

FRONTIER NEWS

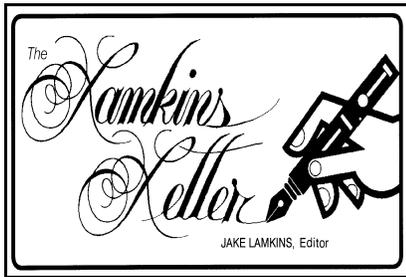
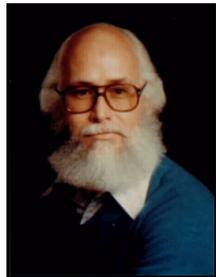


I HAVE ATTACHED A PHOTO OF A PAINTING I AM JUST ABOUT TO COMPLETE. THIS PAINTING WAS DONE FROM MEMORY OF MY FIRST EVER FLIGHT ON AN AIRLINER. I FLEW ON THE FRONTIER DC-3 FROM PUEBLO TO DURANGO AND TOOK PHOTOS OF THE FLIGHT. I WAS ELEVEN YEARS OLD. WE WENT THROUGH A SNOW SQUALL OVER THE MOUNTAINS AND I HAVE DEPICTED THE EXACT MOMENT WE BROKE OUT OF THE CLOUDS. THE PANORAMA OF THE ROCKIES WAS MAGNIFICENT! I BELIEVE THE LOCATION IS AROUND MONARCH PASS. AT THE MOMENT I AM TRYING TO TRACK DOWN THE N NUMBER OF THE AIRCRAFT AND WILL THEN NEED TO DETERMINE WHAT SUNLINER NAME WAS ON THAT AIRCRAFT. ONCE WE GET A FEW MORE THINGS ACCOMPLISHED WE WILL BE DOING A SPECIAL SECTION ON OUR WEBSITE @ WWW.RICKBROOME.COM, PROMOTING MY FRONTIER PAINTINGS AND THE HISTORY OF THE AIRLINE. ALSO, WE WILL BE PUTTING A LINK TO YOUR SITE IN THIS SPECIAL HISTORICAL SECTION.

BLESSINGS,
RICK BROOME

WINTER 2002

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.



Two aviation magazines have come out with well done and beautifully photographed articles on Frontier and our history. First out was AIRLINERS magazine which published 12 pages in their Jan/Feb2002. It's a well written article except for the Elizabeth Howell error. Next, AIRWAYS magazine in the Feb2002 issue features a 7 page article with many nice photos. It's written by Stan Soloman who contacted the FLolks at the FL Online Club for research help. Both magazines are well worth buying. AIRLINERS sells for \$5.50 per copy and AIRWAYS is \$5.99. Check for them at Barnes&Noble, Borders Bookstores, or other places with large magazine selections. You can also call AIRLINERS at 1-800-875-6711 (also at <http://www.airlinersonline.com>) and get it by mail for \$8. You can contact AIRWAYS at 1-800-440-5166 and they will mail it to you for \$5 including postage - they are having a sale so it's actually cheaper by mail. (also at <http://www.airlinersmag.com>). Have your credit card handy when you call either magazine. You'll regret it if you don't get these great histories which complement each other. Get them while supplies last.

Deaths, obituaries and letters dominate this edition of the NEWS. There seems to be an epidemic of FL deaths lately - 5 or 6 just since Christmas. Plus we are finding more and more deaths from the past that we didn't know about. If you know of someone in the FLamily that we have missed or if there are corrections, additions, etc. to what we have, please let us know.

Most of us remember the great paintings of Frontier aircraft done by Rick Broome. Several hung in the hangar and Chick Stevens used them in the FL magazine. Rick has taken out an ad in this issue to support the NEWS and let the FLamily know he's still painting FL aircraft. He has for sale original paintings and prints made with a new process which produces outstanding images. They make great additions to your collection or gifts to loved ones. See Rick's ad on the back page.



FRONTIER AIRLINES

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

TBA

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

DENVER REUNION PICNIC

June 29, 2002, Saturday, 11am-4pm

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.

We are gathering info on museums and/or libraries that have FL collections. We want to publish it so that FLolks with collections can make sure they are kept together after we are gone. So far, we know that the DEN library has some of the FL archives thanks to Ken Schultz and that air museums at FYV & FSM are starting collections. Please send contact info such as addresses, names of directors, phones numbers, email addresses, etc. to us so we can compile a contact list for use by the FLamily.

UPDATE ON LARRY VANNOY'S MURDER

By Doug Murphy, Staff Writer,
Ahwatukee Foothills News, 11/09/01

Charged with first-degree murder, 16-year-old Dale Eddie Whitman changed his plea Tuesday from innocent to guilty in Maricopa County Superior Court. Whitman has admitted to being the first to stab Larry Vannoy last November during an Ahwatukee Foothills vehicle theft that turned into murder. Two other defendants will go on trial for the same crime in February and face the possibility of death by lethal injection.

