

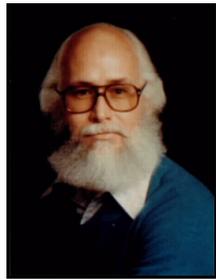
FRONTIER NEWS



LAST APRIL THE OLD FRONTIER HANGAR WAS DYNAMITED. THE LAST OF THE DEMOLITION TOOK PLACE DURING AUGUST. IRONICALLY, IT WAS LEVELED ALMOST EXACTLY 15 YEARS AFTER FRONTIER CEASED FLIGHT OPERATIONS

FALL 2001

The FRONTIER NEWS is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter are those of the author and not the editor or the publication. Publishing dates are October for Fall, January for Winter, April for Spring and July for Summer. Articles and photos are welcomed and subject to editing and space requirements. We cannot pay for such items but will give credit as appropriate. All submissions should deal with the "old" Frontier Airlines. Especially welcomed are stories of personal experiences with a humorous slant. All airline employees have a treasure trove of such stories. Please share them with the rest of the FLamily. We also want to publicize ALL "old" Frontier gatherings. Be sure to notify us with details: place, date, contact and so forth. They will be published in the "Timetable". Subscriptions are \$10 per year. All back issues are available & cost \$2.50 each. Text ads are \$5 for 20 words, \$10 for 40 words, \$15 for a business card, \$20 for 1/8th page and \$40 for a quarter page. Tell others in the FLamily about the FL NEWS. Give a gift subscription.



Many readers have asked for a list of the pilots who have "gone west". The list in this issue is taken from the FL website. We are always looking for more info, corrections & additions to our obituary lists so please drop us a note with anything you have. What we need is someone with a little spare time who could construct a database similar to what Ken Schultz did with the maintenance employees. Except it would be all FL employees with dates, work areas, all the pertinent info. I have 4 or 5 lists that could be used. Volunteers please contact us.

It was a sad day to hear that the Frontier Hangar had ceased to exist. We're indebted to Craig Hansen, Sandy Schara & Pat Craze who sent the photos in this issue.

We want to thank three people whose financial support of the FRONTIER NEWS has been far and beyond any reasonable expectation. Ace Avakian, Billy Walker and Darwin Haudrich are special folks and have helped make the NEWS possible.

With this issue we begin our second year of publication. If you sent in \$10 and got the first four issues then it is time to renew your subscription. All back issues are in stock so let us know if you need any you may have missed. Your continued support is needed and very much appreciated.

The horrific events of September 11 have had a catastrophic effect on the airline industry. It will be years before the full impact is known. Over 100,000 layoffs and several bankruptcies have already occurred. We remember well with what trepidation we read the names on the lists of the doomed flight crews, fearful of seeing a familiar name from the FLamily. Thankfully, none were seen. We join with all Americans in expressing our heartfelt thoughts and prayers to those suffering from this horrific and cowardly attack on our country.

There are lots of letters in this issue as we try to catch up and clear out the backlog. One of our main objectives is to furnish a place for letters from the FLamily.



TIME TABLE

This is the information we currently have. Coordinators of FL events, please let us know the details so we can post it.

DALLAS-FT WORTH REUNION

This year it will be at Ernies, 8206 Bedford-Eules Road, North Richland Hills, TX on Saturday night, October 27, 2001 at 6:00 PM until ?

Contacts: Don Adams 817-577-0001 or Mary Little 817-461-4707

DENVER REUNION PICNIC

TBA: Usually in June

Contact Lanette Duncan at 5901 El Diente Ct., Golden, CO, 303-216-0600, LD60003@aol.com

FRONTIER AIRLINES RETIRED PILOTS

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

Contacts: Don Adams 817-282-3542, Bill Blackmon 817-282-3105

DEN: Luncheon, every second Tuesday, 11:30am @ Mr. Panda Chinese Restaurant, 2852 S. Havana, Aurora, CO

Contacts: Ace Avakian 303-688-3852, Jim Hanson 303 750 6478

SLC: Luncheon, every third Thursday (except Jun-Aug), 11:30am @ Little America, 500 Main St., Salt Lake City, UT

Contact: Jack Schade 801-277-5479

(The FARPA quarterly newsletter is available for a \$15 annual subscription.

Contact Ace Avakian, 17 Oak Ridge Drive, Castle Rock, CO 80104-2129)

FRONTIER BASH

TBA: It will be in September, 2002 & features a golf tourney.

Contact: Rusty Lambert, 6790 Ann Drive, Murchison, TX, 903-852-7094, RLambert11@compuserve.com

FYV-FSM MEMORIAL PIGNIC

TBA: It will be in August, 2002 on a Sat., 11am-5pm, Burford Pavillion near FSM airport.

Contacts: Phil Green, 2101 Packard Pl., Ft. Smith, AR 72901, 501-783-2981,

SusiGreen0609@aol.com or Jake Lamkins, 365 Wallin Mountain Road, West Fork, AR 72774, 501-839-8556, ExFAL @Yahoo.com

KANSAS CITY REUNION

TBA:

Contacts: Reva Burke at 816-436-3670 or Rose Dragan at 816-741-1995 or MDragen@juno.com

PHOENIX

TBA: We need info on this event.

TUCSON GOLF TOURNAMENT

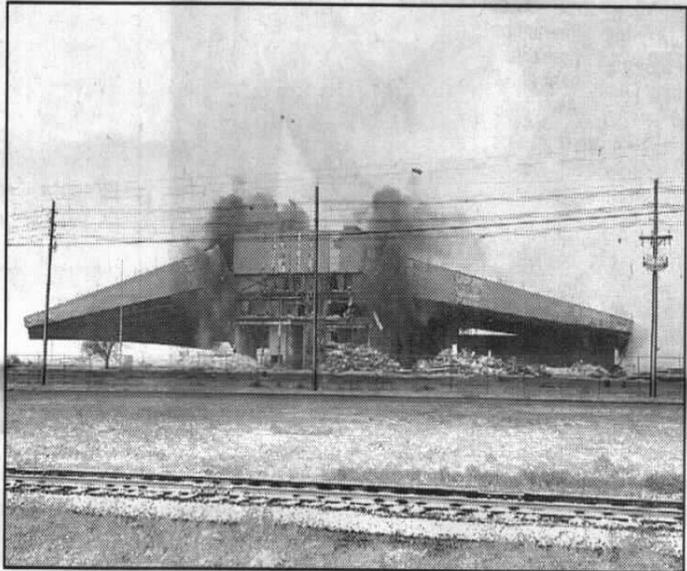
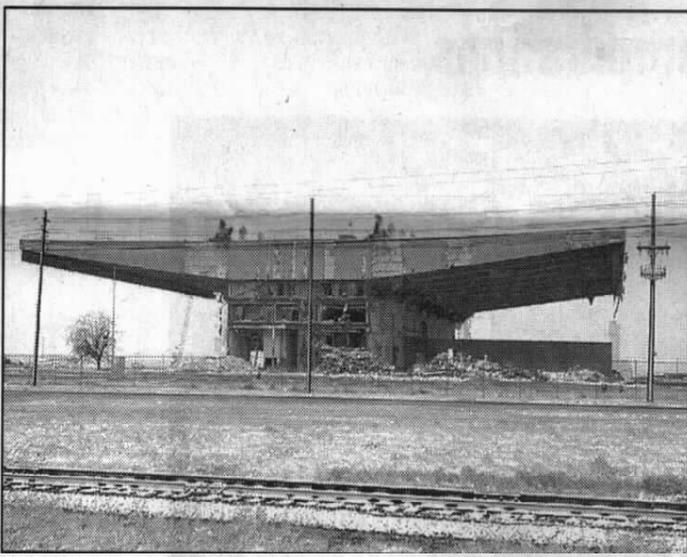
TBA: We need info on this event.

