

FRONTIER NEWS



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

We are FLamily!

SUMMER

JULY

2022

#88



HIJACKED CREW PERFORMANCE WAS OUTSTANDING

Flight crew of flight 91 at a press conference in Denver tell of their day-long ordeal. Left to right: Flight Attendant Darel Lynn Ladd; Second Officer William R. Gilliam; First Officer Olin Head; Captain Wilbur R. Hurt; Flight Attendants Jacquelyn Louise Jones and Shirley Jeanne Rankin.

Frontier experienced its first skyjacking on April 13, 1972 when Flight 91 en route from Albuquerque to Phoenix was forced to fly to Los Angeles: The incident ended some five hours later when the hijacker, after a lengthy radio and television tirade, calmly handed his gun over to the Flight 91 Captain Willy Hurt.

The flight crew returned to Denver that night to receive high praise from Al Feldman and other Frontier executives for their handling of the unfortunate affair.

Frontier followed FAA security procedures at Albuquerque, and alert station agent Okey Williams halted the hijacker. Additional procedures were then followed, and the hijacker was then permitted to board the flight.

After the airplane landed at Los Angeles International Airport, Captain Hurt and his crew kept the

Cont'd page 3

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The FRONTIER NEWS is digitally published quarterly and dedicated to ex-employees, friends, family and fans of the “old” Frontier Airlines which “died” on August 24, 1986 and was “buried” on May 31, 1990.

It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter are those of the author and not the editor or the publication. Publishing dates are October for Fall, January for Winter, April for Spring and July for Summer.

Articles and photos are welcomed and subject to editing and space requirements. We cannot pay for such items but will give credit as appropriate. All submissions should deal with the “old” Frontier Airlines.

Especially welcomed are stories of personal experiences with a humorous slant. All airline employees have a treasure trove of such stories. Please share them with the rest of the FLamily.

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

The Frontier News newsletter will no longer be printed and mailed. Hard copies are not available but you may print your own from the digital posts.

The digital editions are posted at our website:
http://FAL-1.tripod.com/FL_News.html

ADS

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

AD RATES

\$5 for 20 words. \$10 for 40 words, \$15 for a business card, \$20 for 1/8 page, \$40 for 1/4 page, \$60 for 1/2 page and \$100 for a full page. All income goes toward the NEWS, the website and support expenses. Please make checks out to Jake Lamkins.

FRONTIER ON THE INTERNET

<http://OldFrontierAirlines.com>.

Visit the Frontier website and check out our page at FLacebook which is posted at

<https://www.facebook.com/groups/172416905475>

One of the pleasures of my Frontier Airlines avocation is re-connecting with co-workers and FLriends from long ago. Recently, Arnie Hadler contacted me. He and I were senior station agents together in STL in 1968 for awhile before he moved to INW station manager. After that station was closed he finished his Frontier career as a PHX station agent. He is 91 years old now.

Non-Frontier people I know are constantly amazed at the 50 years+ friendships I have but they are not uncommon in our FLamily. The three regulars at the FYV Old FARTS meeting have known each other for 55 years.

We should never forget how lucky we are to have had our Frontier careers because the memories and relationships formed from them are unique and to be treasured.

Our FLamily suffers more and more from the aging of our group. It is natural and expected but still regrettable and sad. We have lost 28 of our FLriends and co-workers since the last issue of the newsletter. Each one has a story and should be remembered by those who knew them.

I just finished reading “Grounded: Frank Lorenzo And The Destruction Of Eastern Airlines” by Aaron Bernstein. It was such a terrible story I felt we were lucky by comparison in many ways. Our story, though, should never be forgotten and I’ve collected many essays about what happened to us. The United Airlines article really tells the story. They are the villains in our story.

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

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



Frontier Airlines Captain Wilbur R. Hurt and Stewardess Jacquelyn Louise Jones describe hijacking which diverted 27 passengers and a crew of six to Los Angeles.

hijacker as calm as possible under the circumstances while he demanded radio and television facilities for him to make an emotional speech. Jacquelyn Jones, who was forced by the hijacker to take him to the flight deck said the passengers remained calm and in their seats for almost 2½ hours.

"There was very little drinking," Jacquelyn said, "and every time the flight deck door opened, tension mounted. Everyone remained seated with one or two chancing a visit to the lavatory." Late in the afternoon, the hijacker permitted the passengers and stewardesses to deplane.

Captain Hurt and his crew established a satisfactory relationship with the hijacker and pursued a policy of agreeing with everything he requested. "I am proud of my crew. Under very trying circumstances, they behaved admirably," Captain Hurt said.

Frontier's Vice President Hank Lund flew to Los Angeles to assist in making arrangements for the Flight 91 passengers. The people were taken from the airplane and transported in busses to the Continental Airlines facility at the airport. "No one could have done more or been more cooperative," Mr. Lund said. "Continental really proved to be a fine interline friend."

-FRONTIER NEWS, Apr/May 1972

HIJACKER SURPRISES PILOT

The captain of a Frontier Airlines flight hijacked Thursday from Albuquerque to Los Angeles said he was "very surprised" when he first realized that the armed man sitting in the cockpit wanted neither ransom money nor

political asylum in another country.

"Shortly after we started toward Los Angeles, he made clear that all he wanted was two hours of radio time," said Pilot Wilbur R. Hurt.

"He said "If my demands are met, then I will turn my gun over to the captain,"" Hurt told reporters Thursday night in Denver, home base for himself, two crew members and three stewardesses on the flight.

The hijacker, a Mexican national identified as Ricardo Chavez Ortiz, surrendered the unloaded pistol and several clips of ammunition to the pilot after telling his story to Spanish-speaking radio and TV reporters who boarded the plane after it landed at Los Angeles International Airport Thursday afternoon.

Hurt said Ortiz also returned the pilot's hat, which he had taken from a hook in the cockpit and worn throughout the hijacking and his televised plea for redress of Chicano grievances.

TAKEN INTO CUSTODY

Ortiz was taken into custody and arraigned on air piracy charges before a U.S. magistrate who set bail at \$500,000 pending a hearing Friday.

Los Angeles public defender Nicholas Allis, in arguing for a bail reduction, described Ortiz as a "solid citizen" who had lived in the Los Angeles area 14 years and who had been steadily employed "until the last three or four days."

The hijacking - the first in Frontier's history - occurred as Flight 91 left Albuquerque for Phoenix and Tucson with 27 passengers aboard, including 11 who boarded in Denver. Ortiz apparently boarded in Albuquerque.

Stewardess Mrs. Jacquelyn Louise Jones said the hijacker approached her in the front of the plane, drew a pistol from a paper sack and ordered her to take him to the cockpit.

As he entered the cockpit, Hurt said, the man grabbed Flight Engineer William R. Gilliam with his left arm, thrust the pistol into his side and announced he wanted to go to Los Angeles.

He then sat down next to Gilliam and kept the gun in his ribs for the duration of the flight, Hurt said.

"As long as we kept talking, he was okay, but whenever we shut up, he got very nervous," said the pilot.

Two and a half hours after the Boeing 737 landed in Los Angeles, Ortiz released 29 of the passengers and crew, when airport officials met his demands and rounded up several Spanish-speaking radio and TV reporters to record his remarks aboard the plane.

After the interview Ortiz didn't surrender until he had tuned in a Los Angeles Spanish-language station and verified that his remarks were being broadcast, Hurt said.

INSISTED ON PICTURES

The hijacker insisted that the TV cameramen shoot a film-sequence showing him surrendering the gun and ammunition clips to Hurt, the pilot added.



Tense moments during the hijacking incident at Frontier's Control Center at Denver Headquarters. Seated around Al Feldman (*center*), are Jim Arpey, Vice President-Technical Services; Norma Schroder, Mr. Feldman's secretary; Earl Keene, Director-System Control; Les Keely, Vice President-Operations; Ed O'Neil, Vice President-Flight Operations; and Gordon Linkon, Vice President-Marketing.

Also held during the interview was copilot Olin Head. Released with the passengers, besides Mrs. Jones, were the two other stewardesses, Mrs. Shirley Jeanne Rankin and Mrs. Darel Lynn Ladd.

Ortiz was apparently detained briefly for questioning before boarding the plane in Albuquerque because he matched the Federal Aviation Administration's profile for hijackers, but apparently Frontier officials were "satisfied" with his responses and didn't check for a possible concealed weapon, according to a Frontier spokesman.

Hurt said the crew knew nothing about the screening of Ortiz, and had no reason to suspect anything amiss before the incident happened.

The passengers were rerouted to Phoenix and Tucson by another airline after the incident. Los Angeles is not on Frontier's regularly scheduled routes.