As part of the plea agreement between Whitman and the Maricopa County Attorney's office, he escaped the possibility of life in prison but will face a sentence of at least 16 years without the possibility of probation, according to portions of the plea agreement that were read in court by Judge James Padish. Because of his age Whitman was never eligible for the death penalty.

In return for the reduced sentence, Whitman agreed to testify honestly and accurately against fellow defendant Kenrick Vincent, 26. Whitman does not have to testify against the third defendant, James Cooper, 22, who is a cousin. All three are members of the Gila River Indian Community.

According to police and court documents, the trio came to Ahwatukee Foothills intending to steal a vehicle Nov. 18, 2000. They saw Vannoy's prized pickup truck sitting in his driveway in the 4600 block of East Walatowa Street and Cooper hot-wired the vehicle. As the three were driving away, Vannoy came out of the house and jumped in the back, trying to stop the theft, according to police documents.

Whitman's attorney, Richard Miller, told Padish on Tuesday that "Mr. Vannoy was banging and yelling to passersby to call the police" as the three drove east on Interstate 10 heading to the Gila River Indian Community.

Miller said Whitman has admitted he opened the window in the back of the cab and reached out, stabbing Vannoy non-fatally, as the truck headed east. When the truck stopped, according to what Whitman has told investigators, it was Vincent who then used a home-made cleaver to hack Vannoy to death. Miller said Whitman has also admitted to stabbing Vannoy once in the heart, as he lay on the ground, before he died.

As part of the plea agreement, Whitman's first-degree murder charge was reduced to second-degree murder and two other charges, kidnapping and robbery, were dropped according to Deputy County Attorney Noel Levy. Padish accepted Whitman's plea and set sentencing for Feb. 27. Cooper and Vincent are scheduled to go on trial Feb. 14 for first-degree murder, kidnapping and robbery.

Nancy Vannoy, who has attended all the court proceedings sat stoically as Whitman admitted his role in her husband's death. Afterward she declined to speak with the press.

(Larry's murder was reported in the Winter 2000 issue. He had 25 years with FL as an a/c mechanic at SLC & DEN. Nancy was a FL res agent)

*Has it been awhile since you subscribed?
If so, renew to keep the NEWS coming.*

AN INTERLINE FRIEND IS GONE

Glenn Halstead was LITAA Sales Manager from 1963 til his retirement in 1984 after 35 years with AA. For 21 years any CN/FL employee in Arkansas could mail Glenn a note on company stationery requesting a pass and Glenn quickly responded with a first class SA pass on AA. It could be anywhere they flew. He also contributed to the prize kitty for the annual FYV FSM PIGNic that was started in 1968 and continues to this day. Glenn could be counted on for flight bags, passes, shirts, bag tags, etc. every year and he always made an effort to attend himself.



Glenn died Dec. 1, 2001 in Little Rock. He had been in ill health several years. He was 75 and is survived by his wife, Lucy; two sons, Glenn Jr. of St. Louis and William of Cincinnati; and two grandchildren, Hannah and Glenn III of St. Louis.

MORE DEATHS IN THE FLamily

(Reported since the last issue)

Stu Marks, pilot, 5/17/01, age 68
Warren Wilson, pilot, 10/15/01, age 59, cancer
Les Belyea, BZN station agent, 10/22/01, age 65, heart failure
George Wilson, DEN lead inspector, 10/18/01, age 78
Teddy Pierce, DUC LAW station agent, FSI TIK SATO, 7/14/01, age 70
Jim Smith, Agent RIW PUB MCK, need more info
Gayle Bussinger, station agent, 3/12/64, NR on FL32 that crashed at MLS
James Slaten, 4/9/01, age 73, need info on position at FL
Alan Schlosser, 2/21/99, age 82, need info on position at FL
Earlene Bollers, clerk, 1/26/01, age 78
Ray Harvey, pilot, 12/13/01, age 87
Pat Fackenthall Forehand, flight attendant, 5/12/00, age 61
George A. Smith, VP, 11/20/96, age 83
Bob Howard, DEN maintenance, 5/23/95, age 63
Pat Turner, DEN station agent, 1/1/02, age 65
Coyt Smith, a/c mechanic - LIT STL FSM, 12/28/01, age 65
Wayne Holder, station agent/TCA -FYV JLN DFW, 1/3/02, 65
Chester Fitch, NDT inspector, 12/20/01, age 84
Gary Burson, station agent, 9/9/93
Bob Elliott, station agent, 1/9/02

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.

"GONE WEST" LIST

Please let us know of errors, additions, additional info, etc.