Contact: Ron Butler(?)

By all accounts received the events scheduled this year have been well attended and enjoyed by many folks. Let me know how plans develop for future events and I'll update this section as they are received. FLamily get-togethers are one of the best ways for us to re-connect.

THE HANGAR GOES

April 22, 2001



The Denver Post / Bill Rice

The Hangar site will be developed into an area with homes, apartments, stores and office space.



The final demolition of the hangar took place in August, 2001



MORE DEATHS IN THE FLamily

Dan "Smitty" Smith, DEN station agent, Fall 1986, motorcycle accident

Ed Landrum, pilot, 9/4/00, age 61, lung cancer

Gene Harrison, STL sr. agent, 9/3/01, age 64, heart attack

We had a report that Perry "Rusty" Rasmussen, who worked in DEN Stores, died in 1983 during the Summer.

Does anyone have any info on Rusty such as date of death, etc.

Fred Blakeley, pilot, 9/18/01, age 82

PENSION INFORMATION

ALEA: Principal Insurance Company

Contact Vicki Prorock

1-800-944-8631 x6271

Several options, you can start collecting at age 55.

IAM: Travelers Life & Annuity

One Tower Square 7MS-C

Hartford, CT. 06183-6035

1-800-521-3099 fax 860-954-2472

We need contact info on the TWU, AFA & ALPA plans.

PILOTS & DISPATCHERS "GONE WEST" LIST

Bob Arnot, 9/1/96, age 63
 George Arwood, 9/19/99, age 83
 Art Ashworth, 3/17/77, age 64
 Wayne Aspinall, 1/26/79, age 55
 Jimmy Bennett, 3/15/90, age 66
 Bryan Benton, Need info
 Jack Bernette, Need info
 Frank Blair, 5/19/61
 Fred Blakeley, 9/18/01, age 82
 Bob Bollinger, 11/12/96, age 73
 Tom Boren, 10/21/00, age 61
 Gordon Bourland, 2/3/94, age 73
 Whit Brandon, 4/23/01, age 57
 Frank Brgoch, 7/25/94, age 70
 Don Bridie, Need info
 Bill Brodie, Need Info
 Mark Burke, 5/19/97, age 70
 Elmer Burson, 9/1/93, age 78
 Don Carman, 3/21/01, age 67
 Bruce Clapham, May89, age 59
 Bert Clark, 12/28/98
 Dan Cobb, 9/83
 Rick Cochran, 12/21/67, age 33,
 (in a DC3 crash at DEN)
 Ken Coggeshall, 5/27/00, age 67
 Duane Cook, 5/10/94
 Owen Cook, 3/9/00, age 83
 Calvin Cowley, Oct83, age 60
 Glenn Cox, 12/2/74, age 55
 Rocky Crane, 12/21/67, age 34,
 (in a DC3 crash at DEN)
 Jim Crowell, Jul86, age 55
 Ray Damato, Need info
 George Dardano, Dec86, age 46
 Vic David, 12/30/98, age 64
 RW Davis, Need info
 Walt Day, Need info
 Ken Dealy, 10/10/94, age 78
 John Diehl, Apr81
 Curt Dixon, Aug68, age 51
 Mel D'Loss, 1/6/93, age 59
 Bob Douglas, 12/8/89, age 63
 Joe Doussard, 7/20/90, age 81
 Del Erickson, Need info
 Ron Farquar, Jan84, need info
 Rob Field, 9/6/82
 Ken Flegal, Oct91, age 45
 Jerry Francis, 12/7/99, age 72
 Jack Gardner, 2/26/81, age 56
 Max Gardner, 10/8/88, age 70
 Donna Garland, 9/1/99, age 50
 Bob Gerritsen, 7/29/97, age 41
 Glen Gettman, Aug85, age 57
 Dale Glenn, 1/18/78, age 35,
 (when a Twin Otter crashed at PUB)
 Dan Gough, 3/12/64, age 25
 (in the crash of flight 32, at Miles City)

George Graham, 5/23/00, age 76
 Jack Griffin, Oct74, need info
 Bob Grisanti, 6/2/94, age 46
 Hal Grogg, 1/16/82, age 53
 Roger Guinther, 7/27/96
 Les Guthrie, 11/30/99, age 74
 Doug Hanson, 4/11/98
 John Harlan, 1/28/98
 Gary Harsen, Mar84
 Fred Hart, 2/7/94, age 76
 Carl Herring, Need info
 Joe Hill, 2/24/59, age 33
 Duane Hingst, 7/27/00
 Andy Hoshock, 10/11/96, 75
 Jack Howell, 1/18/78
 (when a Twin Otter crashed at PUB)
 Kenny Huber, 3/12/64, age 42
 (in the crash of flight 32 at Miles City)
 Jug Jella, 5/14/93
 Jerry Jones, 5/3/96
 Mike Kaiser, 1/24/96
 Joe Killinger, 2/25/94
 Bob Klingensmith, 9/21/82
 Dennis Klock, 2/28/79
 Lamar Knight, 8/29/97, age 68
 Dick Koplitz, Feb92
 Buddy Kopp, Aug82
 Ed Landrum, 9/4/00, age 61
 George Lawrence, Dec73
 Lloyd Leach, Nov92, age 73
 Al Lerrette, Need info.
 Ron Litton, 11/28/87
 Bob Lockett, 8/1/82, age 54
 Harry Logsdon, 10/15/88
 CK Logue, 9/12/00
 Boyd Loucks, 11/28/96, age 64
 Bill MacLeod, 1/29/96, age 64
 Jed Mackenroth, 11/18/96, age 64
 Jimmy Maris, 11/29/99
 Mark Markwart, 5/9/95
 Chuck Martin, Need info
 Bill McChrystal, 7/8/92, age 76
 Doug McDonald, Jul61, age 46
 Jack Metzker, 3/29/95, age 64
 Denny Meyers, 1/18/78
 (when a Twin Otter crashed at PUB)
 Russ Miller, 5/18/97
 Scotty Millis, Oct83
 Ed Mills, 12/8/95
 Mitch Mitchel, 6/22/80, age 59
 Al Mooney, 8/21/72, age 46
 Paul Morris, 9/21/80
 Wes Morris, Mar92
 Les Moss, Jul84
 Tom Munden, 9/18/99, age 73
 Ron Munson, 5/2/94, age 46
 Dennis Myer, Need info