The passengers who boarded the flight in Denver at 7:45 am. Thursday were listed as: Mrs. E. Davis, A. Hoover, J. Ison, Rufus Klein, D. Ohanesian, W. Sartain, R. Schmitz, Joseph T. Tellez, C. Brown and two passengers listed only as Messinger and Vandemerwve.

-April 14, 1972 Rocky Mountain News

GUNMAN HIJACKS FRONTIER

A gunman hijacked a Frontier Airlines jetliner over New Mexico Thursday and forced it to land in Los

Angeles, where, on a local radio station, he protested treatment of Mexican-Americans before surrendering.

After authorities acceded to the hijacker's demand for a live radio broadcast from the plane to be carried over two Spanish language stations here, the man delivered a rambling, 35-minute monologue in Spanish.

The hijacker's message was carried live only on radio station KWKW while a KMEX television cameraman filmed part of the discourse in the plane's cockpit.

The hijacker, identified as Ricardo Chavez-Ortiz, 37, an unemployed cook, then turned to the plane's pilot and said, "Forgive me, captain...forgive me...I never had any intention of hurting anyone."

He pulled the magazine from the .22-caliber pistol he had held on the crew since hijacking the plane 7 1/2 hours earlier. It was empty. He pulled a second empty magazine from his coat pocket and handed the weapon to the pilot.

He was immediately taken into custody by FBI agents and was later arraigned before a U.S. magistrate who set bail at \$500,000.

Chavez-Ortiz was convicted on July 24, 1972, of aircraft piracy and received a 20-year jail term.

-<http://framework.latimes.com/2013/05/15/frontier-airlines-hijacking/>

FRONTIER AIRLINES FLIGHT 91

The American public couldn't help but sympathize



April 13, 1972: A Los Angeles Police Department bomb disposal squad member, wearing protective clothing, watches a hijacked Frontier Airlines Boeing 737 jetliner parked at Los Angeles International Airport.

with a few skyjackers whose personal narratives were unusually compelling. The era's most widely beloved skyjacker, though, was 36-year-old Ricardo Chavez Ortiz, a Mexican immigrant and father of four. He tugged at heartstrings not only because of the hardships he had faced, but also because his sole demand was so modest: a fleeting chance for his voice to be heard.

In early April 1972, Chavez Ortiz left his family in Los Angeles to seek kitchen work in Albuquerque. But after just 36 hours in New Mexico, he made a radical decision: After 19 years of living hand-to-mouth, he was finished with the United States. He made a hasty plan return to his native Mexico, to become a cop in Tijuana.

Chavez Ortiz spent virtually all his remaining cash on two items: a plane ticket to Phoenix and a .22-caliber pistol. He planned to take the bus from Phoenix to Tijuana, then sell the gun on the black market at a \$50 profit. After a few months on the police force in Tijuana, he would send for his eldest son, who was on the verge of joining an East Los Angeles gang.

But as Frontier Airlines Flight 91 made its way west, Chavez Ortiz had another change of heart: He placed his unloaded .22-caliber pistol on his lap and told the stewardess that he would like to speak with the pilot.

Upon entering the cockpit, Chavez Ortiz assured the flight crew that he had no interest in ransom. He asked

only that the Boeing 737 fly past Phoenix and land in Los Angeles, where he would gladly release all the hostages on one condition: that reporters from the city's Spanish-language media be brought on board to hear his statement regarding the indignities he had suffered in the U.S.

True to his word, Chavez Ortiz let the passengers disembark at Los Angeles International Airport, keeping only the flight's four crew members. Chavez Ortiz's rambling 34-minute speech, which he delivered while wearing a pilot's hat, covered a number of grievances. Once he had spoken his piece, Chavez Ortiz politely handed his unloaded gun to the pilot while apologizing for the day's inconvenience.

Chavez Ortiz was convicted of air piracy and sentenced to life in prison, a term later reduced to 20 years on appeal.

-<https://slate.com/human-interest/2013/06/>

(Captain Willie Hurt retired at age 60 in 1978 and flew west on Dec 2, 2010, just two months shy of being 98 years old. Co-pilot Olin "Buddy" Head, later captain, retired about 1984 and flew west on Apr 30, 2010 at the age of 80. Jackie Jones is on FLacebook and still active. Little or no info on the remaining three crew members; William Gilliam, Shirley Rankin and Darel Ladd.)

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

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

**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, 11:30 am at
HIRO Japanese Buffet

2797 S Parker Rd
Aurora, Co 80014

Contact:
Bonnie Dahl, 303-521-5611, BCDahl777@gmail.com

DEN REUNION PICNIC

Sat, Aug 20, 2022 *(See ad next page)*

Contact:
Carolyn Boller, 303-364-3624 bollerck@comcast.net
Julie Dickman, 303-288-2127 jjdickman@gmail.com
Barbara Monday, 303-344-8745
bandbmonday@comcast.net

DFW MECHANICS REUNION

No info for 2022

Contacts:
Bill Guthrie, 254-631-5699, bill_guth3@yahoo.com
Brady White, 817-688-9873, ontopavia@aol.com

DFW PILOTS

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

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

FYV-FSM MEMORIAL PIGNIC

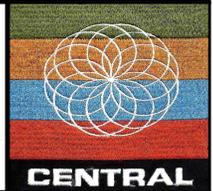
Tue, Aug 30, 2022 *(See ad this page)*

Contacts:
Jake Lamkins, 479-879-8358, ExFAL@Yahoo.com
Paul Farris, 479-409-9997, paulamos43@yahoo.com

MCI REUNION

Met Sat, Jun 11, 2022. Next meeting planned for Sep
2022 *(See article page 27)*

Contact:
Rose Dragen, 816-741-1995,
rmdragen@gmail.com



**YOU ARE INVITED TO THE
55th ANNUAL
FYV FSM FRONTIER PIGNIC
Tuesday, August 30, 2022
1:00 p.m. - 2:30 p.m.
Meet For Lunch
at the Village Inn Restaurant
3364 N. College Ave., Fayetteville, AR**

Due to the COVID pandemic and declining attendance, we plan to have a smaller reunion this year. We will meet for lunch and renew our friendships. 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. No donations this year but plan to pay for your meal. Let us know you're coming so we can pre-plan the seating at the restaurant. Hope to see you there.

For info, RSVP and/or directions:
Paul Farris, 479-409-9997, paulamos43@yahoo.com
Jake Lamkins, 479-879-8358, ExFAL@Yahoo.com

I phoned Bob Keefer to see if the DEN maintenance breakfast bunch were still meeting and he said yes, about a dozen still show up.

He told me DEN aircraft mechanic Sonny Leudke's funeral was that day. His wife was a Frontier cleaner and died 13 years ago. She was Helga Polston Keener. First I knew his wife was an employee. He said they were married 28 years

-Jake Lamkins

(Just got some info on the latest MCI gathering and two photos which I have added at page 27. Keep me advised as reunions try to get re-started. Does anyone know if the DFW pilots still meet. I phoned Jim Ford but the number was disconnected.)

**ALL MEETINGS ARE SUBJECT
TO CANCELLATION OR
RESCHEDULING DUE TO THE
COVID-19 PANDEMIC.
Contact event coordinators
before making plans to attend.**



35th ANNUAL REUNION PICNIC in Colorado

Summit Event Center
 411 Sable Blvd., Aurora, CO
 Saturday, August 20, 2022
 10:00am to 2:00pm

It's been 36 years and we are still a family.
 Come join the celebration at the Frontier Airlines Reunion.
 The cost will be \$25 per person with a brunch and cash bar.
 The cost covers the mailings, postage, NCOA, and food.

The facility currently does not require masks. Masks are optional depending on your comfort level. Be alert to any changes in this policy depending on the recommendations of the State of Colorado. Hopefully, all attendees are vaccinated.

Feel free to bring any items of "nostalgia"
 as we will have tables available for their display.

A big THANKS to everyone who are attending the function
 and those who have mailed in advance donations.

We couldn't continue if it were not for your generosity and support.
 Finally, it is extremely important that you advise if you will attend by
 completing the section below and mailing it by August 10, 2022.
 This is needed for an accurate food count. RSVP required!!!!!!

Mail check or cash to:

Carolyn Boller at 1293 Revere St, Aurora CO 80011.

Check should be made to FAL Picnic Fund. Do not make the check in my name.

