

MY EMPLOYMENT WITH FRONTIER AIRLINES - 1951-1956

by Ed Baker

DATE	ITEM	MONTHLY SALARY
- 1951 -		
8-16-1951	Having been furloughed by Western Airlines in Denver, CO, due to a mechanic's strike, I hired on with Frontier Airlines at Farmington, NM as a Station Agent, with a monthly starting salary of:	\$215.00
	My duties were: Sell tickets, work weight & balance forms, load & unload cargo, refuel aircraft, take weather observations, operate VHF radio, study for a U.S. Weather Observers License & perform various other duties as required. We were involved in a unique operation at FMN, being situated in the center of an "X". Flights would depart from Denver, Phoenix, Salt Lake City and Albuquerque all scheduled so as to arrive at FMN at the same time: either 10:30 AM or 7:30 PM. We would then work local off, local on, transfer off, transfer on, and thru routings for passengers, baggage, mail, air express, air freight and occasionally "comat" (company material). All this was to be accomplished within the space of 20 minutes to get the flights to depart on time. It was choreographed almost like a ballet. The aircraft were also refueled during this time. We had 12 DC-3s in the entire fleet, with empty weights of 18,575 lbs to 18,725 lbs. Fuel weighed 6 pounds per gallon, and the weight of passengers, baggage and cargo all had to be calculated and placed in front or rear cargo bins for balance and the maximum takeoff weight of the aircraft could not exceed 25,346 pounds. In addition to this, we had to use our own VHF radio to arrange a sort of "local area traffic control" while the aircraft were in the area since there was no airport control tower..	"
	Personnel were: Paul Almquist (Manager), Bill Monday (Senior Agent), Ray Stephens, (Mechanic), Chuck Bristle (Relief Agent), Gene Hall, Royal Burt, Virginia Kittell, Bob Pier, Ethel Chamblee, Muriel Messer, Shirley Hedges, Elmer Slaton, Vern Crawley, Don Watson, Ken Houchens, Bert (?), etc. Also we occasionally saw Radio technicians, Bradley & Schuster when they passed thru FMN.	"
- 1952 -		
	(Sometime during 1952 I acted as best man at the wedding of Continental Airlines employees Buzz & Mary Ann Williams at the Episcopal Cathedral in Denver.)	
01-15-1952	Salary Increase after obtaining U.S. Weather Observer's License.	\$225.00
03-??-1952	Took vacation trip to Chicago & New York with Meem.	"
04-??-1952	Traded 1941 Pontiac Fastback for a 1947 Jeep at Farmington.	"
04-15-1952	Promoted to Relief Agent based at Farmington. A Relief Agent is paid an extra \$7.00 per day while away from home base. Supervisor was Virgil Alvey.	// \$240.00
05-14-1952	Drove from Farmington to Denver, CO.	"