Ev Myers, 1/9/82, age 43
 John Myers, 7/20/94
 Swede Nettleblad, 2/23/93, age 76
 Jack Newland, 7/29/98
 Bill Ockerman, 1/15/00, age 70
 Ed O'Neil, Sep75
 Hal Osborn, 4/8/99, age 60
 Bob Owen, 7/20/75
 Dennis Parks, Need info
 Carl Penner, Need info
 Ed Radford, 10/4/80
 Charles Rainey, 9/27/00, age 68
 Jim Rimer, Nov83
 Floyd Ririe, 3/4/99, age 92
 Jack Rogers, 7/16/95
 Joe Romano, 7/30/92
 Jim Roper, 11/27/71, age 38
 Allen Ross, 11/10/99, age 64
 Dick Sanders, 2/2/01, age 73
 Jerry Schleiger,, Mar79, age 49
 Mac Schow, Need info
 Bobby Scott, 5/22/01
 John Scrivner, 2/15/77, age 44
 Lou Simmons, 9/25/71, age 37
 Art Sinclair, Need info
 Mike Smith, 11/15/98, age 88
 Ron Smith, Need info
 Tom Sponsler, 10/24/98, age 54
 Jim Stelter, 11/18/00, age 72
 Boyd Stevens, 12/22/00, age 78
 Chick Stevens, 6/4/01, age 79
 Vern Stever, 11/7/61, age 44
 Ben Stuart, 2/1/92
 Chuck Sullivan, Need info
 Jack Taggart, Need info
 Dal Taylor, May66, age 52
 Bob Thompson, Need info
 Ralph Turner, 4/15/96
 Sam Turner, Need info
 Dick Ure, 3/17/71, age 42
 Sam Vascellaro, May89
 George Veldboon, 7/26/80
 Ed Walker, Oct71
 Johnnie Walker, Need info
 Jim Walraven, 7/9/97, age 57
 Bill Warinner, 7/7/78
 Charlie Weed, 6/6/93, age 72
 Dale Welling, 1/27/98, age 76
 Walt Whitlock, Oct71, age 54
 Don Widman, 7/23/00, age 72
 Bob Wilbanks, Jan81, need info
 Charlie Wilkinson, 10/27/74, age 45
 Bob Williams, 4/9/98
 Roy Williams, Jun86, age 69
 Johnny Wright, 1/31/00, age 77
 Dick Ziegler, 4/10/00, age 75
 Del Zusman ,4/22/77

LETTERS

Letters may be edited and paraphrased for space and clarity.

I was hired in August, 1946 - one of the original three stewards at Monarch Airlines. I flew on the inaugural flight out of DEN with ticket holder #1, a young lady from Aurora.

I flew for 3 years, got a messed up ear, so went to OPs as a crew scheduler. I quit the airline after the merger and went back into the Navy and retired from active duty in 1972.

My days with Monarch will always be remembered as some of the "best" I ever had. Great friendships emerged from those times.

I've only been back to Denver a few times: I met Glenn Gettman in Ft. Collins and John & Donna Myers met me at the airport. I saw Gordon Schaeffer and talked to Claire Almquist. I really have great memories of Monarch.

I am now a young 75 years and enjoying my kids and grandchildren. I would really like to hear from anyone who might remember me. -**John "Jack" Weiss**, 449 Centennial Dr. #A, Hanford, CA 93230, 599-583-6267, Jack@Lemoorenet.com (Jack sent some great Monarch photos we'll be using)

I started with FL in Feb. 1965 in GDV as a station agent. I went to LNK in 1966 after a 6 month military leave. I was in LNK three months then moved to MOT. In Nov. 1967 I transferred to BIL and stayed there until 1975 when I moved to BZN. I was a station agent all this time.

After the crash I drove trucks for several years then became a driving instructor in BIL. Poor health forced my retirement in 1994. I now spend my time on the computer, in my woodworking shop, putting in the yard, or just being Mr. Mom. -**Darrell Robson**, (He does some great computer flight simulations. See his article in issue #2)

I went to work for Alaska Airlines until I retired in '91. I have been consulting for the past 10 years for TWA and the New Frontier. I helped 3 third party repair stations until Apr. 2000 when Boeing hired me to help them set up their after market business. I'm having fun with no pressure. The latest project is to build a third party customer service center for Aeroflot in Moscow. It's easy when they think you are the expert. Regards, **Fred Schubel** (VP maintenance)

Thank you for starting up a Frontier Alumni webpage. It has given us all a sense of still belonging to a Great family. Thanks also for the FRONTIER NEWS. I just received an issue and Billy Walker's article was very interesting. I wish I had known more of this story earlier. The real story of what went on behind the scenes is getting out to more of us who may have been left in the dark.

I would like to catch up on my subscription and send gifts subscriptions to the following former COS FLamily: Tony Shepherd, Gene Melton, Steve Galusha & Deanna Hinkle.

Darrell Robson has done a great job keeping Frontier "flying"! I plan to download every one of his planes and pass on this info to other flight simmers. The "old" Frontier may be gone, but her Spirit is very much alive thanks to guys like you, Billy & Darrell. - **Chuck Borden** (COS agent)

I'm sending \$20 for two subscriptions of the NEWS. One for me and the second for my brother-in-law, Don Kadrmars, who worked in BIS as an agent for 28 years. He now works for the county as a deputy sheriff in BIS. After FL he worked for WA and then the new FL until they pulled out of BIS. He then worked for a travel agency before getting on with the sheriff's department.

We had been in Arizona since last Nov. and were surprised to hear that Ollie Brunz was in Yuma. That is where we were and wish I had known he was there. He was manager in BIL when I was a lead mechanic there. When we get back to Yuma I will try and look up Ollie. Thanks and I plan to keep in touch with the old gang. - **Lyle McGarvin**, aircraft technician

Here's a few more FL items you may have a use for. Like the lady said in the last newsletter, why not contribute to a museum before you die or go crazy.

