier in 1980 as manager, marketing distribution. Prior to joining the airline, he was president of Tiller's Travel in Denver. He is a past officer of A.S.T.A. (American Society of Travel Agents) and the Colorado Travel Association. Tiller is a graduate of the University of Northern Colorado.

Al Toll was recently named director, field marketing, Western division. Since joining Frontier in 1970, Toll has served as station agent, customer service representative and assistant manager, transportation services, all in Kansas City; manager, transportation services, Tucson; sales and service manager, Tucson; staff manager, Western division; and, most recently, deputy director-stations, field marketing, Western division. Toll is a graduate of the University of Arizona.

Sue Wilson was recently named director, consumer services. She has responsibility for dining and cabin services, reservations, flight service and station training and procedures. Wilson joined Frontier in 1970 as manager, food and beverage services, and was elevated to director, dining services in 1972. In 1976, she assumed additional responsibility for cabin interior design and equipment. She was named deputy director, consumer services in 1979. Wilson is a graduate of the University of Denver.

Appointments

Nick Barron — Assistant city manager, ABQ
 June Beuchler — Mgr., fare quote/capacity display
 Nan Bradley — Manager, passenger revenue
 Bob Brown — City manager, JAC
 Jenny Brown — Manager, marketing automation
 Linda Brungardt — Flight attendant supervisor
 Yvonne Canady — Flight attendant supervisor
 Connie Combers — Manager, traffic coordination
 Jerry Follmer — Mgr., pricing systems development
 John Fries — City manager, YXE
 Pattie Givens — Flight attendant supervisor
 Pete Gray — Deputy director - field marketing, Western division
 Ed Greenfield — Deputy director, strategic marketing
 Bob Hall — Supervisor, ticket by mail, reservations
 Bill Heath — Mgr., systems/procedures, revenue accounting

Sandy Kangas — Manager, passenger pricing
 Lana Kelley — Flight attendant supervisor
 Mary Ellen Mann — Manager, sales audit, refund
 Rich McCune — City manager, STL
 Ron Ness — City manager, LAX
 Rick Patterson — City manager, YQR
 June Rapp — Schedule display analyst
 Peggy Sisk — Data control analyst, schedules
 Lois Taylor — Mgr., sales/service traffic coordination
 Scott Tyra — Market analyst
 Kenneth Wiseman — Project manager, facilities
 Elaine Worsham — Consumer affairs representative
 David Ziolkowski — Deputy director - stations, Eastern division

Honors

Glen L. Ryland, president and chief executive officer, was elected chairman of the Association of Local Transport Airlines at the association's annual meeting Washington in February, effective April

Duke Ellington, director of procedures, training and facilities, was recently elected chairman of the Passenger Committee of the Air Transport Association. The committee helps set industrywide standards of passenger service in areas from automated ticketing to reservations procedures and baggage processing.

Jan./Feb./March 1981 Service Awards

30 Years

Brown, W.B. — Captain, DEN
 Casey, C. — Aircraft technician, DFW
 Claffy Jr., J.A. — Dispatcher, DEN
 Davis, P. — Aircraft technician, DFW
 Fuqua, E. — Traveling Bldg. Mtce. Mechanic, DFW
 Johnston Jr., C.R. — Station agent, PHX
 Lasseter, W.L. — Captain, DEN
 Meshko, G.M. — Captain, DEN
 O'Flaherty, J.W. — Captain, DEN
 Pratt, H. — Aircraft technician, DFW
 Sharkey, W.M. — Station agent, LBL
 Stelter, J.A. — Captain, DEN
 Stevens, W.B. — Dir., Flight Operations Training

25 Years

Bussell, M.W. — Ticket counter agent, ATL
 Caudle, W.D. — Senior agent, FYV
 Cauthon, H.D. — Station agent, RIW
 Churchill, R.H. — Captain, DEN
 Enos, D.A. — City manager, FYV
 Francis, J.R. — Captain, DEN
 Hillis, A.W. — Captain, DEN
 Houston, W.T. — Lead stock clerk, DEN
 Howard, T.P. — Captain, DEN
 Johnston Jr., L.G. — Senior agent, LIT
 Kohler, D.S. — Captain, DEN
 Lamkin, P.H. — Captain, DEN
 Martin, E.F. — Senior agent, BIL
 Maxwell, H.D. — Mgr., transportation services, SLC
 Medcalf, W.G. — Captain, DEN
 Perry, C.S. — City Manager, GTF
 Pfau, T.J. — Station agent, ABQ
 Phenix, J.A. — Dispatcher, DEN
 Sanders, B.R. — Station agent, LIT
 Willhite, D.D. — Station agent, FSM

See Awards on page 28



Skywriter



VOL. XV NO. 5

— CENTRAL AIRLINES, INC. —

May, 1965

CONVAIR 600 DEBUT SUCCESSFUL

* * * * * * * * * * * *

NEW LOOK PLANNED FOR CENTRAL



MANTZ ASSOCIATES TO CREATE FRESH IMAGE FOR CENTRAL

Central Airlines is going to have a fresh, new look this fall.