Committee

Carolyn Boller, 1293 Revere St., Aurora, CO 80011
 303-905-4356 or 303-364 3624, ckboller@comcast.net

Julie Dickman, 15501 E 112th Ave Apt 24A, Commerce City, CO 80022
 303-717-6242, jjdickman@gmail.com

Barbara Monday: 9800 E Walsh Pl, Denver, CO 80247,
 303-344-8745, bgmonday@comcast.net

Anna Metzsch: 2600 Cirque Way, Montrose CO
 81401 303-733-9968, annakay1946@hotmail.com

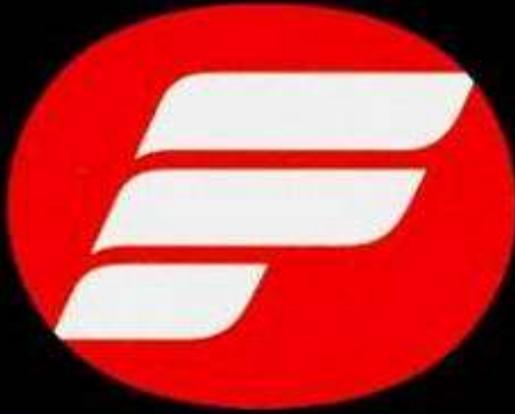
Please detach on the line and mail to:

Carolyn Boller at 1293 Revere St, Aurora CO 80011

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

_____ Sorry, I cannot attend this year, however please keep my name on your list.
 A donation is appreciated for continued mailing to cover postage & printing.

_____ Please remove my name from the list.



FRONTIER

FLights West

GONE WEST

We salute our FLriends on their FLight West.
They are not dead until we forget them.

All our memorial webpages are at
<http://FAL-1.tripod.com/Obituaries.html>

Others are

AGENTS, CLERKS, SKYCAPS

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

FLIGHT ATTENDANTS

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

MAINTENANCE

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

MANAGEMENT & OTHERS

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

PILOTS, DISPATCHERS, FLIGHT OPERATIONS

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



28 DEATHS REPORTED SINCE THE SPRING 2022 ISSUE

Dave Batchelor,

SLC station agent, reservations agent, 2/25/22, age 70

Freida Black,

GSW stenographer, senior stenographer, 3/16/06, age 81

Eleanor Caygill Banks,

DEN PHX flight attendant, 12/19/21, age 98

Linnie Ward Churchill,

ACF reservations agent, 6/8/21, age 87

Joanne Popin Clapham,

PHX flight attendant, 1/2/22, age 90

Larry Clark,

PHX DEN aircraft cleaner, fueler, lead fueler, lead aircraft cleaner, 2/7/22, age 81, COPD

Mona Waller Dobbs,

FSM or BVO ticket counter agent, 3/4/21, age 83

Jan Grillos,

DEN analyst programmer, 3/2/22, age 79

Gary Hatterman,

DEN reservations agent, ticket counter agent, 3/3/22, age 69, pancreatic cancer

Shirley Kearney Holst,

DEN SLC flight attendant, 3/20/22, age 87

Sharri Dorr Kankel,

DEN flight attendant, 2/10/22, age 65

Helga Polston Keefer,

DEN aircraft cleaner, 1/4/08, age 69, cancer

Darrell Lowe,

DEN BIL STL aircraft mechanic, 2/18/22, age 79

Barb Gilmore Lynd,

DEN flight attendant, Mar 22, age 70, cancer

Leona O'Day McClure,

DEN flight attendant, 10/26/21, age 81

Bob Ramser, 3/19/22,

DEN manager-base shops, age 88, vascular dementia

Bobbie Sherman Rieger,

TOP reservations agent, 5/12/20, age 82

Linda Wilbanks Rogers,

DEN flight attendant, 11/13/21, age 72

Maury Ryan,

DEN pilot, 3/13/22, age 83, cardiac arrest

Mike Salensky,

DEN manager-ramp services, 6/15/21, age 76

Jerry Schimetz,

MOT BIL station agent, 4/27/22, age 80, cancer

Ed Schroeder,

DEN aircraft mechanic, 6/7/22, age 81

Bubba Shanahan,

DEN OMA pilot, 4/17/22, age 89, Alzheimer's

Les Simpson,

DEN senior station agent, 6/6/22, age 85

Jim Sorg,

TUL STL station agent, 10/9/21, age 84

Bob Tersteeg,

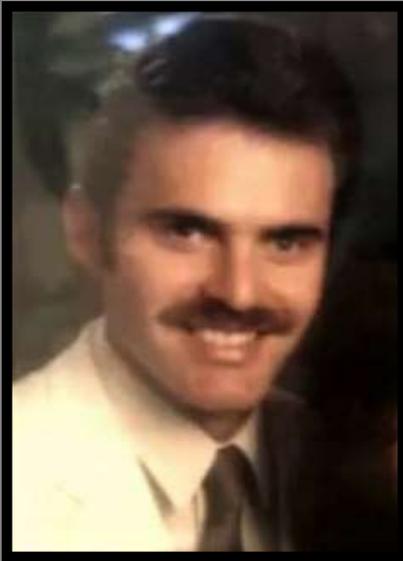
DEN OMA aircraft mechanic, pilot, 9/8/21, age 89

Mike Thomas,

GSW MKC MCI pilot, 4/9/22, age 81

Lloyd Woodard,

MKC GCK DFW station agent, 12/2/21, age 78



DAVE BATCHELOR
 1976 - 1986
 STATION AGENT, RES AGENT
 SLC

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



FREIDA BLACK
 1958 - 1967?
 SENIOR STENOGRAPHER
 GSW

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

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ELEANOR CAYGILL BANKS
 1952 - 1953
 FLIGHT ATTENDANT
 DEN PHX

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



LINNIE WARD CHURCHILL
 1956 - 1958
 RESERVATIONS AGENT
 ACF

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



JOANNE POPIN CLAPHAM

1953 - 1955

FLIGHT ATTENDANT

PHX

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



LARRY CLARK

1960 - 1986

LEAD AIRCRAFT CLEANER

PHX DEN

http://FAL-1.tripod.com/Larry_Clark2.html

27



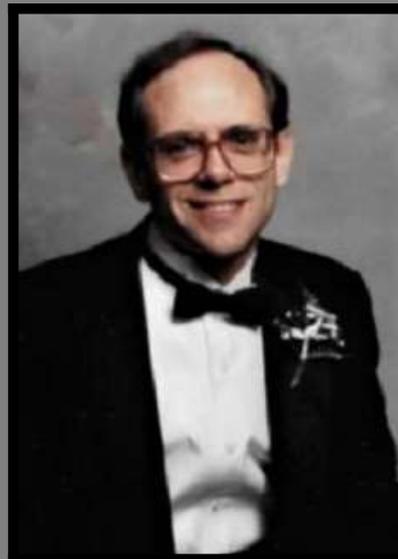
MONA WALLER DOBBS

ABOUT 1958

PASSENGER/RESERVATIONS AGENT

BVO OR FSM?

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



JAN GRILLOS

1969 - 1973

ANALYST PROGRAMMER

DEN

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



GARY HATTERMAN
1978 - 1986
TICKET COUNTER AGENT
DEN

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



SHIRLEY KEARNEY HOLST
1956 - 1957
FLIGHT ATTENDANT
DEN SLC

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

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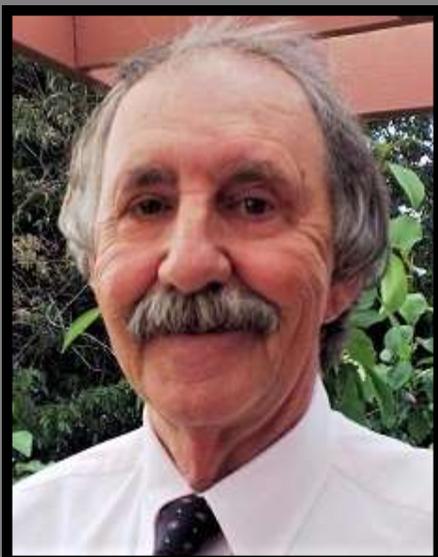
SHARRI DORR KANKEL
1976 - 1986
FLIGHT ATTENDANT
DEN

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



HELGA POLSTON KEEFER
1974 - 1983
AIRCRAFT CLEANER
DEN

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



DARRELL LOWE
 1968 - 1986
 AIRCRAFT MECHANIC
 DEN BIL STL

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



BARB GILMORE LYND
 1973 - 1986
 FLIGHT ATTENDANT
 DEN

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

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LEONA O'DAY MCCLURE
 1959 - 1959
 FLIGHT ATTENDANT
 DEN

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



BOB RAMSER
 1968 - 1986
 MANAGER-BASE SHOPS, FOREMAN
 DEN

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



BOBBIE SHERMAN RIEGER
 1960 - 1963
 RESERVATIONS AGENT
 TOP

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



LINDA WILBANKS ROGERS
 1972?
 FLIGHT ATTENDANT
 UNK

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

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MAURY RYAN
 1973 - 1986
 PILOT
 DEN

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



MIKE SALENSKY
 1966 - 1986
 MANAGER-RAMP SERVICES
 LBL DEN BIL

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



JERRY SCHIMETZ

1965 - 1986
STATION AGENT
MOT BIL

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



ED SCHROEDER

1968 - 1986
AIRCRAFT MECHANIC
DEN

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

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BUBBA SHANAHAN

1959 - 1959
PILOT
DEN OMA

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



LES SIMPSON

1959 - 1986
SENIOR STATION AGENT
DEN

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



JIM SORG
1957 - 1966
STATION AGENT
TUL STL

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



BOB TERSTEEG
1955 - 1982
AIRCRAFT MECHANIC, PILOT
DEN

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

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MIKE THOMAS
1964 - 1980
PILOT
GSW MKC MCI

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



LLOYD WOODARD
1966 - 1986
STATION AGENT
MKC GCK DFW

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



QUEEN RECEIVES BOUQUET: Passengers on the first Arizona Airways flight watch as Miss Anna Sue Amman, citrus queen, receives a bouquet from Jack Evans, ground operations manager. At the extreme left, solemn after her first plane ride, is four-year-old Judy Shaw of Globe, youngest passenger aboard. Her daddy, H. M. Shaw, has just told her it'll be a little while before he can get her one of the "toy autos" she saw from the air.