There isn't a year that has passed that I don't forget my date of hire in MCI at Central. Bob Brown was the station manager. That was 4/6/66, a couple of days ago and a few more years.

Sid Tolbert was station manager in MDW when he died. I was there with Loren Holmgren, Truman Matheny, Willie Baker, Ted Grissom, Larry Neilson, Richard Pennino, and Doug Bitner. - **Bob Ostrom** (station agent in MCI MDW MEM BOI TPA)

I retired here in LNK after various stations and stops on the FL system. I started my career under Mel Brandt in Greeley, CO. I was here in LNK in Aug. 1986 when FL went down. All the old FL gang went over to CO at that time. As luck would have it, they only stayed in LNK 2.5 years. After that, almost the whole station went in different directions. I went to UA and was with them until I retired Dec. 31, 1992.

I was very thrilled to receive a copy of the NEWS. My heart and prayers go out to the families of those listed in the Deaths article. Many of them I knew and had worked along side of them. I'm enclosing a check to help defray costs of the paper. I hope we can continue the NEWS. -**Ken Houchens**, LNK agent

Dewey Penley put me on to "old Frontier Airlines". Do you remember Dewey? He was number one station agent for as long as I can remember. He spent most of his tenure in MTJ. He is now living in TUS.

I retired, medically, in 1984. Seems like yesterday. I joined FL in 1956 as a pilot, flying DC-3s, and retired as a captain flying 737s. I still fly. My 1966 Cessna 210 is in FL colors with the flying F on the tail. Every once in awhile someone will notice the logo and come over with a warm Frontier greeting.

My e-mail address in N580TP@earthlink.net. Did you notice the "580" in my address? N580TP is the tail number on my airplane. It will be nice communicating with some of the old FLamily. -**Tom Howard**, pilot, 61369 Highway 90, Montrose, CO 81401

Enclosed is a disk with a shot of the "old" Central Airlines HQs at ACF (Amon Carter Field, then Greater Southwest). The building is no longer standing and neither is the CN hangar. ACF was located at the south end of the current DFW airport. The other two photos are of SN 584 and were taken on the south concourse of the old ACF/GSW terminal. - **Jon Sluder**, DFW agent (Photos are posted on the FL website)

Chuck's airline career began with FL in LNK Sep. 20, 1958 - the same day his son was born. In 1959 he moved to PHX two years then transferred to DEN where he remained. Primarily, he worked as a station agent (gates) although he spent a short time as a payloader (wt. and balances). In 1967 FL pursued the charter market and created a charter department. Chuck worked there as a charter coordinator and was soon joined by Birdella Stout, Carolyn Sandoval and PAs (President's Assistants) Jack Bass, David Carl and Vince Davis. FL at one time became the official charter carrier of the Denver broncos.



A.C. (after charter) -1972- Chuck bid back into the DEN station as a senior agent, but ultimately went back to what he enjoyed most - station agent, working payload.

When FAL closed its doors Chuck transferred to CO as a load planner until Sept. 18, 1990, when he was felled by a heart attack in SFO while on vacation. Ironically, on Sept. 20, 1990, his son & I brought him, finally, home from SFO, exactly 32 years to the day that he began his career!

For Chuck as well as for the majority of us, FL was not just a job or a career, but a way of life - a real commitment to the airline we built and loved, as well as to each other. His sense of responsibility to that commitment is his legacy - in every facet of his job as well as his quick wit, sense of humor and ready smile, which "early on" trademarked him with the nickname "Chuckles" to his friends, peers, flight crews and management. - **Lynne Dessauer**, *res agent - DENRK 1965-86, (Married Chuck Dessauer in 1968)*

I have enclosed a check for \$10 for a subscription to FRONTIER NEWS. I thoroughly enjoy reading each copy of it. I will look forward to the next issue.

After the demise of FL, I worked for CO as admin. supervisor for two years and then retired. I then worked for Fedex for 13 years and again retired. I am now working for the "new" Frontier as operations coordinator in DEN.

Larry Baumgartner, *LAW & TOL station manager*

Butch and I both really enjoy the newsletter. I wanted to make sure you got this picture (the demolition of the FL hangar). Also wanted to send a check for the NEWS.

Three more deaths I know of but didn't see on the list: Sonja Brown (accounting clerk) pancreatic cancer Fall '99 (Husband Cliff - DEN station agent - works for the "new" Frontier); Gloria Elquist (Lolly) (accounting clerk) Nov. 2000 of colon cancer and Jeanette Sickler (accounting clerk) of cancer (Dec. 1993). I guess there's probably more if I think harder about it but I don't want to.

I really like my job as sales manager at Packaging Resources in Longmont (7 years). It's a small enough company that I do many different things. Butch is still in DEN with CO facility maintenance. We've been lucky.

Sandy Schara, *accounting clerk (husband Butch was DEN aircraft technician)*

Thanks for the latest issue of FRONTIER NEWS. I'm enjoying each and every one of them. I will put a check in the mail.

I was a new-hire pilot in DEN Jan. 16, 1978. I started on the Twin Otter in BIL and moved up to the CV580, B737 and MD-80 out of DEN. My years at FL were very happy years. I lasted through the PEX and CO acquisitions.

In Sep. of 1988 I went to work for UPS in SDF and have been there ever since. Approximately 53 former FL pilots work for UPS. **Al Beardsley**

It's good to get the NEWS. Sure brings back some great memories. Someday I'll get a computer and we'll chat.

I'm tending bar in a neighborhood lounge and enjoying "semi" retirement at age 62. Good luck and keep the papers coming.

Doug Knipfer, *JAC RNO station agent (did cartoons for the ALEA newsletter)*

What a wonderful surprise when I opened the mailbox and found the newsletter. This is the most wonderful thing I can think of for all of us that miss the old FL so much.

After FL was killed, I did not work for several years. I was very bitter about everything and life in general. When it finally dawned on me that I had to get on with my life, the only job I found for an "old guy" was a truckdriver. That was my life until I went to work for the St. Clair County Circuit Clerk in Illinois. It was a great job but not a lot of money.

Last year I re-married and decided to fulfill a lifelong dream and move to Arizona. I now work for the Maricopa County Superior Court and have the best job I've ever had. It even tops FL. I never knew my life could be so rewarding as it is now.

I have lots of pix and some FL stories to share them as soon as I get a chance. **Tom Schuhardt**, *STL station agent*

I was working the 7PM to 5AM shift at PSC. In addition to working the FL flights, we had the WA ground handling contract. The evening WA 737 flight arrived about 7PM and didn't depart til the next day.