President M. Lamar Muse announced that Central has retained Ernest G. Mantz Associates to create a new corporate identification for the airline.

The program will involve a new company trade mark, a new series of corporate colors and the application of the trade mark and colors to Central's airfleet as well as all other forms of communication including timetables, baggage tags, ticket counters and uniforms, to name a few.

DEBUT — The Convair 600 — a new Rolls-Royce powered version of the Convair-Liner series aircraft — lifts off the runway on its first flight May 20. Witnessing the maiden flight were A. A. (Jack) Bradford, Central's board chairman, M. Lamar Muse, president, Irby L. Dyer, general counsel and assistant secretary and Paul Glover, director of maintenance. Central will be the world's first airline to receive the Convair 600.

Four Central executives on May 20 witnessed the maiden flight of the jet-powered turbo-prop Convair 600

Included were A. A. (Jack) Bradford, board chairman, M. Lamar Muse, president, Irby L. Dyer, general counsel and assistant secretary and Paul Glover, director of maintenance and engineering.

The Convair 600 is a new airplane for regional operation that blends the established reliability of Rolls-Royce turbo-prop engines with service-improved Convair-liner airframes.

A joint undertaking by Rolls-Royce Ltd., Derby, England, and Convair Division of General

Dynamics Corporation, the 600 is expected to set new airline standards of operating economy and passenger comfort on regional service routes.

Central, one of four airlines scheduled to receive the new ship, has purchased the prototype and is expected to begin scheduled service with the world's first Convair 660 in October.

The 600 lifted off San Diego's Lindberg Field at 9:40 a.m. (PDT) May 20. After a one hour, 30 minute flight off the southern California coast, Convair Chief Test Pilot John W. Knebel landed the blue and white airplane at Brown Field near the Mexican border. He registered airworthiness affidavits with Federal Aviation Agency repre-

sentatives, then flew the twin-engine 600 back to Lindberg Field.

Among the improved performance features of the 600 are a payload increase of up to 2,850 pounds and a cruising speed increase of 50 miles an hour. Passengers will enjoy a smoother, quieter ride because the turbo-prop engines have a lower noise level than piston engines and because they have been installed farther forward and farther outboard from the fuselage.

In addition to Central, three other airlines — Trans-Texas, Caribair and Hawaiian — have already contracted for a total of 51 Convair 600's. In all, some 1,000 Convair-liners are now



32nd ANNUAL REUNION PICNIC in Colorado

Summit Event Center
located at 411 Sable Blvd, Aurora, CO
Saturday, August 18, 2018
10:30am to 2:30pm

Welcome to the 32nd Annual Frontier Airlines Reunion in Colorado

The Saturday Brunch reunion will be held inside at the Summit Event Center located at 411 Sable Blvd, Aurora, CO 80011 starting at 10:30am to 2:30pm.

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. RSVP is necessary to ensure space and food. 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 brunch of bacon, Chicken breast, potatoes, scrambled eggs, and fruit, tossed salad, served with pastries. A cash bar of Bloody Mary's, Mimosa, wine, and beer will be available. Admission will be \$25 per person. This charge covers all expenses including food, supplies, printing, and mailing. Food will be served from 11:30am to 1:00pm. A chance ticket for \$5 and 5 tickets for \$20 and will be available at the event. The drawing will take place at 1:30pm.