STATE AIR PROJECT IS OPENED

(The following article appeared in the March 18, 1946 Arizona Republic newspaper published in Phoenix, Arizona. It is a report on Arizona Airways first flight of March 17, 1946. The photo is from the original article found in the newspaper.)

DAWN had outlined the mountains in rose but the moon still was high yesterday; morning as the first Arizona Airways plane took off from Sky Harbor on a loop that from now on will provide regularly-scheduled airline service to seven communities within the state.

Five passengers boarded the 20-place Douglas at Phoenix, making the initial run as guests of the airline. They were Roy J. Heyne, city manager; Dan Garvey, secretary of state; Lewis Hans, general manager of the Phoenix Chamber of Commerce; Ray J. Trees, Phoenix photographer; and an Arizona Republic reporter (Peg Magie). Four crew members completed the group that took off at approximately 6:15 a. m.

The twin-engined DC-3 with its gay Thunderbird insignia was scheduled to leave at 5:45, but delayed waiting for Miss Anna Sue Amman, desert citrus queen. She couldn't make the first run, but was on hand to christen the plane when it returned, and with her escort, Second Lt. David Elggren, flew the afternook trip.

From the passengers' standpoint, the flight was an unqualified success. Arizona from the air is worth traveling far to see, and it is difficult to imagine a trip that would give a more comprehensive panorama of mountains and desert.

TUCSON FIRST STOP FROM PHOENIX

From Phoenix the ship headed southeast to Tucson, flying mainly over flat desert land. Patches of cultivation made a pattern of green and tan.

Perhaps as a reward for climbing out of bed at 4 a. m., Phoenicians had the break of seeing an Arizona sunrise from the air. Sun peeped above the mountains at 6:35 o'clock, about 25 minutes before the plane reached Tucson. At the former Consolidated-Vultee field in Tucson, Phil J. Martin, Jr., city manager, joined the party. Mayor Henry O. Jaastad was on hand to welcome the plane, but did not get aboard.

After a nine-minute stop, the Douglas was in the air again, heading south to Nogales. By degrees the country became more rugged. In the early morning light, the mountains were bronze, with black shadow pockets. The whole scene had a prehistoric look.

There is a quality of unexpectedness about Arizona's landscape that is particularly effective from the air. One second you are looking at land as flat as a table top. Then, bang a lone peak juts out of the desert.

Passengers rapidly learned to watch the windows on both sides of the plane. To be looking out over the desert on the left, and suddenly see mountains alongside the plane on the right, is startling the first time it happens.

(Part of the article is not transcribable due to heavy black markings on the news article.)

SCENERY IS AWESOME

One of the loveliest sights of the whole trip was a line of feathery, green cottonwoods following a stream bed in

the neutral tan mountains north of the border.

Nat Agnew, reporter from the Nogales International, became a passenger on the high border airport. William Beatus, airport lessee, was there, waiting to wish everyone a good trip. Skirting the U. S.-Mexico border, the plane swung west to Bisbee, and the least populated section of the run. Between cities, there was hardly a house visible, all around the horizon. The ground became red, and snow was visible on some of the mountain tops.

From Phoenix to Nogales, the ship averaged a minimum altitude of 5,000 feet. Between Nogales and Bisbee, 7,000 feet were necessary for safe clearance. F. T. Nelson, city alderman, came aboard for his first airplane trip at Bisbee. Seeing him off was Ray Snyder, another alderman, and Gus Mtchael, secretary of the chamber of commerce.

After his first half hour of flight. Nelson declared, "It's new to me - Its thrilling: Aviation Is quite an Industry. It will grow: there's no reason why it shouldn't."

A native Arizonian, he remembers when the stage coaches ran from Tombstone, and he saw the first train that went through that community.

Bisbee, itself, nestled in the mountains, was not visible until after takeoff. Passengers unfamiliar with their geography, at first mistook Naco for the mining city.

At Willcox, some 25 cars lined the airport, and spectators crowded around, despite the fact it was before 9 o'clock. Mayor T. J. (Tom) Higgins and Mrs. Imogene Higgins joined the party. Although the mayor had flown before, it was Mrs. Higgins' first experience.

Half an hour later, at Safford Airport, a broadcast of the plane's arrival provided a special touch to the occasion. Mayor C. L. Roach became a member of the flight.

At Globe, last stop en route, six passengers came aboard, bringing the total to 16. Youngest individual to make the flight was four-year-old Judy Shaw, who was escorted by her father, H. M. (Hal) Shaw of Globe. Once off the ground, Judy was fascinated by "toy autos" below, and begged her father to "get one for me."

MINE SCENES VIEWED

Mayor Guy W. McGowan, James R. Heron, a director of Arizona Airways, Sue Westervelt. and W. H. (Bill) Sims, were the other members of the Globe contingent.

The Shaws, Miss Westervelt, and Sims comprised the airline's first regular passengers. It was Miss Vestervelt's first time up, but Sims holds a private pilot's license.

Just beyond Globe, open pit mining which has exposed great piles of red earth, drove home the fact that Western Arizona is rich in ore. For a time, on leaving the airport mountains stretched as far as the eye could see. Reminiscent of the Grand Canyon, the scene was highlighted by the play of light and shadow across the peaks.

At 10:50 the familiar Phoenix skyline came into view.

Time lost in starting had been made up by the time the ship reached Willcox.

Following christening ceremonies, luncheon was served for the passengers at Sky Harbor. At 1 o'clock, Flight 2 left the airport on the return swing.

PILOTS ARE VETERANS

Members of the first flight crew were Dick J. Scott, Arizona Airlines flight operations manager; William J. Moore, pilot; Harvey J. Lowe, first officer; and L. A. (Larry) Conger, flight passenger agent.

Scott, for 3 1/2 years a Transcontinental and Western Air, Inc. pilot, served in the Air Transport Command domestic airlines during the war. An alumnus of the University of Missouri, he did graduate work at the University of Southern California, where he wrote a masters thesis on 'Air Transportation.'

Moore held the rank of captain in the Air Transport Command before returning to civilian life in January. In the service almost four years, he spent 13 months in Upper Assam.

Lowe, a second lieutenant in the Air force, was formerly an instructor in B-25s. He had 39 months of active duty. All three men have flown extensively in Arizona.

ARIZONA AIRWAYS BRING MODERN AIR TRANSPORTATION TO PRESCOTT

(This article is from the July 20, 1946 Prescott, Arizona Evening Courier newspaper. It illustrates how important air service was to small communities from the very start. It further shows the progress that Arizona had made after four months of operation. Many employees of the old Frontier Airlines believe we started losing our fight for survival when we pulled out of the small communities on which the airline had been based.)

For the first time in the history of Frontier Days celebrations, spectators will fly to Prescott on regularly scheduled air line transport planes. From Phoenix, Tucson and other southern Arizona cities and Kingman and Flagstaff in the north. Arizona Airways, Inc. intrastate scheduled air service will bring these passengers in luxurious 21-passenger twin motored Douglas DC3 planes in colorful and modern contrast to the old modes of transportation of past years. Yes, by air people can come further in faster time to see the famous Frontier Days celebration than ever before.

Since April 7 when the Phoenix, Prescott, Grand Canyon route was inaugurated, Prescott citizens have had the opportunity to use the Arizona Airways for passenger and air-freight transportation. On June 2 the route was changed to include Flagstaff on the northern trip to the Grand Canyon giving airline passengers the magnificent view of Oak Creek Canyon, Painted Desert country and a 60-mile scenic ride over the canyon beginning at Desert

View. The return to Flagstaff is then made around the south side of San Francisco Peaks and thence to Prescott. On this same date the night flight to Prescott from Phoenix was extended to Kingman bringing that city within minutes of Prescott and Phoenix.