I was cleaning the aircraft while the other agent on duty was inside doing ops. It was cold outside so I closed the front door. When I was ready to leave I was surprised to find the front door would not open - no matter what I did. I went into the cockpit and was thinking about using the emergency rope when I remembered the radio. I called PSC ground control & they called the other FL agent to come get me out.

Well, he couldn't get the door open either so he drove around to the back door to get me off. WA called the FBO mechanic and he couldn't open the front door either. Finally, they flew in two SLCWA mechanics on a Lear who had to take off the entire door. They were able to get it fixed about an hour before it was scheduled to depart. Everybody got a good laugh at my expense over the whole episode. **Steve Cole**, *PSC station agent*

Our DFW Reunion is usually on the night of the time change so everyone can get an extra hour of sleep. HA! At our age we need it. We used to be there until 1 or 2 in the morning but now we usually empty the place by 10 or 10:30PM and all go home. My oh my, how time changes things. It will be Sat., Oct.27, 2001, 6PM-? at Ernie's, 8206 Bedford-Euless Road, North Richland Hills, TX. **Bill Blackmon**, *pilot (817-788-2420)*

(LETTERS continued on page 7)

(Letters, from page 6)

I don't think I ever flew with you in my short career as a FL "stew" but Les has spoken of you over the years. When we married in 1960 it was during the "stone age" when married stews couldn't fly.

After FL's crash, Les went to work for a very short time for Wells Fargo and then he got on with NW. He worked in MEM but got laid off. Next he got on with the "new" BN and went to MCI. Les worked and lived in a rooming house in KC with Cliff Brown whose wife Sonja passed away in late 1999. She was a FL accounting clerk. I was about to move there when BN went under - again. Les finally got back on with NW and is back here in DEN.

I doubt either of us will ever forget FL. It was special in so many ways. Please send us the newsletter. We're looking forward to the next one. **Mary Pat Simpson**, *flight attendant, (husband Les was DEN sr. station agent)*

I was delighted and surprised to receive copies of the FRONTIER NEWS. I worked with you at STL.

My career with FL began in 1968 in STL working the bagroom. Then I worked at JAC for a summer in 1970. It was so sad to learn of the passing of Stan Needham (JAC sr. station agent). He and I enjoyed many hours together that summer. From JAC I transferred to DEN and from there to SMF where I am still living.

I'm married now with a step-son that wants to be a firefighter/paramedic. He's currently working with an ambulance company.

After FL's demise, I went to work at the SATO office at Mather AFB and the SAC Army Depot. I wasn't real thrilled with that as SATO was basically a travel agency. Not my bag of tea. I am currently employed by the State of California, working for the Franchise Tax Board. Hopefully I can retire in about 3 years.

Fred Stevens (SMF station agent) retired from SMFAA and moved to Florida. Bill Whalen (SMF too), who originally worked stations in Wyoming, retired from a trucking company and still lives in SMF.

FL was truly a family company. So many lives were affected by the bankruptcy. I am certain that Frank Lorenzo was involved in the planning.

I miss the "good ol' days" but I don't know if I could put up with the hectic pace since de-regulation. That worked well, didn't it? I have been to a couple of the PHX reunions but haven't made DEN or DFW yet.

I was saddened to read the obituaries of the passing of some very dear friends and co-workers. Keep up the good work and I'll pass on any info I get. **Charlie Clark**, *station & ticket counter agent STL JAC DEN SMF*

Glad to hear from you after so long. Am delighted to get updates on people I worked with and knew for so long. Was surprised to see the list of obituaries and how many that I knew are gone. Am sending check in mail today for subscription. Will try to get in touch with Logan Wilmoth in near future and pass on any info I find out. I am doing fine.

Betty spends more time on line than I do but she keeps me filled in and showed me how to find the FL websites. I am working about 25-30 hrs per week as maintenance and

groundskeeper at our parish church grounds and cemetery. Betty will retire this fall from a management position at our local hospital. Our children are spread out from Minnesota to Texas and we will soon have more time to travel and see them. Hope our health holds out a while yet. I had a quadruple bypass in 1995 and recovered totally with no problems since then. The work I do keeps me fit and I get paid to do the exercise I need.

Roy Schreder, *STL station agent*

Thanks in advance for the back issues. You did send me an invite to join the FL online club. I have not yet spent any time looking at it. Please feel free to post my e-mail address (palmtree@adelphia.net) but be sure to use the name: Donna Cannady-Brown, otherwise I'll just get lost in the shuffle of Browns. My husband was a Frontier Pilot. His name is William (Bill) Brown. His e-mail address is: wbrow05@attglobal.net I know he'd be pleased to have his e-mail address posted also.

Do you know anything about Tom Trim? He was a TCA in DEN for as long as I was there.

Donna Cannady-Brown, *flight attendant*

I've been looking at some of the photos at the website. The photo of the DC-3 454 with the red spot in the picture is probably a rarity in as much as it is parked in front of



(and only) CN hanger at Meacham Field, Ft. Worth TX. Old 454 (the Vomit Comet) was also the first DC-3 CEN had. The hanger was originally built by American Airlines in 1936 when Meacham was THE airport for Ft. Worth. It had the AA logo cast in parts of the concrete structure. The AAL lettering shadows are still visible on the walls

What a shock when I first walked into that building in 1958 to see the chief pilot, Captain Walt Whitlock, about a job. The steps were worn hollow, paint hung in huge chips from the walls, dirty Venetian blinds hung askew by dirty windows in the foyer and the door to dispatch had no knob or latch; simply a rope with two sticks through the hole where the latch had once been. The dispatch counter was made out of unpainted crates with linoleum on top and the chairs were old worn out airplane seats.

When I flew for AAL at LGA, the offices had walnut paneling on the walls and thick rust carpet on the floors. The help all were dressed up in business formal and spoke in low voices. Whitlock wore a T shirt and blue denims with boat shoes and was loudly swapping jokes with the Chief Dispatcher, Ross Conner. If I hadn't wanted another flying job so bad I would have walked back out as soon as I walked in. The General offices were in a WW II barracks near the hanger and were in the same shape inside. I didn't think that outfit could ever, ever amount to anything! And they had been in business for nearly nine years. I often wonder if the buildings are still standing. *(Jon Sluder said they are not.)*

Jack "Frosty" Frost, *pilot*

(LETTERS continued on page 8)

(continued from page 7)

On August 18, my wife and I attended a picnic at the home of Harry Russell for the Frontier Retirees. I mentioned your Newsletter to some of the guys and they were interested in receiving it.

Would you please enter my name on your subscription list? Please send a bill.

I worked at Frontier as a Technician from August 18, 1948 to May 11, 1976 and was responsible for the boomerang design used for many years on the Frontier planes. Please send a newsletter to Henry A. Suta. He was at the picnic and was interested in receiving your newsletter.