Agents, Clerks, Skycaps, Clerical

Walt Albany, 10/31/88, age 73
 Dave Allison, 7/11/80, age 34
 Jack Ballard, 2/12/93, age 43
 Elsie Ballard, 5/5/00, age 90
 Les Belyea, 10/22/01, age 65, heart failure
 Lysle Bevans, 9/6/89, age 55
 Lloyd Bibo, Aug88, age 46
 Jim Booth, Jun82, age 35
 Frank Bazadier, Jul82, age 68
 Sonja Brown, 12/17/99, age 62
 Shirley Bryant, need info
 Charlie Burgess, 9/16/97, age 63
 Gayle Bussinger, 3/12/64 (NR on the crash of flight 32 at Miles City, Montana)
 Cliff Calcote, 6/4/91, age 49
 Lefty Carlson, need info
 Del Caudle, 2/18/92, age 56
 Jim Charbonneau, 4/4/93, age 49
 Harry Cutler, MTJ station manager, 7/24/94, age 70
 Chuck Dessauer, 9/18/90, age 52
 Elton Dial, 11/20/00, age 72
 Ron Eckles, 9/6/93, age 53
 Gloria Elquest, accounting clerk, 11/1/00, age 68, cancer
 Wally Farrar, Oct98, age 65
 Gary Frogge, Aug84, age 45
 Art Garcia, need info
 Jeff Gilbert, 2/15/95, age 64
 Hank Goffart, 9/3/98, age 60
 Tom Green, 4/6/91, age 61
 Jim Greer, Oct86, age 60
 Jim Haley, need info
 Gene Harrison, 9/3/01, age 64, heart attack
 Everett Hawthorne, 4/23/00, age 87
 Dean Head, 3/23/98, age 76
 Lizzie May Heinz, 3/7/72, age 65
 Jackie Hewitt, 11/13/76, age 46
 Wayne Holder, 1/3/02, age 65
 Hillary Hosman, 2/15/90, age 61
 Melvin Hullet, Nov86, age 53
 Max Hunt, 9/10/85, age 53
 Donald Jansen, May68, age 33
 Jan Jernegan, 2/6/00, age 63
 Myron Kamarad, 12/22/94, age 64
 Bill Kilian, Nov76, age 31
 Dean Kirksey, 5/15/95, age 64
 Cel Landi, 4/6/00, age 61
 Theo Leprich, PHX res & tkt agent, Mar82, age 54
 Boyd Loucks, CN crew scheduler, 11/28/96, age 64
 Dave McCall, 1992, need info

Dolly McPhee, 8/11/98, age 70
 Terry Meehan, 1/18/2001, age 72
 Al Mosley, 12/5/99, age 78
 Larry Musselman, 2/16/94, age 66
 Stan Needham, 6/8/99, age 76
 Ora Nestleroad, 8/12/00
 Moe Osborne, 5/22/94, age 56
 Orval "Pete" Peterson, 11/3/98, age 76
 Teddy Pierce, 7/14/01, age 70
 Will Pliska, 9/7/76, age 29
 Don Plunkett, 10/10/98, age 68
 Celeste Reid, Apr81, need info
 Dave Richards, unconfirmed, need info
 Ron Rogers, 5/12/98, age 56
 Ed Rohrmann, need info
 Duane Sharp, 10/29/99, age 61
 Bill Sharkey, station agent - GUY/LBL/DEN, 7/9/88, age 67
 Jeanette Sickler, accounting clerk, Dec93, age 55, cancer
 Dale Simonin, 11/26/97, age 51
 Rosanna Sima, 3/29/97, age 65
 Dan "Smitty" Smith, Fall 1986, motorcycle accident
 Jim Smith, need more info
 Ray Spiars, 1/6/96, age 64
 Howard Stewart, 8/10/92, age 50
 John "J.R." Stults, 7/28/99, age 64
 Vivian Tevebaugh, 6/5/00, age 79
 Danny Thomas, 7/8/90, age 56
 Charlie Timmons, 12/3/88, age 47
 Chester Turgon, 10/30/92, age 67
 Pat Turner, 1/1/02, age 65
 Roger Utsunomiya, 6/17/96, age 44
 Larry Vail, 1/17/00, age 60
 Gordon White, Oct83, age 39
 Doyle Willhite, 9/30/98, age 65
 Max Willis, 12/22/99, age 83
 Jim Zalesky, 4/15/90, age 57

Flight Attendants

Ellie Bastar, 10/14/87, need info
 Melanie Boyd, 8/8/95, age 37
 Jody Colquitt Brinkley, 5/29/99, age 65
 Janet Cupps, 5/7/90, age 51
 Pat Fackenthall Forehand, 5/12/00, age 61
 Thomas Hampton, 11/6/90, age 36
 Susan Hanson, need info
 Dana Hoch, 8/23/97, age 45
 Carol Johnson, Jan71, age 23
 Elaine Langloss, need info
 Rosalind Mathews, 11/16/98, need info
 Deanna McKenna, 10/12/93, age 46
 John Montgomery, 1992, need info
 LaVonne "Petey" Peterson, 5/17/95
 Scott Ponton, 3/22/94, age 42
 Dorothy Ruth Reif, 3/12/64, age 22