"Before your next Frontier Days celebration rolls around, Arizona Airways hopes to be delivering and picking up airmail in Prescott," stated H. O. Nelson, president of Arizona Airways, Inc. "Our applications for this daily service will be heard in August and at that time we will present exhibits to show the need and necessity of airmail to Prescott and other Arizona cities. These exhibits are now being made up in Washington. Prescott now has all modes of modern transportation but lacks the advantages of air mail facilities to Arizona cities and faster airmail to out of state points. Greater civic support at this time will help us immensely in securing this air-mail franchise for Prescott."

Arizona Airways, Inc. was formed in 1942 to operate a navy flight training school at Safford, Arizona. Soon after operations began, the state was surveyed for possibilities of postwar service and applications were made for the intrastate certificates now in use. The corporation also bought the assets including franchises for all scenic routes of Grand Canyon scenic tours. Applications have been made for interstate airmail, passenger and airfreight service to Guaymas, Mexico, Las Vegas, Nevada, Salt Lake City, Albuquerque, San Diego, El Centro, Hurley, N. M., and El Paso. An amendment to this application made just recently asks for intermediate stops at Lordsburg, Silver City, Hot Springs and Socorro, New Mexico, on the new route from Tucson to Albuquerque.

Applications on most of these routes will be heard at the civil aeronautics board, Arizona-New Mexico area hearing, scheduled for August 12, which may be held in Phoenix.

Since its initial flight on March 17, Arizona Airways has shown great progress. Headed up by the organizer and hard-hitting President H. O. (Rocky) Nelson, the airline has a board of directors of business men and civic leaders from all over the state, Ed. Locklear, well known Prescott attorney, is an active member of the board. Jack Evans, former director of training for TWA, is operations manager, while William Moore is the chief pilot. The organization has grown to include 30 persons and flight equipment has been increased to two Douglas DC3s in active service with another plane expected very soon.

Arizona Airways has already flown many tourists from the southern part of the state to Prescott and Grand Canyon. The popularity of this particular route so far would indicate that it would become one of the most highly traveled flights on the Airways system. Phoenixians who are summering in Prescott area are beginning to find that flying cuts down traveling time and gives them

more hours to enjoy in the pines. Commuting weekends by air to the cooler northern climate will become increasingly popular.

The value of airfreight service to local business concerns should not be underestimated, say Airline officials. Only a few days ago airfreight rates were lowered by the company and pickup and delivery service for shipment was announced as being available in Prescott through the facilities of the Municipal Airport Bus, owned and operated by G.W. McCurdy, manager of Prescott airport. Similar service is available at most points on their routes, Airline officials say.

"The fine landing strips, of which Prescott can well be proud, the way it is managed and the unusually fine facilities for taking care of our passengers for lunch on our return from the Grand Canyon trip make it one of the outstanding airports in the southwest. It shows great civic interest and pride which indicates a successful future for the air transportation program for Prescott," stated Mr. Nelson, president of the Airlines.

The extreme optimism held by officials and directors of Arizona Airways for its continued success is but a reflection of the enthusiastic reception given the new transportation service by its citizens of Arizona.

ARIZONA AIRWAYS

(Arizona Highways magazine published this news item in their May 1947 issue. For many years Frontier Airlines placed complementary copies of the magazine on its flights. It was renowned for its beautiful photography celebrating its home state.)

Arizona Airways came into being as a common carrier by air on September 17, 1945, when the Arizona Corporation Commission granted the company its first certificate of convenience and necessity over a circular route out of Phoenix via Miami-Globe, Safford, Clifton-Morenci, Wilcox, Benson and Tucson. This route was later amended to extend the operation into Nogales, Arizona, via Bisbee. The firm was first incorporated in September, 1942, for the purpose of operating a preliminary flight school for the United States Navy. Its success may be gauged by the fact that upon termination of its contract after a period of two years' continuous operation, the Navy furnished the company with a record showing it had the best Navy rating of any of the seventeen preliminary flight schools in the Sixth Region. Arizona Airways attained the highest ratings in aircraft maintenance, safety and proficiency of graduates. A backlog of experience which was to stand the company in good stead in the days to come, when authorized to carry passengers on daily flights throughout the state.

Arizona Airways inaugurated its first scheduled flights on March 17, 1946, over the circular route out of Phoenix via Bisbee to the points authorized by the Corporation Commission during the hearings and as a result of the

commission's order, service to Prescott and the Grand Canyon was begun on April 7 last year (1946). Service between Phoenix and Yuma was commenced on the same day and on June 2, the company began operations into Kingman and Flagstaff, followed on June 4 with schedules into Clifton-Morenci.

In selecting its aircraft, great care was used and many models and types were discussed. Douglas C-47 aircraft was finally selected. There probably is no airplane in existence today which has so completely proven itself over the air lanes of the world, providing passenger comfort, ease of maintenance, and reliability of performance day-in and day-out, as the Douglas C-47 which has been so aptly called the "Work Horse of the Army Air Force."

These planes were completely reconverted for passenger use under the direction of Vice-President Johnny Bulla, who is known to many as one of America's outstanding professional golfers and to members of the air transport industry as an airman of vast experience. Arizona Airways' fleet totals four at the present time, but arrangements already have been completed to augment the fleet to the number necessary to provide for greatly expanded service and increased mileage.

Pres. H. O. Nelson says: "It is our intention to provide the finest in air transportation within Arizona and to our neighboring states when such additional service has been authorized. The company has a number of new route applications pending before the Civil Aeronautics Board in Washington, D. C., which applications call for the carriage of U. S. air mail not only over the new routes but over existing routes as well. We anticipate speedy and favorable action from the board which will enable Arizona Airways to more completely serve our patrons in our larger cities, plus giving a more frequent service to sparsely settled communities within the state and, in addition, operating to and through key 'gateway' cities in adjacent states providing a 'feeder line' service to the great transcontinental airlines as well as the north and south operators to open to our passengers the markets and vacation areas of the nation through a complete and integrated transportation system."

Arizona Airways has just celebrated its first birthday as a scheduled carrier and is justly proud of its operating record. During March, 1947, the 15,000th passenger was carried and, appropriately, this passenger was singled out to be the guest of the company on one of its scenic Grand Canyon airtours. Five hundred thousand safe miles of flying have been accomplished during the past twelve months, and operating efficiency for the same period has averaged well above 95 per cent. It is well to note - with respect to operating efficiency - that no section of the United States is blessed with such year-around equable weather as the State of Arizona and the territory within which the company operates its schedules.



Rocky Nelson

During the recent pre-season exhibition games of the Cleveland Indians and the New York Giants in Arizona, Arizona Airways was chosen as the official transportation agency for these major league teams; and on one day during March flew both teams to a game at Bisbee, carrying a total of sixty-six ball players, trainers, and sport writers, which is believed to be a record. During the entire training period, these two teams were flown a total of 8,042 miles and the number of passengers carried was 382.

Arizona Airways has provided facilities for the issuance of passenger tickets and airfreight waybills at downtown locations and at all airports on its route. In addition, pursers are a member of the regular flight crews. Pursers are equipped to issue tickets to passengers in flight, thus eliminating the necessity of making any advance reservations previous to departure. The company requests its patrons to "Come to the airport and go aboard." In order to insure the efficiency of this system of purchasing tickets without advance reservations, a very careful watch is kept daily of passenger load factors on the various routes; and when the load factor becomes sufficiently high to indicate the possibility that all seats might be sold, second sections are added. The company is not a U. S. airmail contractor at the present time.

Prescott's Passenger Air Service

On March 30, 2021, a new passenger terminal opened at the Prescott Regional Airport, Ernest A. Love Field in Prescott, Arizona. As reported in the March 31, 2021, edition of the Daily Courier, the terminal represented a new era for air travel into the Prescott/Quad Cities region. Currently, United Express (operated by SkyWest Airlines) connects Prescott with daily flights to Denver and Los Angeles.

The airport's history was described in Days Past articles on August 25, 2012, and October 5, 2019. This article explores more of the early history of passenger air service in the region.

The Civil Aeronautics Board (CAB), a federal agency, was formed in 1938. Their role was to regulate aviation services, including scheduled passenger air service, in the United States. In 1939 CAB assigned Transcontinental & Western Air, Inc (TWA) a route into Prescott. Route 38 was planned to connect the Arizona cities of Phoenix, Prescott and Kingman to Las Vegas, Nevada. TWA didn't begin air service on this route as they were focused on other major routes across the U.S.