Zick Burns, DEN aircraft technician

The STL station reunion was held August 25. Pretty fair attendance. Lots of cameras flashing, so I hope we can get some photos scanned and posted soon. Lots of interest expressed about the web site. We will likely gain some new members as several folks asked for invites. Next STL reunion planned for 2006. **Chuck Tiskos, STL DEN station sgent/ TCA**

As a retired old Frontier Airlines employee I have enjoyed some of the back issues of Frontier News that I received from Duane Phelps. (Subscription enclosed) I retired from the Automotive Shop in Denver in September of 1985 after 17 years in Sheetmetal & Auto Shops in DEN and SLC.

William A. Barreith

I would like to subscribe to your Frontier newsletter. Enclosed is a check for \$10. I was hired by Frontier in 7/1/58. Went to work for United Airlines 11/17/86 and remain there today.

Bernie Wilmes

I had no clue that an FL Online Club existed until I received your letter and copies of the newsletter. It is a great idea to keep in touch and continue the great FL spirit, as we had the best and safest airline that ever existed. It is a very sorry story that finally unwound revealing the events and people who were directly involved with the demise of our company that led to a so-called chapter 11 bankruptcy. If only someone, somehow, could have handled it as a true chapter 11!!!

Thank you for the two issues sent and I would like to subscribe to your very informative newsletter. I am sending a \$10 check. A fellow employee, Don Grover, will also be joining after seeing the two newsletters. Don worked in the sales/marketing area and worked with Cal Reese through some early years.

Say "hello" to Cal (Reese) and thanks for organizing a "stay in touch" system for the old gang. Email: IFly-FAL@netscape.net

Carl Willmann, many positions in his 40+ years at FL

Thanks for the FL NEWS - It's great. My only contact with the past - and the wonderful people of Frontier

Scott Keller, pilot

I was never an employee of FL but was assigned to FL as an on site Pratt & Whitney Aircraft Field Representative from 1980 to 1985.

I had an office in the Maintenance and Engineering Department and assisted FL in engine related problems. I left for another assignment in 1985 just before the crunch came but knowing FL was in real trouble. I thoroughly enjoyed my time at Frontier and was made to feel like one of the Frontier family.

I grew up on a farm south of Monte Vista, Colorado. Our house was in a direct line from the Monte Vista airport and a flight came directly over our house at exactly 8:30 every morning. We called it "The Monarch". I later learned that the only reason there was air service to Monte Vista was that a politician from Monte Vista was in the Colorado Senate or House of Representatives but I never learned the name. Thanks

Allen Heersink

Got the newsletter the other day and it was great as usual. I did notice that my email address is not correct. I am at Aakrauter@aol.com, I went back to AOL. Thanks again,

Al Krauter, station agent

Here's a news item for the newsletter---Orville White got a hole in one!

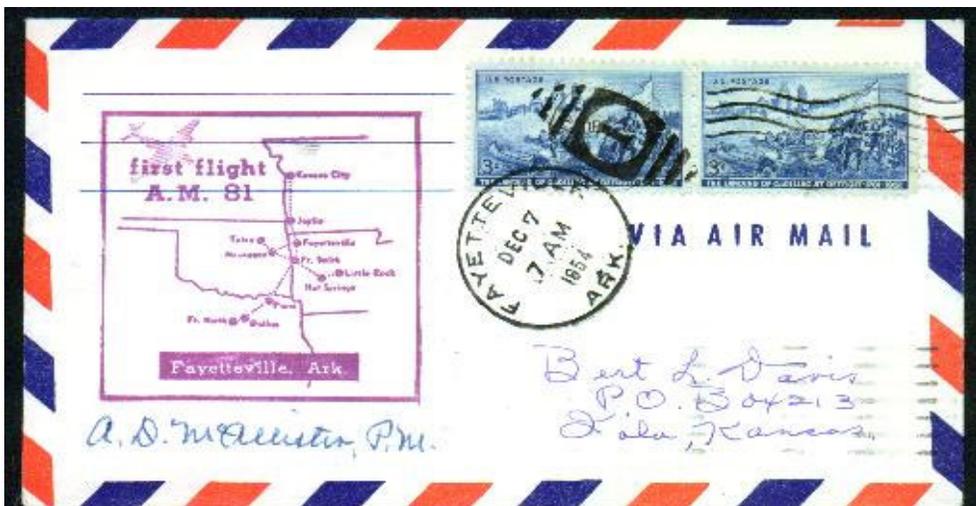
"I scored my first ever hole in one today (10/01/01) on the 8th hole at the Thorncreek Course in Thornton. Was in a foursome that saw it, the course ambassador and 3 kids about 16 years old that came over to congratulate me. Was exciting. - Big O"

Frank Monheiser, DEN station agent (now at IAACO load planning)

There was a good turnout at the FYV-FSM FL PIGNic (Our 33rd year). Those employees attending included Larry Thomas, Phil Green, Jim Thomas, Jim Harris, Wayne Holder, Jack Chambers, Tony Worden, Rod Downey, Ralph Beecham, Richard Horn, Jerry Gill, Jake Lamkins, Shirley Stults, J.C. Selph, Ken Baker and Dave Grober.

Shirley Stults brought some CN/FL memorabilia. She donated a few to the FSM aviation museum and gave the rest away.

Larry Thomas, Phil Green, Jake Lamkins (compilation of notes)



This letter was mailed at FYV on December 7, 1954 - the first day of air service there by Central Airlines and the start of air mail service by the post office.

NOTES FROM A 41 YEAR MAN

by Cal Reese

Cal hired on with Monarch Airlines 2-1-49 as a steward and retired from "Bankrupt" Frontier on 2-15-90 holding the title Acting Director - Receivables. He and Carl Willman, who also continued working during the "bankrupt" phase, are the only two 40 year FL employees. Cal has sent an assortment of notes, photos and memorabilia during this past year. The following is a sampling from an extraordinary career.

The various titles I held over the years include steward, flight passenger agent, station agent, station manager FLG(1956) GJT(1957) DEN(1958-64) PHX(1964-68), Manager Cargo & Baggage Services - System(1968-86), Acting Director - Receivables(1986-90).

Monarch never had stewardesses but relied solely on the steward concept, primarily due to heavy loads of mail, flowers, equipment of all sort, freight, etc. Stewards had to learn procedures for ticket counter, weight & balance, radio, teletype, air freight and refueling in addition to flight attendant duties. Enroute station agents lowered the airstair and assisted the steward in opening the cargo door and ran the cargo steps to the front pits if needed. Station agents did not board the aircraft except when necessary to assist the steward with heavy pieces. Enroute stops were two minutes with the right engine running.