Eugene Schroeder, 1991, need info
 Lee Smart, 12/16/89, age 45
 Jeannie Mahaffey Whitlock, need info

Management & Others

Wally Adams, Nov83, age 54
 Virgil Alvey, 3/10/97, age 77
 Bill Bates, 5/16/00, age 71
 Ray Beall, Mar86, age 65
 Orvin Black, need info
 Doug Black, May81, age 71
 Clay Blaylock, 3/14/99, age 70
 Fred Bonfils, 3/21/58, age 62
 Dave Burr, 4/9/97, age 68
 Vern Carlson, May76, age 53
 Ralph Cole, 7/20/78, age 62
 Mike Conner, 2/29/00, age 63
 Hal S. Darr, 6/21/55, age 61
 Christine M. Denning, 12/13/79, age 32
 Bob Dirksen, 11/8/87, age 52
 Donald A. Duff, Dec52
 Ed Dunaway, 12/8/99, age 62
 Al Feldman, 8/9/81, age 53
 Gene Finkelstein, 5/12/83
 Ed Gerhardt, 3/7/98, age 81
 Billy Hatfield, 7/25/00, age 68
 Don Hatfield, 1/15/96, age 62
 Bill Heath, 9/24/81, age 55
 Charles Hirsig, 1/15/45, age 34
 Doyle Johnson, 12/20/96, age 61
 Duane Johnson, training supervisor, 5/10/99, age 61
 Paul Jones, 4/26/97, age 72
 Keith Kahle, 7/4/97, age 87
 Buz Larkin, 7/15/93, age 60
 Bud Maytag, owner/president 1959-62, 9/90, age 64
 James McEldowney, 2/26/99, age 84
 Nancy Hedrick Mitchell, 8/22/00, age 53
 Jim Moore, Jun99, need info
 Bud Naylor, 5/26/97, age 76
 Rocky Nelson, 3/6/51, age 46
 Pappy O'Drain, 12/4/95, age 72
 Murray Parker, 11/21/80, age 57
 Bob Pier, 5/14/95, age 69
 Floyd Rollins, need info
 Alan Schlosser, 2/21/99, age 82
 Jim Shores, 7/6/84, age 60
 Rudy Skeen, training supervisor, 4/30/01, age 68
 James Slaten, 4/9/01, age 73
 George A. Smith, 11/20/96, age 83
 George Snyder, 5/11/83, age 65
 George Swonger, 11/7/76, age 60
 Sid Tolbert, 12/5/72, age 37
 Stan Trudeau, 10/29/74, age 37
 Ray Wilson, 5/11/79, age 78
 Betty Worl, 2/10/77, age 54

LETTERS

Letters may be edited and paraphrased for space and clarity.

I moved to Boston and went to work for Alden Electronics as a salesman. Most of the pilots will remember the gray colored Alden weather fax machine in the weather room and DENDD. In 1994 I went to work for Weathernews in NY and then SFO as their VP of Sales.

Just wanted you to know how grateful I am that you take the time to run this Yahoo Website, and produce the newsletter. It really really keeps me connected with my favorite and most memorable career that went down the toilet.

Just Chatted with Shirley Shackelford in PSP and got to talk with Bonnie Bias in IAH last week. Both sound real good!

I forgot where you left off talking about covering your costs, but I would be glad to send you some more funds to keep things going. Let me know. Sincerely,

Dennis Casadoro, Kent, WA

Hi former FL folks. My name is Tom Nevin.. I was a station agent and senior station agent for FL for almost 19 years, mostly in Kansas City. I also worked for a short time at Stapleton and at Atlanta. I have lost touch with most FL friends and am intersted in joining the FL Club. Also if anyone can help me with an address or phone number to FL-ALEA retirement it would be much appreciated. I need to let them know where I am. *(Tom has it now)*

Since leaving FL I have been in sales. From '86 through '94 I was with a silk flower and Christmas decor wholesale company in Blue Springs, Mo. Johnie Ogden and Gary Summers also work there still. They were both station agts. Now I'm in car sales here in Colorado Springs. I'll look foward to the newsletter. Thanks again,

*(Second note)*Thanks for sending the last issue of the Frontier news. The information on the ALEA retirement is just what I needed. I am enclosing \$10 to add me to the mailing list for the FL NEWS. I really enjoyed reading all the articles and picking out familiar names. I e-mailed Mike and Rose Dragen a note. Their address was in the section on upcoming reunions. I look forward to the next issues of the FL NEWS. **Tom Nevin**

I had some good times 1955 to 1968 - OLF BIS COD Denver station, Maint dept. Frontier people had so much pride. I loved 'em. Now retired from currently operating jewelry co. in Northglenn, CO. Age 69. I have 4 sons and my daughter, Kulie McMurtry, work in res CO IAH. I travel, fish & hunt a lot. I found you trolling the web one day.