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
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Awards from page 25

<p>20 Years Altman, J. — Inspector, DEN Armbrister, CC. — Station agent, SLN Beecham, R.E. — Station agent, FYV Bevans, L.E. — Station agent, PUB Castilloux, P.E. — First officer, DEN Conner, J.M. — Staff manager, DEN David, L.E. — Ticket counter agent, DEN Decha, R.A. — Captain, DEN Farrar, CA. — Station agent, LIT Fletcher, H.L. — Captain, DEN Goffart, H.J. — Station agent, LIT Griffin, B.R. — Station agent LIT Gross, E.B. — Captain, DEN Gunn, D.A. — Captain, DEN Hanna, D.D. — Station agent, PHX Haven, D.W. — Station agent, GTF Haynie, P.C. — Captain, DEN Huchowski, J.W. — Station agent, STL Kardell, R.C. — Captain, DEN Lambert, C.G. — Captain, DEN Lane, J.E. — Station agent BOI Leander, K.R. — Station agent, SLN Lowe, S.L. — SATO manager, RND Mackie, G. — Senior agent, TUS Marquez, M.L. — Ticket counter agent, DEW Mayo, E.M. — Captain, DEN Mueller, D.F. — Systems engineer, DEN Murray, C.D. — Ticket counter agent, DEN Musselman, L.H. — Senior agent, FOE Nagle Jr., B.J. — Station agent, LIT Nestelroad, O.L. — Station agent, ICT O'Connor, J. — Flight attendant, DFW Peterson, O.C. — Station agent, FSM Pierce, A.A. — Captain, DEN Powell, D.R. — Captain, DEN</p>	<p>Rowe, G.D. — Station agent FCA Sarver, W.L. — Station agent, MEM Teakell, W.A. — City manager, CYS Vaughn, J. — Aircraft technician, DEN Watkins, B.J. — Captain, DEN Weldon, L. — Flight attendant, DEN Williams, J.R. — Captain, DEN Wilmoth, A.L. — Senior agent, STL Wyche, J.P. — Manager, flight ops.</p> <p>15 Years Antos, W.R. — Senior accounting clerk, DEN Bagley, M. — Reservations agent, DEN Baker, K.R. — Station agent, FSM Barlow, T. — Dispatcher, DEN Barrett, R.D. — Station agent, DEW Beach, D. — Inspector, DEN Bell, J.E. — Senior agent SHV Cook, E.D. — Captain, DEN Dake, M.G. — Station agent, TBN Dickson, W.R. — First officer, DEN Elliott, W. — FAA liaison specialist, DEN Epperson, D.L. — Aircraft technician, MCI Galland, A.E. — Supv., sales audit, DEN Ganske, M.L. — Ticket counter agent DEN Green, J.E. — Captain, DEN Hastert, G.F. — Senior agent, TUS Hershberger, C.D. — Aircraft technician, DEN Holmgren, L.J. — Station agent, BZN Huebner, P.D. — Captain, DEN Jacobson, R.E. — Aircraft technician, DEN Jernegan, J.A. — Ticket counter agent, DEN Keffalos Jr., G.S. — City manager, OMA Kioke, D. — Lead aircraft technician, GEG Larson, B.A. — Reservations agent, DEN Laskoski, R. — Aircraft technician, DEN Legge, R.W. — Inspector, DEN</p>	<p>Montgomery, R.E. — Porter, MCI Mullins, G.W. — Station agent, DEN Newman, R.W. — Aircraft technician, DEN Orr, P.R. — Station agent, LAS Ostrom, R.A. — Station agent, MEM Petty, K. — Reservations agent, DEN Rankin, J. — Flight attendant, DEN Reed, P.J. — Senior accounting clerk, DEN Rhea, Y.A. — Reservations agent, DEN Rotenbery, B. — Reservations agent, DEN Ruster, S.P. — Captain, DEN Ryan, S. — Flight attendant, DEN Samuelson, H.A. — Station agent, DEN Sayre, W.T. — Station agent, FCA Sowerwine, R. — Station agent, BFF Stone, J.T. — Station agent, DEN Taylor, K.L. — Captain, DEN Wareham, G.F. — Ticket ctr agent, DEN Wooding, M.J. — Flight attendant, DEN</p> <p>10 Years Berry, L. — Expendable controller, DEN Dearing, P. — Flight attendant, DEN Fresquez, TM. — Lead clerk, DEN Gallegos, B. — Aircraft technician, DEN Heath, W.G. — Mgr., sys/proc, DEN Jeppe, W.H. — Mgr., maintenance, BIL Ryland, G.L. — President Stacy, L.S. — Exp mv. controller, DEN Warren, R. — Cleaner, STL Wayne, W.D. — Vice president</p> <p>In Memoriam Jack Gardner, captain, February 26.</p> <p>Retirements Willis Boden — Aircraft tech, DEN, Ben Stewart — Captain, DEN Elmajene Yantorno — Manager, revenue</p>
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