The steward greeted the passengers and then accepted baggage, mail & cargo through the cargo door from the agent. Then, enroute, the steward rearranged the cargo in front of the door for the next stop. Sweaty, dirty & smelly, he returned to the cabin to collect ticket coupons, serve coffee & rolls, complete the mail forms - balancing ON and OFF, and entering the on/off block times for each stop. The heaviest shipment of DC-3 cargo I can recall was shipped out of DEN when I was a senior agent there. There were two pieces on pallets and weighed 1250 lbs. They were shipped out on separate flights.

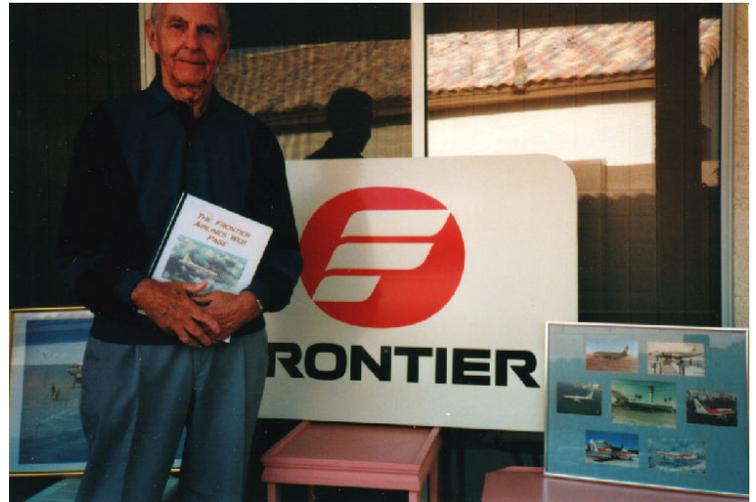
One summer evening flight from GJT to DRO to ABQ in 1949, I was advised by DRO manager Fred Klatt that cast members for a movie, TICKET TO TOMAHAWK starring Dan Dailey, were boarding for ABQ. There were four dancing girls who promptly took their seats, leaned back, placed their tickets on their laps and dozed off. Two seated together were extremely striking; one a blonde who had hung her leopard coat on the rack and the other a very pretty brunette. I quickly snatched the tickets from their laps, took out the proper coupons and returned the envelopes to their laps.

The name of the blonde was one I never forgot - Marilyn Monroe. (She was Clara in the film)



Cal Reese (PHX station manager) & Andy Hoshock (PHX Chief Pilot), 1965

I performed my final FL action on 4-25/26-90. Acting as a consultant, I traveled to Olathe, KS and represented FL in a GSA claim court action. On May 31, 1990, I was invited by Lee Davis and Ken Burgess to come out to the offices and be presented with an actual FL sign like those behind our ticket counters. It hangs in my den now.



FL Active Employees as of 12-15-88

Karen Augustin	Marv Johansen
Dee Biggs	Patt Kenworthy
Nan Bradley	Pam King
Sonja brown	Vera Kooken
Ken Burgess	Carol Morgan
Connie Burns	John Osterberg
Dick Chouinard	Nadine Overley
Denny Clifford	Mary Phelps
Todd Cole	Chantel Radke
Mary Ann Collins	Cal Reese
Alarice Covillo	Brone Roberts
Bill Craney	Teddy Smith
Lee Davis	Debbie Straily
Gloria Elquest	Shirley Thompson
Merry Ettenberg	Ruth Ann White
Nadine Hairston	Rosemary Doerner
Wanda Hughes	Greg Hill

AFTER THE 11TH

by Captain Billy Walker

I have 3 more days... My farewell flight will be the September 29th from JFK-MCO-JFK. In fact a few of the old FL folks are coming along. If you would like to join this nefarious bunch, you would be most welcome. The company will let me block the seats for any friends or family brave 'nuff to go.

After retirement from line flying, I have been given another opportunity with jetBlue. I will get to do the FAR Part 91 flying along with simulator training. This is a happy place to be, so Cheryl and I are grateful for the new opportunity.

We just returned from France where we took delivery of a new A-320. On board as co-pilot was Bill Brown who first flew with me in 1974 at FAL. Bill's wife Donna, my wife Cheryl, Ace and Janet Avakian along with 44 other American's (stranded in France due to the airline shutdown) all flew back with me the 14th.

Our's was the first airplane to land at JFK when it opened after the terrorist attacks on the WTC. It sure was an emotional trip. As we pushed back from the hard stand in Toulouse, we had noticed nearly three times the number of Airbus folks to see us off. During the push, they unfurled The Stars & Stripes. I had to stop the push to compose myself. Then I picked up the PA and asked the folks in back to look out the right side of the aircraft to see for themselves. There was an instant cheer followed by silence as, to the individual, tears were shed.

I noticed a different tone from the controllers as we crossed one country's airspace into another. A tone of warmth and caring not heretofore apparent was there. When we landed at Keflavik, Iceland for fuel, there was heightened security, but the friendliness of the Icelanders was warm and genuine, whereas on prior flights they were standoffish and reserved.

It became apparent that the bastards attacked on American soil, but they declared war against the free thinking people of the world. It truly is a Global War...

As we entered US airspace, from Boston Center, we heard "Welcome Home!" Then, with Bill Brown flying, we descended below the overcast the mist. Around 400 feet, we looked over at Manhattan to see a sobering sight of misty smoke and the missing landmark of the World Trade Center.

After deplaning, we entered the large Custom's area. It was empty save our 47 souls. The entire JFK airport was like being at a morgue. We knew, for sure, our world had changed...

I have attached a photo of Ace Avakian, who retired number one pilot at FAL. Ace retired before the crash. One day back when we had DC-3's, CV-580's and the B-727, he flew all three on trips the same day. Ace is one of our most revered pilots and certainly a fine gentleman. As with me, he married a Frontier Stew (Janet) and they have been quite a team. It was such a pleasure having them along this latest delivery trip.

When we discovered the extra passengers wanting a ride back, it created some security issues. I asked Ace to be our Security Chief for the flight. As with everything Ace does, the job was done perfectly and everyone on board loved him.

(Ace is also the editor of the FARPA newsletter)



Ace showing he's got the "right stuff" for the A-320

A CENTRAL STORY

by Robert Packham

The "funniest" DC3 story that comes to mind occurred on a cold Winter day in the early 60s. I worked at Kansas City Flying Service at the time. We had the refueling contract for Central Airlines in those days.

This particular day was dark, heavily overcast with sleet and snow coming down. A Central flight was droning its way to KC from Wichita when it encountered an engine problem and had to shut down and feather #2. The Captain called ahead to notify KC Operations of his situation. As a side comment, he added that the windshield defrosters were not working.