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DATE	ITEM	MONTHLY SALARY
- 1952 -		
05-15-1952	Worked at DEN until 05-16-1952.	\$240.00
05-17-1952	Drove from Denver to Grand Junction, CO.	"
05-18-1952	Worked at GJT until 05-28-1952.	"
05-29-1952	Drove from Grand Junction to Denver, CO.	"
05-30-1952	Worked at DEN until 06-02-1952. Saw Jack Schor/WAL just back from Korea.	"
06-03-1952	Drove from Denver to Alamosa, CO.	"
06-04-1952	Worked at ALS until 06-12-1952.	"
06-13-1952	Drove from Alamosa to Durango, CO.	"
06-14-1952	Worked at DRO until 06-28-1952. Worked with Fred Klatt (Manager), Ralph "Bud" Rea, Jim (?) Slaton, etc. Also with Lylene Bastian at the Downtown Ticket Office in the Strater Hotel.	"
06-29-1952	Drove from Durango to Farmington, NM.	"
06-30-1952	Worked at FMN until 07-29-1952. Took vacation to NYC with Mom. (?)	"
07-30-1952	Drove from Farmington to Salt Lake City, UT. Chomped on Swiss Cheese and Pepperoni sticks along the way.	"
08-01-1952	Worked at SLC until 08-08-1952.	"
08-09-1952	Drove from Salt Lake City to Grand Junction, CO. Pulled a car out of the ditch with my Jeep in southeastern Utah.	"
08-10-1952	Worked at GJT until 08-21-1952. Drove the gasoline refueling truck while there	"
08-22-1952	Drove from Grand Junction to Farmington, NM. via Silverton, CO with Jack Schor.	"
08-23-1952	Worked at FMN until 10-14-1952.	"
09-01-1952	Salary Increase	\$250.00
10-15-1952	Drove from Farmington to Alamosa, CO	"
10-16-1952	Worked at ALS until 11-07-1952.	"
10-25-1952	Acquired dog "Teddy" at Alamosa.	"
11-08-1952	Drove from Alamosa to Farmington, NM	"
11-09-1952	Worked at FMN until 11-14-1952	"
11-15-1952	Drove from Farmington to Flagstaff, AZ enroute to Nogales.	"
11-16-1952	Drove from Flagstaff to Nogales, AZ.	"
11-17-1952	Promoted to Station Manager, Nogales, AZ. Supervisor John Griffiths Personnel: "Chico" Guerrero. Airport Mgr. George & Thelma Oberdorf, Owner Carolyn Evans.	\$265.00
11-18-1952	Worked at NOG until 04-28-1953. While there I participated in a Little Theatre Group and we put on the play "You Can't Take It With You" I played the role of Mr. DiPinna. Others in the group were Bruce Budge and Charlie Matthews - mechanics at the airport.	"
12-23-1952	Flew TWA via LAX to SFO for Xmas. (Engine on Constellation quit over PHX).	"
12-27-1952	Flew from SFO via LAX back to NOG. Saw Geo. Oberdorf at LAX Airport.	"

- 1953 -

04-29-1953	NOG station closed due to lack of traffic and revenue. I was reassigned as Relief	"
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DATE	ITEM	MONTHLY SALARY
- 1 9 5 3 -		
	Manager based at Phoenix, AZ. Drove from Nogales to Clifton, AZ to relieve George Slivka for his vacation 04-30-1953. Worked at CFT until 05-19-1953.	\$265.00
05-20-1953	Took vacation trip to England with Mom until 06-15-1953.	"
06-16-1953	Worked at CFT until 06-28-1953. Teddy had pups.	"
06-29-1953	Drove from Clifton to Winslow, AZ via Highway 666.	"
06-30-1953	Worked at INW until 07-14-1953. Manager Carl Foster. Saw the Meteor Crater.	"
07-15-1952	Drove from Winslow to Farmington, NM. via Chinle & Canyon de Chelly.	"
07-16-1953	Worked at FMN until 08-01-1953.	"
07-30-1953	Worked overtime to help move FAL FMN operations into a new Terminal Building.	"
08-02-1953	Drove from Farmington to El Paso, TX.	"
08-03-1953	Worked at ELP until 09-18-1953.	"
08-25-1953	Took dog "Teddy" to Humane Society. They found a good home for her.	"
09-10-1953	Flew on a Trans Texas DC-3 from ELP to San Angelo, TX to visit Bob & Gladys Boyd	"
09-19-1953	Drove from El Paso to Prescott, AZ.	"
09-20-1943	Worked at PRC until 09-26-1953.	"
09-27-1953	Drove from Prescott to Safford, AZ.	"
09-28-1953	Worked at SAD for Bob Patterson and Hearold Elmer until 10-29-1953.	"
10-01-1953	Salary increase (retroactive to 04-29-1953 due to negotiations by RMAAA)	\$315.00
10-30-1953	Drove from Safford to Clifton, AZ.	"
10-31-1953	Worked at CFT for George Slivka until 12-09-1953.	"
11-??-1953	Traded 1947 Jeep for a 1949 Dodge Station Wagon.	"
12-10-1953	Drove from Clifton to Gallup, NM.	"
12-11-1953	Worked at Gallup for Don Wadleigh until 12-29-1953	"
12-30-1953	Drove from Gallup to Clifton, AZ.	"
12-31-1953	Worked at CFT for George Slivka until 01-17-1954.	"
- 1 9 5 4 -		
01-06-1954	Sick with the Flu at CFT. Bill Luckie drove over from Tucson for my relief.	"
01-07-1954	Still sick with Flu at CFT. Bill Luckie worked my relief.	"
01-18-1954	Drove from Clifton to Phoenix, AZ.	"
01-19-1954	Worked at PHX until 01-21-1954.	"
01-22-1954	Drove from Phoenix to Clifton, AZ.	"
01-23-1954	Worked at CFT until 02-28-1954	"
03-01-1954	Drove from Clifton to Phoenix, AZ. Salary Increase:	\$325.00
03-02-1954	RMAAA negotiations at PHX until 03-04-1954. I was elected Chairman of the Rocky Mountain Airline Agents Association (RMAAA).	"
03-05-1954	Worked at PHX until 03-16-1954	"
03-17-1954	Drove from Phoenix to Clifton, AZ.	"
03-18-1954	Worked at CFT until 04-11-1954.	"