Charles (Chuck) Schlener, Ocaller@aol.com

Jake, I want to thank you for all of the hard work that you have, and continue to put in on the Frontier Alumni web site, as well as the newsletter. I am confident that there are a countless number of past employees that find plenty of enjoyment with both.

FL hired me in late 79' in the Provisioning Dept. I transferred to the ramp one year later. In 1982, I was one of the original staff that opened up LAX for Frontier, along with Ron Ness, Laurel Nicewander, Bob Hart, Tim Tomich, Billy Warren, Connie McGuire, Mike Reid, Mike Perez, Jan Root, Natalie Finn, Alan Fields, Akiba Timoya, and Dennis "downtown" Brown...I apologize if I omitted anyone.

I went on to get my FAA Dispatchers License and transferred to DEN Dispatch in 1984. I left right before the crash in 1986.

In 1997 I was diagnosed with multiple sclerosis and took a medical retirement in March of 2000. My wife and I have recently moved back east. There isn't a day that goes by that I don't look at my B737 FL model that sits on my bookshelf and think of the "old days" working at FL, and the great memories of the many people I worked with.

(Wasn't Roger Utsunomiya part of the LAX crew?) How could I forget! I feel like a fool forgetting about Roger. LAX is where I learned to work the ticket counter, and Roger was our defacto teacher. Roger use to write everything in reverse. You would have to hold his notes up to a mirror to read them. I stayed in contact with Roger for quite a while and then I lost contact with him. I was shocked to learn of his death. Thanks for reminding me.

Kevin Porreco, kaporreco@hotmail.com

I got my copy of the Frontier News today. It's great! Of particular intrest was the note from Larry Baumgartner. Can I get his email address (or any other contact)? *(Done!)* I'd like to get in touch with him again.

Jeff Hutchinson came thru yesterday and spent the night with us. He mentioned that Teddy Pierce passed away sometime earlier this year. He'd gotten the news from Albert McKenzie (ex-FAL agent now working for Travel Agency out at Ft. Sill.) Teddy was a DUC agent for CN that went to LAW as Asst Mgr. He was struck by lightning on the ramp while dispatching a flight in a thunderstorm. He would have died that day except for the quick thinking of Agent Jim Stafford who administered CPR immediately and the Capt. (I think it might have been Sam Scott but I'm not sure) brought his oxygen bottle down and they got him to breathing while the first officer radioed the tower and told them what happened and to get an ambulance.

Teddy went out to Ft Sill (Jamto) until it was taken over by a Travel Agency and then went up to Tinker AFB (SATO) and commuted from Duncan (with Jack McClain) until he retired. I told Jeff to try to get his Obit from the Duncan Banner and we will try to get it to you for posting as soon as we can.

Jeff had also been up at MCI visiting with Howard Petrasek (Ex-FAL Agent) who went to work for United after FAL and has recently retired.

Enough for now....I'll get back to you later..Thanks again.

Ray Hall, station agent LAW DFW

I didn't have a check handy - so here's an old dirty "tenner". Thanks for the newsletter. Great reading about old friends and old, happy times.

Jack Schade, pilot

This is Paul Hart-FL station agent from 1967 til the end. Now working for UAL in DEN. My phone no. is 303-920-8622. Address is 11840 Sylvia Dr, Northglenn Colo. Would like to hear from anyone. Does anyone know whereabouts of Larry Wienk who worked in PHX for FL in the late 1970-s. My wife's e-mail address is mseddyh@msn.com Talk to you later.

Paul Hart

Larry Wienk is working in DFW for AA. He commutes to BNA. Has been doing that for the past 8 or 9 years. If you would like more info, let me know. I am in touch with him at least twice a week. **Al Krauter** (*Posted at FL Club*)

I started on the ramp as a station agent in January of 1966. My first year of employment, I worked on the ramp. Then I worked on the ticket counter and boarding areas for the next 5 or 6 years. Then went back to station agent on the ramp. After Frontiers demise, I went to United Airlines as a Air Freight Rep. I work there for 12 years and retired in October of 1998. I worked for the Airlines in Denver my full career.

One of my experiences with Frontier Airlines, while I was driving the courtesy car, I was asked to get a passenger's bag off the airplane as he was not going on that trip. I went out to the airplane, a "727" and jumped into the forward pit and began looking for this bag. While I was in the rear part of it looking, a bag runner came along and tossed a last minute bag in and closed the door.