Then in 1942, Hillis O. "Rocky" Nelson founded Arizona Airways as a U.S. Navy flight school in Safford, Arizona. In 1943 Rocky wanted to start passenger air service between principal cities in Arizona. Because these flights would only operate within Arizona, he was able to proceed without CAB approval and on September 17, 1945, the Arizona Corporation Commission issued Arizona Airways a carrier certificate. They purchased three war surplus C-47 aircraft and converted them to 21-passenger DC-3s. An article in the January 10, 1946, Prescott Evening Courier noted that Prescott would be on a planned air route. Regularly scheduled intrastate flights were established between Tucson, Nogales, Safford, Bisbee, Wilcox, Globe, Miami and Phoenix.

However, it was not until April 3, 1946, that Arizona Airways announced scheduled flights to Prescott, Grand Canyon and Yuma were to commence in four days. On April 7 the inaugural flight into Prescott touched down at 11:00

a.m. On board were airline officials, radio technicians, photographers, Papago and Hopi tribe representatives and the mayors of Phoenix, Nogales and Prescott. The flight traveled over the Grand Canyon and returned to Prescott. This route eventually became popular with Phoenix residents escaping the summer heat and tourists enjoying scenic views of the Grand Canyon. Later in the year, Flagstaff was added to the route.

Arizona Airways initially provided the only passenger flights into Prescott. This changed on November 1, 1947 when TWA began providing twice-daily service. TWA Flight 119 (Washington D.C. to San Francisco) and Flight 152 (San Francisco to Chicago) both stopped in Prescott. As reported in the November 3, 1947, Prescott Evening Courier, many dignitaries were on hand for the first arrival of TWA. The departing flight also included the first bag of air mail out of Prescott.

However, due to financial constraints, Arizona Airways flights throughout the state ceased on March 1, 1948. Although CAB provided a 3-year temporary certification for them to continue, attempts to raise needed capital were unsuccessful. In April 1950, CAB approved the acquisition of Arizona Airways by Monarch Air Lines. The following month, CAB approved the merger of Arizona Airways, Monarch Air Lines and Challenger Airlines to become Frontier Airlines. Their first flight into Prescott was on June 1, 1950. "Rocky" Nelson became regional vice-president for Frontier Airlines; however, on March 6, 1951, he died at the age of 46.

As for the name "Arizona Airways", a Tucson-based company separate from the original company used the name and received approval in 1992 from the Federal



Arizona Airways at Ernest A. Love Field, Prescott, 1947 (Image by Leroy E. Eslow, Arizona Highways Magazine/Courtesy)

Aviation Administration to provide passenger service. However, in 1995, the company experienced financial problems and merged with Great Lakes Airlines.

<https://www.sharlothallmuseum.org/>

ARIZONA AIRWAYS 1942 TO 1950

by Ken Schultz

(http://FAL-1.tripod.com/Ken_Schultz.html)

(The following is adapted from a history written by Ken in 2004. It is also posted at <http://OldFrontierAirlines.html>)

Arizona Airways was organized by H. O. "Rocky" Nelson and incorporated September 8, 1942 in Arizona. The principal place of business being Safford, Arizona. The incorporators were H. O. "Rocky" Nelson, President, James E. McEldowney, Vice President, and Timothy O'Connor, Treasurer. The Articles of Incorporation stated "... The general nature of the business which shall be transacted is to maintain and operate an air flying service, and to transport freight, passengers, baggage, mail, and express by aircraft, to train pilots under the Civilian Pilot Training, Private Pilot Training, or other service that will further the war effort ..."

The incorporators signed the document on September 1, 1942, but it was not received and recorded until September 8, 1942, so the official date of the Corporation is September 8, 1942.

The Civil Aeronautics Board (CAB) Reports, Volume 9, Economic Decisions (Jan-Dec 1948) Docket No. 968, Arizona-New Mexico Case, Decided February 13, 1948, p 120, records; "...H.O. Nelson, a licensed commercial pilot 5/ who has flown over 1,500 hours, has a background of some 20 years of responsible business experience. From 1928 to 1932 he was president of State Development Company, a California agricultural project. In 1932 he formed and became president of the Nelson Engineering Corporation, which engaged in mechanical engineering in the field of diesel engine generating equipment for mines, mills, factories, etc. This organization was expanded in 1937 and its name changed to the Venn-Severin Diesel Distributors Inc. with Mr. Nelson as president. In 1941 he resigned to organize a Navy flight school.

...Arizona Airways operated a Navy Preliminary Flight School from September 1942 to August 1944, and had the best Navy rating of any of the 17 Navy Preliminary Flight schools in the Sixth Region (Arizona, California, Nevada, and Utah).

The CAB announced on July 11, 1944, that it was initiating an "Experiment" to expand air transportation to smaller cities by new carriers to be designated as feeder carriers. So after the Navy cancelled the flight training program in August 1944, "Rocky", who wanted to start an airline, devoted his efforts to establishing a local air transportation system in Arizona. "Rocky" moved to Phoenix, Arizona in 1945.

On July 11, 1945, the Articles of Incorporation of

Arizona Airways were amended to show the principal place of business as Phoenix, Arizona.

On September 17, 1945, the Arizona Corporation Commission issued Arizona Airways a certificate of convenience and necessity to become a common carrier by air over the airlines and airways of the State of Arizona.

On Sunday, March 17, 1946; Arizona Airways inaugurated intrastate service with a DC-3 that had recently been converted from a World War II surplus C-47. Two more C-47's were purchased and converted to DC-3s for passenger service. A fourth C-47 was purchased but not converted for passenger service, but left in the military interior-cargo/troop transport configuration with the heavy cargo floor and fold down bench seats. It was sold to the U.S. Department of Agriculture in January 1949.

The CAB scheduled hearings in Albuquerque, New Mexico, from August 12, 1946, to August 21, 1946, for all interested parties in the Arizona-New Mexico Case, Docket No. 968 et al, "for consideration of applications for certificates, or amendments of existing certificates, of public convenience authorizing air transportation in the Arizona-New Mexico area."

Arizona Airways had previously applied in their Docket No. 2295 (which was combined with all other applicants under the CAB Docket No. 968 et al) and presented their testimony, and also a brief to the examiner October 28, 1946.

The CAB in the decision of February 13, 1948, Arizona-New Mexico Case, Docket 968 et al, awarded Arizona Airways a temporary certificate of public necessity and convenience. "... after the appropriate showing indicated in the opinion hereto as to the adequacy of airport facilities and provided that Arizona Airways, Inc., prior to such issuance, and in no event later than 6 months after this order, makes a satisfactory showing as to rearrangement of its financial structure, authorizing it to engage in air transportation with respect to persons, property, and mail for a period of 3 years from the date of issuance,..."

On February 26, 1948. "Rocky" Nelson announced that "all Arizona Airways flights will be cancelled as of March 1, 1948. Planes and terminals will have to be radio equipped and otherwise brought up to CAA specifications."

On June 29, 1948, the CAB issued a Temporary Certificate of Public Convenience and Necessity to Arizona Airways for a period of three years, to be known as Route No. 93.

A stock offering was made to provide capital to start up operations with the CAB certificate, but was not successful.

The three remaining DC-3s were stored at the Phoenix airport until they were purchased by Monarch Air Lines in 1949, ferried to Denver, Colorado and overhauled by

Monarch Air Lines.

On June 18, 1949, the Executive Committee of Arizona Airways; H.O. Nelson, Robert Goldwater, James A. Murphy, J.D. Merrill, J.G. Bulla, and J.E. McEldowney, and Monarch Air Lines Treasurer, C.A. Myhre, signed an agreement for the acquisition of Arizona Airways by Monarch Air Lines.

On July 7, 1949, Monarch Air Lines, and Arizona Airways, filed an application before the CAB "For approval under sections 408 and 412 of the Civil Aeronautics Act of 1938, as amended, of the acquisition by Monarch Air Lines, Inc. of all of the issued and outstanding stock of Arizona Airways, Inc. and the merger or consolidation of the two Corporations." Signed by Ray M. Wilson, Executive Vice President, Monarch Air Lines Inc., and H.O. Nelson, President of Arizona Airways Inc.

Hal S. Darr: Proposes Three-Way Feeder Merger. 3/ Hal S. Darr president of Monarch Air Lines has asked the CAB to approve merger of Monarch with Arizona Airways and Challenger Airlines. In aviation 32 years, Darr has been active in airports and flight schools... If the CAB approves the proposal, ... it will create an extensive single-carrier feeder system stretching from Montana to Mexico...

April 10, 1950, the CAB approved the acquisition of Arizona Airways Inc., by Monarch Airlines Inc., on Order Serial No. E-4050.

May 15, 1950, the CAB approved the merger - consolidation between Monarch, Challenger, and Arizona Airways, to form Frontier Airlines.