We watched as he entered the pattern for runway 18 and could see that he was still on one engine. From our vantage point, we saw that as he crossed the fence, he had the cockpit window slid all the way back and his head was plainly visible as he hung it out into the slipstream.

The landing was uneventful and he taxied right to the gate where the passengers calmly deplaned and bustled inside. We stood at the foot of the airstair door to await the Captain's appearance. After a few minutes he stuck his head out and looked around. His eyes were still teared and his eyebrows and mustache were caked with ice. He tossed his flight bag to me and said in a loud voice, "Dammit! My Momma didn't raise no g-----d train engineer. This is supposed to be a romantic job."

We got him inside, poured some coffee in him, thawed him out, and stuck him on his next flight (in a spare 3) to Fayetteville.

(This "remembrance" was found at a DC-3 website on the Internet. Does anyone recall who the pilot may have been?)



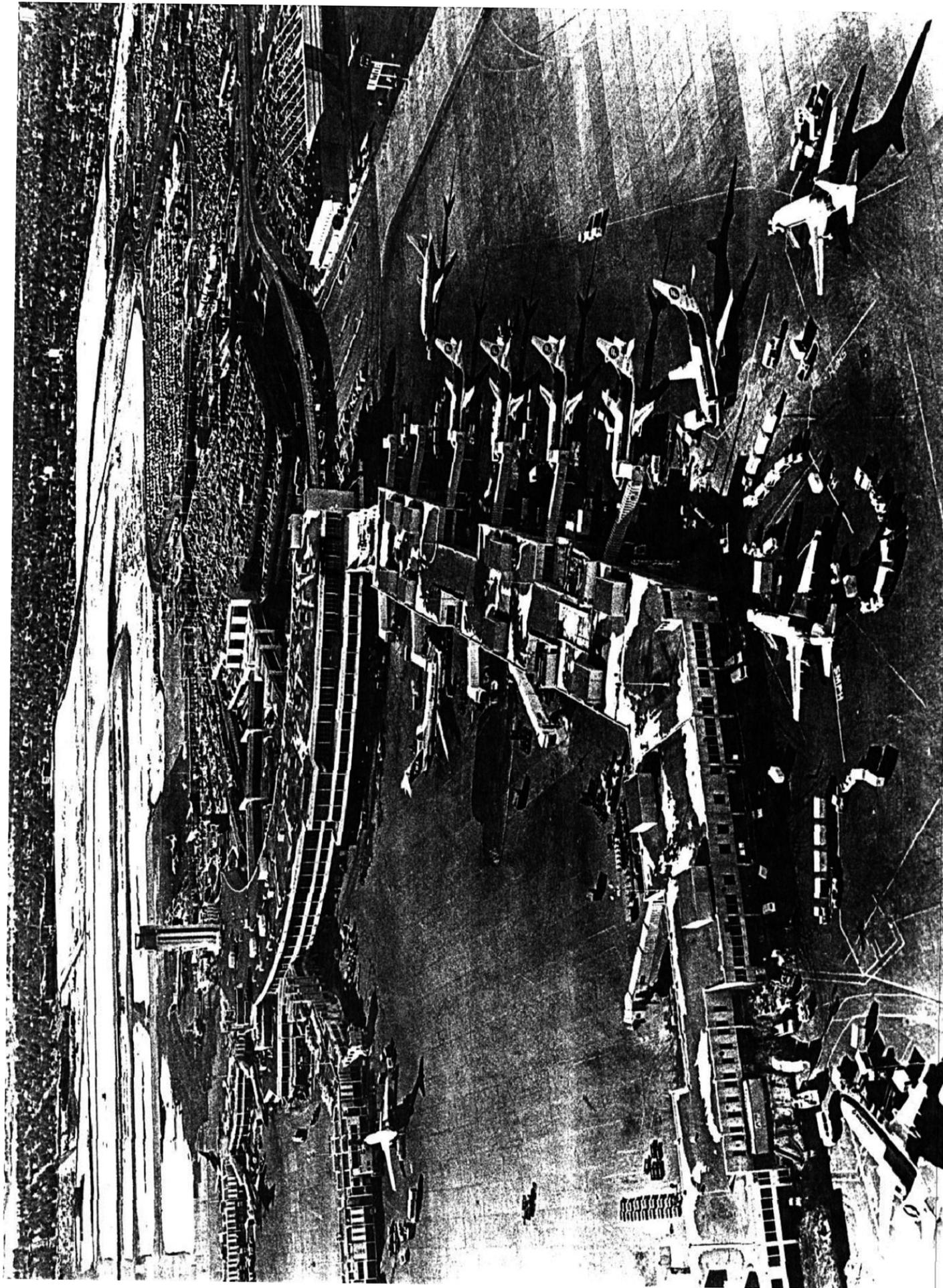


Photo of Stapleton Field & Frontier operations sent by Cal Reese

FRONTIER NEWS



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

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Please keep us notified of address changes.

THE GOOD OLD DAYS

by Bill Monday

In the early days of the airlines, a number of the smaller cities did not have surfaced runways. This incident took place during the work on the Worland runway in the Summer of 1949. I was the WRL manager at the time.

We were able to use a very short downhill dirt strip which crossed the south end of the main runway during some of the construction.

Sam Grande was the captain of the SLC-BIL flight that morning. At the end of his outbound contact, he said, "Monday, better go check the runway end-marker." "What's the matter, Sam?" "Just go check it." I drove out and found the wood marker a short distance down the runway. There were two black smudges on it some distance apart.

In his attempt for an early touch-down on this short runway, Sam had clipped the marker with the main gear. The black smudges were tire marks.

On another occasion involving the same runway during this period, Captain Doug McDonald had to abort his touch-down to avoid hitting a cow.

Someone once said, "The good ole days are gone forever," and then added, "It's a good thing they are!" How true.

Our early teletype systems were broadcast circuits where each station saw all the messages on the circuit. There might be 12-15 cities on a circuit depending upon the message volume. The main purpose of the teletype was communications but it was also a form of entertainment in the smaller stations. Aside from the two flights on your shift, weather observations, and an occasional telephone call, things were pretty slow. So you followed the goings-on on the teletype.

It's 1950, shortly after FL was formed, and the station is GUC. Chuck Hinkson is the manager. He opens the station and promptly sends a message that he has a skunk in his ops area and does anyone have any ideas.

They came fast and furious; some were funny and some serious; but only one worked. He turned up the volume on the VHF, opened the mike and placed it against the speaker. The loud screech/squeal that resulted soon sent Mr. Skunk on his way to a quieter locale. No damage was reported. *(Among Bill's many titles at FL, he was Director - Reservations)*



Summer of
1954 timetable

ADS

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