Boy, it was pitch black. I fumbled my way up to the front and tried to locate the handle on the inside to open it back up, but was unable to do so. About that time the engines were starting. I banged on the ceiling with my fist as I knew the pilots could hear that. At least I thought they could and then I started to kick the ceiling, but no one came to open the door, so I crawled up to the bulkhead and was bracing myself for take off.

With the vibrations and engine noise, I just knew they were turning the airplane out of gate (1) on the "A" concourse and I was on my way to GJT. As I was in the SLC pit, I was just hoping that when I got to GJT someone would open that pit so I would not have to go all the way to SLC. A few seconds after I was thinking all those things, a mechanic opened the pit and asked me, "was that you making all the thumping noise the pilots was hearing?" I said "No, but while you got the door open let me out of this thing."

After retiring, I moved to Nebraska. I moved back on the farm where I was raised and became president of the coffee club. I still need somewhere to report to every morning around 7:00 AM. We hold another meeting at 3:00 P.M. everyday. I seem to be more busy now than when I was working. There never seems to be enough hours in a day.

My contacts are fredlee@gpcom.net, R.R. 1, Box 111, Deshler, NE 68340, 402-365-7285. **Dennis Atenhan**

Thought you would be interested, if you haven't seen it yet, There is a magazine AIRLINERS JAN/FEB 2002 ISSUE that has an article on FAL-from Monarch/Arizona Air/Challenger becoming FAL June 1, 1950-Presidents Ray Wilson, Harold Darr, C. A. Myhre, Maytag, Dymond, Burke, Feldman, Ryland, Hank Lund, O'Gorman, and Martin-Aircraft DC-3, CV580 in 1964, B727 in 1966, B737 in 1969-Central in 1967-some of the money we made like 1952 they had 125,500 psgrs with a net

income of \$60,205.00.." Website is <http://airlinersonline.com>
Frank Monheiser *DEN station agent*

Hi Jake, There is a magazine called Airliners Jan/Feb 02, about First Frontier article and it's a very interesting story. Also Airways will published on Feb 02 edition about Frontier. You can get it at Barnes & Noble or Hastings, if not try the online internet. I would like to put message on next Frontier News if you could. Take care, **Dave Botinelli**, *GJT station agent*

I've been driving an 18 wheeler all over the U.S. Started working for Swift Transportation. Had to do something (after I retired from CO), so I went to school and got my class A Commercial Drivers License. I'm back on road again! **Ken Larason**, *pilot*.

In the next issue could you insert a short note saying if there are any retired Frontier people in the Yuma area to give me a call. Maybe there is a chance there are some and we could get together. I am listed in the Yuma phone directory but my number is 928-342-3921. Thank You,
Ollie Brunz, *BIL manager (plus others in his 34 years with FL)*

Hi, I am Sandi Ford from Frontier in the old days. I worked there from May 1970 to August 1986. I would like to be able to visit the FL Club. Thank you
Sandi Brooks-Gaboriau, *Sr. Manager Payroll*

Recently one of the ex-Frontier employees gave me a copy of the Frontier News to read. I found all the articles very interesting and would like to start a subscription for myself and also Ron Huet. I have reviewed the obituary lists on the Frontier Web Site and am amazed and shocked at the number of employees listed which I knew and many that I had the privilege to work with, however, there are two individuals that don't seem to be listed.

I helped train Gayle Bussinger when he first started working for Frontier and I believe he was the non-rev passenger on flight 32 that crashed at MLS. The second is James (Jim) Smith. He was an agent at RIW and PUB then became station manager at MCK when Frontier started service into Nebraska. At the time of Jim's death he was working in MCK as a dispatcher for the Nebraska highway patrol, but I can't provide you with the date he passed on.

You are to be commended on the job you are doing with the Frontier News. I am looking forward to receiving the Winter edition. As ever, **Robert White**, *station agent*

Please send me info on getting a frontier newsletter. My name is Mark (Radar) Erickson. I started working for Frontier on Oct 6, 1976 in DEN. I started in commissary and then went to the ramp. I transferred to FAR and worked there until that the end

of the airline. I would like to know about anyone that use to work for them. I have been wondering about all the people that use to work with the old Frontier. Yes, I saw the obits and recognized some of them.

Mark (Radar) Erickson, 16629 26th St SE, Argusville, ND 58005, ERICKSKONMARK@aol.com

I want to say thanks for the "Frontier News", you do such a good job. It is just amazing how many names I recognize.

Jake, I also want you to know that I decided to give John Paul's airline artifacts to our new local Air Museum. I feel as if Paul would want me to do so.