On June 1, 1950, Frontier Airlines inaugurated service on the combined routes of the three merged Airlines.

CHRONOLOGY OF ARIZONA AIRWAYS

September 8, 1942

Incorporated in Arizona, with place of business, Saford, AZ.

July 11, 1945

Amendment to Articles of Incorporation to show place of business as Phoenix, AZ., and other changes.

September 17, 1945

Issued a certificate of convenience and necessity and became a common carrier by air to operate within the State of Arizona, as authorized by the Arizona Corporation Commission.

September 1945

Arizona Airways purchased three - WW 11, war surplus C-47 aircraft from the U.S. Reconstruction Finance Corp., and converted them for commercial passenger use as DC-3s. A fourth C-47 was also purchased, but not converted for passenger service, and left in the military interior, cargo/troop transport configuration with the heavy cargo floor and fold down bucket seats, and used to haul freight.

March 17, 1946

Inauguration of scheduled intrastate service.

February 13, 1948

Civil Aeronautics Board (CAB) Order authorizing a temporary certificate of public convenience and necessity for a period of three years, but issuance withheld subject to the adequacy of airport facilities and as to required changes in the corporation's structure.

March 1, 1948

All operations cease.

June 29, 1948

CAB issues a temporary certificate of public convenience and necessity to Arizona Airways for a period of three years for route 93.

June 1948

A stock offering was made to provide capital funds to start CAB certificated operations, but was not successful.

July 7, 1949

Joint application to the CAB by Arizona Airways and Monarch Airlines for acquisition of Arizona Airways by Monarch Airlines and merger of the two corporations.

April 10, 1950

CAB approval of the merger.

May 15, 1950

CAB approval of the merger-consolidation of Arizona Airways, Challenger Airlines, and Monarch Airlines, to form Frontier Airlines.

June 1, 1950

Frontier Airlines inaugurated scheduled service .

SHORT HISTORY OF ARIZONA AIRWAYS

by Kent Fortney

Arizona Airways, in March, 1946, began intra-state service on three routes out of Phoenix: one east, one south, and one northwest. Their specialty was scenic tours of northern Arizona and the Grand Canyon.

The airline had three DC-3s, N-75028, N-64910, and N-57985, at the merger that formed Frontier Airlines. Their Frontier Sunliner names became Teton, Williston Basin and Yellowstone.

The Founder, Mr. Rocky Nelson, was the president of Arizona Airways from its incorporation. He was a 1500 hour pilot, instrumental in the Arizona Airways preliminary flight school for the US Navy.

Nelson was a member of the National Aeronautic Association, president of State Development Co. from 1928-32, president of Nelson Engineering Corp, formed by him in 1932 and operated until 1941 when he formed his Navy flight school.

The two largest share holders in the new airline were Nelson (8050 shares) with \$80,000 subscribed and Vice President Johnny Bulla (4000 shares) with \$40,000 subscribed. The Goldwater family had \$21,000 invested. Other board members of Arizona Airways were: Bob Goldwater, JJ Glancy, JR Heron, Maurice Hackett, Bill Beatus, Jim Maffeo, JD Merrill, Bill Chamberlain, EC

Lockleer, Columbus Giragi, LR Inwood, Joe Bartles, JB Van Buren Wittman and Del Webb, a local contractor.

Barry Goldwater was a "silent partner" and had a lot of input in the development. Ralph Johnson and B. Walker delivered the first DC-3 to Phoenix and were met by Barry and Bob Goldwater along with John Bulla, a local Golf Pro and new Arizona Airways Vice President and a few others.

The airplanes were purchased through the War Assets Office with Walker's company, Plains Airways, acting as the broker. The titles passed direct to Arizona Airways.

When the merger took place creating new Frontier Airlines, apparently no flight crews from Arizona Airways were part of it while the two seniority lists of Central and Monarch, the other two companies to become part of Frontier, were accepted.

The first scheduled flights were on March 17, 1946 over

the circular route out of Phoenix via Bisbee to Globe / Miami, Safford, Tucson and later to Nogales, Prescott, Flagstaff Yuma, Kingman, Clifton / Morenci and the Grand Canyon.

Among its accomplishments, the company had the best rating in pilot training by the US Navy.

Baseball Spring Training began in Arizona with the Cleveland Indians and the New York Giants. The company was selected to fly the Indians and the Giants, later the San Francisco Giants, to the exhibition games held throughout the state. Records from the time state that 382 players, sportswriters and others were flown 6042 air miles during the 1947 spring season.

-Excerpted from an article at <http://dc3airways.net>

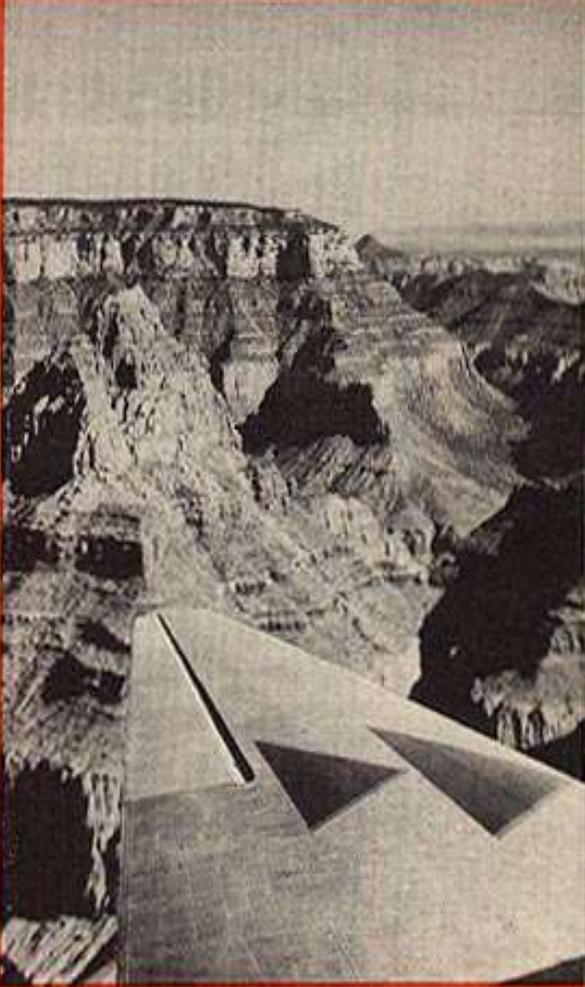
JANUARY 15, 1947

ARIZONA AIRWAYS

Serving Arizona



Statewide
PASSENGER AND
AIRFREIGHT SERVICE



THE GRAND CANYON



Photo caption: "HERE'S YOUR TERRITORY, JIM - 15,000 miles, between 100 cities in 16 states. It's just a third of the entire country!" The new Frontier/ALEA Master Chairman, Jim Lether (left) cautiously studies his assignment as Jack Casey (center) and John Scott assume new responsibilities.

JOHN SCOTT & JACK CASEY

(An article from the ALEA magazine, The Air Line Employee, January/February, 1976.)

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

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

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

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

"Our family was not too happy with Houston's warm, humid climate," says Casey. "After two years we packed up and returned to mile - high Denver. Also, the lack of

skiing in Texas may have had something to do with it. My wife, Linda, and all five of our children are real 'down-hill hill racers!'"

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

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

"That was probably the best Christmas card I ever received," he said. "I was glad I could help out, and the boy's family certainly appreciated it."

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

(John and Jack were two of the most noteworthy Master

Chairmen that Frontier had represent them. They each received the ALEA Award of Merit. Both have flown west: http://FAL-1.tripod.com/John_Scott.html and http://FAL-1.tripod.com/Jack_Casey.html

Jim Lether resigned as Master Chairman in 1977 and Larry Williams, SLC station agent, finished out his term ending in 1978. DEN station agent Frank Monheiser was Master Chairman from 1978 - 1980, then Jake Lamkins, FYV station agent, 1980 - 1984 and Carolyn Boller, DEN reservations agent 1984 - 1986.)

Hi Jake, I sure enjoyed reading the new issue of Frontier News! Great job. What would we do without you?

Carl Willmann was a great guy! He was a very important man at Frontier. I used to see him all the time and now he was a leader in our Airline. I was amazed at his life accomplishments in his obituary.

The great people we have lost since the last issue makes me sad. I knew most of these people, they were all part of the backbone of Frontier Airline!

You always give us a great newsletter to read and enjoy! Thank You, Jake!

-Bonnie Dahl

Every summer, my parents would drive me to Stapleton, check me in and send me to Salt Lake City for two weeks to visit my grandparents. I enjoyed the entire time, but some of my favorite memories were those flights "unaccompanied" on the plane (either a CV-580 or 737) by myself. For those pilots, crew, ground handlers, customer service reps, maintenance staff and others that ensured my safe travels - thank you! Have a wonderful weekend Frontier FLamily!