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- 1 9 5 4 -		
04-12-1954	Worked at SAD until 04-18-1954.	\$325.00
04-19-1954	Worked at CFT until 04-20-1954.	"
04-21-1954	Worked at SAD one day only.	"
04-22-1954	Drove from Safford to Winslow, AZ.	"
04-23-1954	Worked at INW until 05-13-1954.	"
05-14-1954	Drove from Winslow to Phoenix, AZ.	"
05-15-1954	Worked at PHX until 05-27-1954.	"
05-28-1954	Drove from Phoenix to Prescott, AZ.	"
05-29-1954	Worked at PRC until 06-07-1954.	"
06-08-1954	Drove from Prescott to Winslow, AZ.	"
06-09-1954	Worked at INW until 06-29-1954	"
06-30-1954	Drove from Winslow to Prescott, AZ.	"
07-01-1954	Worked at PRC until 07-05-1954. Went to Grand Canyon with Jeddie MacCurdy.	"
07-06-1954	Drove from Prescott to Safford, AZ.	"
07-07-1954	Worked at SAD until 07-20-1954.	"
07-21-1954	Drove from Safford to Phoenix, AZ.	"
07-22-1954	Drove from Phoenix to Silver City, NM. Car engine threw a rod enroute. Into Garage.	"
07-23-1954	Worked at SVC until 07-25-1954. Got car out of garage with overhauled engine.	"
07-26-1954	Drove from Silver City to Durango, CO (very carefully).	"
07-27-1954	Worked at DRO until 08-22-1954. While there I took Lylene Bastian's twin daughters, Joan and Jean up Red Mountain Pass to watch the filming of "The Naked Spur", where I again met Janet Leigh, with whom I had attended college, and she introduced us to Jimmy Stewart. I also traded my Dodge Station Wagon for a 1951 Chevrolet Station Wagon, which I traded in two weeks later for a new 1954 Pontiac Station Wagon.	"
08-23-1954	I drove my new Station wagon on vacation to California, via Provo, UT, Ely, NV and Sonora Pass CA.	"
09-05-1954	I drove from California back to Phoenix via Tehachapi Pass and the Mojave Desert.	"
09-06-1954	Drove from Phoenix to Gallup, NM.	"
09-07-1954	Worked at GUP for Gordon Getz until 09-20-1954.	"
09-21-1954	Drove from Gallup, NM to Phoenix, AZ.	"
09-22-1954	Worked at PHX until 09-23-1954. // (Mary arrived in Arizona from New York	"
09-24-1954	Drove from Phoenix to Clifton, AZ // at about this time.)	"
09-25-1954	Worked at CFT until 10-08-1954.	"
10-04-1954	Took a weekend trip to Magdalena, Sonora, Mexico.	"
10-09-1954	Drove from Clifton to Prescott, AZ.	"
10-10-1954	Worked in PRC until 10-13-1954.	"
10-14-1954	Drove from Prescott to Cortez via Durango, CO. Hit two deer at Dolores, CO.	"
10-15-1954	Worked at CEZ (& wrote poetry while car was being repaired) until 11-11-1954	"
11-12-1954	Drove from Cortez to Monte Vista, CO. Got stuck in the snow on Wolf Creek Pass. Borrowed a set of tire chains from a passing USAF Recruiter. Returned them when I arrived in MVS, and bought a set of tire chains for myself.	"