Mr. Wayne Haver and wife Jan have been so very nice and helpful to work with, and they were just elated and thankful for our little goodies. Do take care, Sincerely,

Dottie Jones, widow of FL VP Paul Jones who bought Skyways Airlines at FYV in 1972. (Paul died 4/26/97 in FYV. Dottie lives in FSM now. She enclosed this letter from Wayne Haver-Jake)

Dear Mrs. Jones,

My wife and I enjoyed meeting and visiting with you and hearing the history of you and your husband's involvement in establishing commuter airlines to give people access to rmajor hubs.

Thank you for donating the airline artifacts that you and your husband accumulated during the time both of you were involved in aviation. I especially want to thank you for all the Skyways items, including the photographs, news articles, and the two desktop models of the Skyways planes. They are magnificent.

I am thrilled to get the original oil painting of the Central Airlines Convair painted by Charles H. Hubbell. It is the centerpiece of a display in the museum. I understand that it is one of only two in existence which makes it an even greater gift to the museum. I'm sure that lots of people or museums would have loved to have it but I appreciate you giving it to us.

We are setting up a display of your husband's career in aviation showing his career beginning with Mid-Continent Airlines to his involvement with StatesWest Airlines in Phoenix. The seven desktop models of Central Airlines (2), Frontier Airlines, Skyways Airlines (2), Trans-Central Airlines, Tejas Airlines, and the Boeing 737, will be tremendously valuable in showing that history. It is a great addition to the museum. As soon as we have it complete, I will contact you so you can come and see the display.

I am still going through the news articles you gave me. I am learning a lot about you and your husband's contributions to aviation and the local history of aviation's growth. It is fascinating to say the least. Thank you again for thinking of the Fort Smith Air Museum and donating the models, painting, prints, and other items and articles to the museum. You are helping to



preserve aviation history and honor John "Paul" Jones with the donations. Sincerely,

Wayne Haver, President - Ft. Smith Air Museum

Many of us have sizeable collections of airline memorabilia. Now is the time to make decisions about their disposition after we're gone. A local museum is certainly a good choice.

I feel like I've really lost touch with a lot of my good friends from Frontier. Thanks for mailing the copy of the newsletter. I am working as a team leader in a call center in Littleton that markets education services, including Sylvan Learning Centers all across the U.S. My wife, Kendra, recently lost her job after 18 years at Continental Airlines, and has come to work in our office here as well. I hope you are doing well, and really appreciate you caring enough to keep us all in touch! **Ed Good**

Sorry I'm late sending money for renewal to FL NEWS. I enjoy the articles a lot. FYI, I believe our annual PHX picnic this year sounds like the last unless someone steps forward and takes over it. I'm just too busy with work and other matters.

Walt Hatfield, PHX station agent

(It would be a shame to see the PHX gathering come to an end. Here's hoping someone will volunteer to coordinate it. Let me know and I'll publish the info in the Timetable section)

I think I am due to pay for my next years subscription. I will enclose \$15 as I am sure there are added costs since the last subscription - postage & etc. Enclosed also is Les Belyea's obituary. I was out of the BZN area at the time of his death but I understand many of his airline friends and co-workers were at his services. Thanks again for keeping us informed.

Loren Holmgren, Station Agent, TOP DEN WYS MDW BIL BZN SAN

After FL, Marilyn Hoegh and I partnered a successful catering business. Marilyn & Al wanted freedom to travel and be retired so I went to work downtown as payroll supervisor for Volt Temporary Service. When they consolidated all payroll to Orange County, CA, I wanted to stay in Colorado so I went to work at Wagner Equipment Co. in Aurora - the Engine Division.

I inherited the house in Estes Park upon the deaths of my parents in '90 & '91. Shannon was enrolled at CSU in Ft. Collins so we decided to sell the house in Denver and move to Estes Park. It's been ten years here!

Shannon graduated from CSU with a double major in Social Work and Spanish; worked for 3 years in Chicago for Catholic Charities, came home for a break and stayed. She's now a federal law enforcement officer at Rocky Mountain National Park.

I'm front desk manager at Harmony Foundation - a nationally recognized drug and alcohol rehab facility. I started in the kitchen ten years ago. We're happy, healthy and have a slice of heaven here. **Jan Olmsted Hagen** DEN Res Agent



Arizona, Challenger and Monarch DC-3s at Stapleton Field in 1950

October 28, Sunday, PHX had our 16th reunion. About 40 people showed up and a good time was had by all. We had hot dogs, hamburgers, keg of beer, pop and all kinds of goodies. Dave Ross has been handling all these reunions so we really appreciate his efforts. The reunion was held at Scottsdale City Park.

I retired in 1995 after 33 years with FL and 7.5 years with America West. At FL I had 1/2 year with on-the-job-training in WRL and 1/2 year in ELP. The rest of my time was in PHX.