-Tony Vann

I've been looking at magazine for years but never noticed the deal on the bottom. Like I've been told before read the way dam page. That is really neat.

As for me I've chased 80 over the hill long ago - hit 90 the end of March 2022. Hard to believe I started out with FL 65 years ago March 17, 1957, FMN SA Mar 1957 to May 1959 GRI SA May 1959 till May 66 then onto STL as SSA, May 66 till Sep 1968. INW SMGR Sep 1968 until Oct 1974 - CLOSED down the Place. INW had commercial airline service for 49 years. Then on to PHX as a Station agent Oct 1974 till August 26, 1986. I just like to print that number even after all this years. After FL went with Banner Desert Hospital till retired Mar 1996, 1 year before I was able to draw on retirement in 1997. Have received the pension for the last 25 years. Adding it up that's a pretty big chunk of change.

-Arnie Hadler

Hi Arnie, GREAT hearing from you and knowing you hit the Big 90. I still remember working in STL in 1968 as a senior station agent with you, Ed Chladek, Don Sorenson, Gene Harrison. Hard to believe it was 54 years ago.

We have a group on Facebook with 1300+ FLOlks. Come join us and find a lot of old friends. Just put Old Frontier Airlines in the Facebook search.

-Jake Lamkins

FLACEBOOK POSTS

A question for the Flight Attendants. Was the Convair a senior plane or a junior plane? I've been the sole FA when I was flying regional and didn't mind it, but I also like to have another FA as well. I always appreciate your answers and stories. You all are still the best.

-Jason Hobbs

It was a junior plane, but I wouldn't trade that experience for anything

-Pam Coffman Ellis

It was a personal preference. When seniority number still low one could hold a better schedule; but I loved working the Convair 580 in late 60s early 70s. Didn't think of equipment as being either senior/junior. When I started there were senior stews bidding DC3.

-Kathleen Dionne

I would fly the 580 to Billings and then we got on the DC3 and went across the highline and back and then the 580 back to Denver. Those were fun trips.

-Joanne Griffin

I think personal preference ?I did avoid it though??

-Karen Akers

I'd say junior, the trips were 10-12 landings and made for a really long day. Plus, like you, I wanted another flight attendant along, if the pilots were not fun, which didn't happen very often, it could get lonely.

-Linda Miller Anderson

I can't say that it was fun. I may be exaggerating but I think I flew more than 10 landings in a day. The pilots. There were some great pilots. But, many were definitely disappointed to end up with a male flight attendant.

-Dennis Van Dyke

I would say it was a junior plane. I remember sitting in the crew room looking at the flight attendant list wondering when I would ever be senior enough to fly the "jet". I loved flying, but I have to say that the trips on the Convair were brutal. 14 legs a day sometimes. 20 minute legs sometimes & yes we served every leg. You learned to be quick.

-Patty Giordano Benton

Junior! Such long days and so many legs... but the pilots were so nice and always looked out for you.. everyone in the small towns always knew you were the crew when two middle aged guys showed up with a young girl!

-Karen Maybay Woodward

I loved the Convair 580 & "Running The Show"! I preferred working alone because I was new & the jet was a bit intimidating to me. It was a 14 landing day but I loved getting to know the crew.

Yes, in "my day," we served coke & sprite on a tray in 15 minutes between DEN-COS to 50 passengers. Of Course, you said goodbye in your hat and white gloves! What a fabulous job; giving great customer service!

-Sherrie Ann Burdette

I would say junior...though I enjoyed being a "Convair Queen" as it gave me a line of time, keeping me off reserve! I was young and new and was fine with the sometimes 13 landings in a day. Once I was able to hold a line of time on the 737, I moved over and so enjoyed the camaraderie of other flight attendants, often going out to dinner or shopping together on layovers.

-Sylvia Rau

Equipment wasn't senior bid trips were - I also enjoyed the Convair prior to 440 & 580 in 62-68. Many terrific tales from working the 580 . I think the prop was 440 then the 580. Getting old can't remember. lol

-Beverly Armando

It was the 340 they made into 580 prop jet.

-Dee Martenson

You're right, good memory gal.

-Beverly Armando

It was junior once the jets came---but I LOVED working that plane---however---there were as many as 12 landings in one day

-Sheril Guerrero Rodgers

Junior.

-Steve Cosgrove

Yes, I would say junior.

-Karen Ward Berry

I'm hoping I'm remembering right -- I flew with Dad on an all day venture from DEN - COS - PUB - ABQ - ALM and return on the 580. It was one flight attendant for the whole thing. I wish I could remember her name, but that was a long time ago. I just remember ALL of them being so nice and attentive to everyone on board, no matter when I flew.... they got my young heart a fluttering too!

-Cliff Knight

Junior, and yes, many landing here and there.

-Sylvia Herrera-Mimbela

Very junior.

-Dennis Van Dyke

It was our preference. Generally days off might of been better on contain. I loved flying it for quite sometime

-Christina Bonatti

We had senior FA's that were Convair Queens. Very senior. But the juniors always got the really horrible 13



Some of the CV580s were CV440s.

landing lines. I opted to be on reserve rather than hold one of those. Short overnights on the 737 was wayyyy worse...lol.

-Janice Gasset

Junior. 15 million stops a day??

-Lisa Kerr Zeman

I loved bidding the 580 trips!

-Elaine Long

I loved the CV580 but also loved the 737. I transferred to DEN in 1975, where I had choice, but I went for flt. schedule as I was going to school back East, so went for 3 day weekends, where I was usually senior stew.

-Pamella Corvelli

Ely Elko Reno San Fran turn was senior Gayle Hannigan Fogg flew it all the time out of Salt Lake City, Diane Poland was on wk-ends forever.....

-Jaynie Bishop

In SLC that was my last 580 bid schedule because it was a turn. Then moved on to the 737 turns with Carol and Joan. My bidding priority was always to get time off when Lou was off.

-Kathleen Dionne

Loved, loved, loved the CV580

-Patricia Williams-harter

I bid them often for better time off. I liked being my own boss. Some great memories.

-Lana Kelley

I loved the Convair 580, but I think my favorite was that ol' gooney bird, the DC3!

-Ramona Nelson

That makes two of you I know of . Janet Avakian also loved it. I'm so glad I had opportunity to work it as it really was the end of an aviation era; but can't say I liked working it. Only flew it during my first two months while on reserve.

-Kathleen Dionne

Junior in SLC with exception of SLC / SFO . That was Gale's line for sure.

-Stephen Packard

SLC TO DENVER 13 STOPS...flew my training flight with Lynn Hannigan. I remember those days!

-Christina Bonatti

I bid the Convair 580 schedules because of the layovers, captains & co-pilots for 15 years. I never considered it junior. It was during the time that men wore suits, ties & hats while the ladies wore suits, high heels & hats. That was how I always envisioned the glamour of flying - not jeans, tanktops & cutoffs!

-Sherrie Ann Burdette

We had a good time, June 11, 2022, seeing old friends that we had not seen in such a long time due to Covid. These FLOlks are our family....essentially we all "grew up" together!

With spouses and employees from the Pilot, Station Agent and Ticket Agent Groups, plus a secretary from the Sales Office....we had about 25 attendees...unless we missed one who left before we began taking names! Etta Wildberger took these photos.

You know we might be telling the same stories as we have for years, but they are still fun to hear and re-live!

We are thinking of meeting next in September in the park....as we used to.

Those in attendance included
 Glenn and Ruth Lee Hastert, Phillip Montgomery
 Kenn Mast, Jim Asplund
 Reva and Larry Burke, Henry Rankin
 Neal Miller, Mike and Rose Dragen
 Terry Calkins, John Green
 Richard and Kathy Metz, Bob Welch
 Gary Wise, Lynneda Sullivan
 Frank and Ione Roe, Kathleen and Dan Cornwell
 Eddie Mondt
 Pat and Etta Wildberger
-Rose & Mike Dragen



L-R: Reva Burke, Pat Wildberger, Frank Roe & Glenn Hastert



Front L-R: Phil Montgomery, Bob Welch seated in Hawaiian shirt, Mike Dragen. Behind Mike, Rose Dragen, Ken Mast and Jim Asplund. Last row, L-R: Ed Mondt, Lynneda Sullivan, Glenn Hastert, Pat Wildberger and Richard Metz

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RedRyder35@att.net
Check the websites for FL news,
notices on upcoming events,
pictures and stories from the past.



BOJANG WHYHIGH

Arguing about politics and religion,
does not pass a cost-benefit analysis
of time and effort expended,
considering the predictable results.