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DATE	ITEM	MONTHLY SALARY
- 1954 -		
11-13-1954	Worked at MVS for Gordon Getz until 02-07-1955. Flew in an Ercoupe with him.	\$325.00
12-10-1954	Flew to Denver, CO for RMAAA hearing regarding an employee at Phoenix, AZ.	"
- 1955 -		
12-11-1954	Flew from Denver to Monte Vista, CO.	"
02-08-1955	Drove from Monte Vista to Farmington, NM.	"
02-09-1955	Drove from Farmington to Winslow, AZ.	"
02-10-1955	Worked at INW until 02-24-1955.	"
02-25-1955	Drove from Winslow to Clifton, AZ.	"
02-26-1955	Worked at CFT until 03-06-1955.	"
03-01-1955	Salary Increase:	\$335.00
03-07-1955	Drove from Clifton to Phoenix, AZ. Domicile Station changed to Farmington, NM..	"
03-08-1955	Drove from Phoenix to Farmington, NM.	"
03-09-1955	Worked at FMN until 03-15-1955.	"
03-16-1955	Vacation trip to Olathe, KS, Monte Vista, CO & Farmington, NM..	"
04-06-1955	Worked at FMN until 04-12-1955.	"
04-13-1955	Flew to Denver for RMAAA contract negotiations.	"
04-14-1955	Flew from Denver to Farmington, NM..	"
04-15-1955	Drove from Farmington to Cortez, CO.	"
04-16-1955	Worked at CEZ until 05-12-1955. While there, a Top Secret U-2 diverted into CEZ.	"
05-13-1955	Drove from Cortez to Phoenix, AZ.	"
05-14-1955	Drove from Phoenix to Safford, AZ.	"
05-15-1955	Worked at SAD & CFT until 07-15-1955.	"
05-18-1955	Drove to Nogales on my day off.	"
05-19-1955	Drove from Nogales back to Safford. Went to lunch at Casa Manana Cafe with Manager Bob Patterson. We were joined by the manager of the local Mobil Gasoline Station.	"
	* * * I met Mary in front of the Casa Manana Cage in Safford, Arizona * * *	
07-16-1955	Flew from Safford to Farmington NM. (Left car with Mary).	"
07-17-1955	Worked at FMN until 07-25-1954.	"
07-26-1955	Flew from Farmington to Safford, and drove with Mary back to Winslow, AZ. Drove to Flagstaff, via the Meteor Crater, and down to Oak Creek Canyon. Later drove Mary back to Safford and flew back to Winslow. I left the car with Mary	"
07-27-1955	Worked at INW until 08-11-1955.	"
08-03-1955	Baptized at St. Joseph's Church in Winslow. Don Blanford was my sponsor (Godfather).	"
08-04-1955	Flew from Winslow to Safford.	"
08-05-1955	Mary and I became engaged. I went to my first communion in Safford.	"
08-06-1955	Mary departed by car for Chestertown, NY with two younger sisters and a brother. I drove from Safford back to Winslow, AZ.	"
08-12-1955	Drove from Winslow to Safford, AZ.	"

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DATE	ITEM	MONTHLY SALARY
- 1955 -		
08-13-1955	Worked at SAD until 08-16-1955.	\$335.00
08-17-1955	Drove from Safford to Prescott, AZ.	"
08-18-1955	Worked at PRC until 08-23-1955. I gave up my cabin for women flying in the Powder Puff Derby transcontinental air race, when they stopped overnight at the PRC airport	"
08-24-1955	Drove from Prescott to Farmington, NM.	"
08-25-1955	Flew from Farmington to Salt Lake City for RMAAA contract negotiations.	"
08-26-1955	Flew back from Salt Lake City to Farmington. Flew over Mesa Verde at low altitude.	"
	Worked at FMN until 08-28-1955. On my days off, I drove back to Cortez and took a closer look at Mesa Verde.	"
08-29-1955	Drove from Farmington to Durango, CO.	"
08-30-1955	Worked in DRO until 09-05-1955.	"
09-01-1955	Salary Increase:	\$345.00
09-06-1955	Drove from Durango, CO to Farmington, NM.	"
09-07-1955	Worked at FMN until 09-26-1955.	"
09-27-1955	Drove from Farmington to Pueblo, CO.	"
09-28-1955	Worked at Pueblo until 10-08-1955. Listened to the Worlds Series on the radio. (New York Yankees vs the Brooklyn Dodgers).	"
10-09-1955	Drove from Pueblo to Monte Vista, CO.	"
10-10-1955	Worked at Monte Vista until 10-28-1955. Played "Cocina - Kitchen" (Casino) with "Meester Lobato".	"
10-18-1955	Sick with a severe case of the flu for three days. I was nursed by the wife of an employee of the U.S. Weather Bureau in Alamosa.	"
10-29-1955	Drove from Monte Vista to Phoenix, AZ.	"
10-30-1955	Drove from Phoenix to Clifton, AZ.	"
10-31-1955	Worked at CFT until 11-04-1955 for the vacation of Manager Hearold Elmer.	"
11-05-1955	Drove from Clifton to Farmington, NM.	"
11-06-1955	Worked at FMN until 12-18-1955.	"
12-19-1955	Drove to Gallup where I picked up Mom who had arrived via Greyhound Bus from California, and we drove back to Chestertown, NY on vacation.	"
12-28-1955	Mary and I were married in Chestertown, NY. Meem flew back to California. Mary and I were driven to Glens Falls, where we flew on Colonial Airlines to La Guardia Airport in New York, and after 3 days from Idlewild Airport to Santa Maria and Lisbon	"
12-28-1955	Then drove to Fatima and back, flew to Madrid and Rome, then took a train to Berne and on to Paris, and on to London, down to Bournemouth and back and then flew back to Shannon and Boston, where we waited all day for our connection back to Glens Falls.	"
	We then drove to California via Georgia & Texas to introduce Mary to my family.	"

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DATE	ITEM	MONTHLY SALARY
- 1 9 5 6 -		
02-19-1956	Our two month vacation/honeymoon was over and we drove to Farmington, NM. via the Tehachapi pass and Route 66.	\$345.00
02-20-1956	Worked at FMN two days, until 2-21-1956. We stayed in a house at the airport provided free for us by Oscar Thomas, FMN Airport Manager.	"
02-22-1956	Drove from Farmington to Safford, AZ.	"
02-23-1956	Worked at SAD until 03-24-1956. Mary didn't like working "on the road", so I bid on a vacancy in Payload Control at Denver.	"
03-24-1956	Drove from Safford to Durango, CO enroute to Denver.	"
03-25-1956	Drove from Durango to Denver, and moved into a basement apartment on Hanover St.	"
03-26-1956	Worked at Denver in Load Control. Salary Increase: Personnel were: Bill Monday (Manager), Bill Bates, Charlie Black, Irene Davis, Paul Higgins, Ray L. "Scotty" Horr, R. N. Lentell, Guy Lewis, Bill Marquez, Shirley Wright & Roy Wethington.	\$355.00
07-18-1956	I resigned from Frontier Airlines to go to California so Mary could be near our families.	"

I left Frontier Airlines after 4 years, 11 months and 2 days.

For Further Career Information see file SWA.doc

P.S. I don't remember the exact date, but on one occasion, while refueling one of the four DC-3's on the ramp, the refueling agent (not me, thank goodness) dropped a lighted "Safety" flashlight (rubber covered) into the fuel tank. The area was evacuated and mechanic Ray Stephens was sent to fish the still-lighted flashlight out of the tank, which he did, somehow (I seem to remember him using a cord with a noose on it) and upon retrieving the flashlight, immediately flung it as far as he could out into a nearby field where it was eventually recovered without further incident. Another normal day of operations on the wild frontier...