SN 424 was used to pull gliders in WW2 in Europe. This stretched the airframe slightly, which in turn enabled us to load the wood crated HRs more easily than any other DC-3.

SN276 was late evening flight 9, DEN-PHX with stops in between. I went out to the airport the next morning and we found cactus thorns sticking into the deicer boots.

Several years later I saw a purple DC-3 being used as a freighter. It was parked at the air freight area of Sky Harbor airport. Being curious I went over and checked out the plane. Lo and behold, I found out this was the FL SN276 and the pilot happened to be a passenger on FL flight 9 (276). He said he was lucky to be alive as a few more inches closer to the fuselage would have done the airplane in.

One time a mechanic and I found a slightly thick pink fluid dripping from the underside of a DC-3. Knowing it was not hydraulic fluid, we tasted it. Hey, it tasted like a cherry milkshake so we investigated the front pit and found that a shipment of raw meat had been in there. When the blood ran through the fuselage and mixed with whatever, it came out tasting pretty good.

Can you imagine this today: One time Vern Crawley and I took an early a.m. DC-3 flight PHX-SVC to go coyote hunting with the station manager, a Mr. Rea. We sat in the left rear seats holding our .30 caliber hunting rifles (uncased and unloaded). The passengers did take note of this but were not bothered by it. Alas, the old West is gone!

John Koehler

(John sent the photo above along with several other photos and memorabilia that we hope to use later)

Whenever I receive one of your newsletters, I tend to remember the pumpkin shirt days at Frontier with fondness. It is fun sharing the few stories I remember with my wife, Lisa. Maybe someday soon we will make the hike down the mountain to the annual FYV FSM PIGNIC. **Jim Longino**, *FYV station agent*
(Jim returned to school after FL crashed and got his law degree. He's an attorney in FYV now)

I was hoping to make the PIGNIC in FSM but was unable as I had to go to North Carolina that Saturday. I really enjoy visiting with everyone and hope the last one was a success.

Here is the check for the newsletter and will look forward to making the PIGNIC next year. Even though I never worked for Frontier, I worked for Central Airlines from 1957 until 1965 when I left and went to work for American in LIT. I still feel the time I spent with Central and the friendships there are part of my life. **Jim Hicks**, *LITCN agent*

Carl Willmann passed on a couple of issues of FRONTIER NEWS to me. What a delight to see so many names of the good people with whom I had the pleasure of working early in my career. The letter from Cal Reese brought back some fond memories. I started as a Sales Rep in PHX and was there when he came down as Station Manager. He and Andy Hoshock were two of my favorite people.

Although I was only with FL about ten years (1963-1972), they were ten of the most enjoyable years of my life. I worked several places after I left the company but never met or worked with a finer group of people than I did at FL.

It is great that you have created a vehicle to enable the people of the "old Frontier" to keep in touch. Enclosed is a check for a subscription for the coming year. I will look forward to receiving the next issue. **Donald Grover**

I have received issues 1 & 2 from Dave Bottinelli here in GJT. I started with Monarch June 1, 1949 as an agent at ALS and then was a steward Nov. 1949-Aug.1950, Senior Agent GJT til Feb.53, SLC Station Manager until Nov.58, LAR Station Manager til May64. Afterwards I was RIW Station Manager for 13



Richard Horn, Tony Worden, Phil Green, Jim green, Jack Chambers, Joe Hussey & Jake Lamkins reminiscing at the 2001 FYV FSM FL PIGNic. The gathering has been held since 1968.

years and then SLC Manager from Nov.77 until I retired June 1, 1985 (3rd manager to retire).

Some of the former FL employees living in GJT include Red Chambers, Leo Dorsey, Don Marso, Les Bendickson and five GJT agents.

You are doing a great job and we appreciate it very much. I may do a biography sometime. I am age 71. **Duane Phelps**

How Meacham Field landed Central

By Bill Fairley

"I think I can, I think I can," the Little Train That Could said as it tried to chug up a hill in a popular children's story. And that's probably what 39-year-old Oklahoman Keith Kahle repeated with his innovation: a feeder service for areas too small to support their own airport in 1949.

Kahle's Central Airlines, which eventually flew among 41 cities in six states, was the forerunner of the later, highly successful commuter airlines such as Southwest, Western, Continental, Legend and others. He began small with a single-engine, four-passenger Beech Bonanza plane out of Meacham Field. By 1965, Central was flying Douglas DC3s and Convair Dart 600 turbojets. The latter could zip along at a speedy 300 mph, as fast as many World War II fighter planes.

Kahle was born in West Virginia but moved to Oklahoma when he was a year old. An engineering major in college, Kahle, a member of the Civil Air Patrol during World War II, worked in the Oklahoma oilfields where he met barnstorming pilots. He also wrote about aviation, eventually becoming aviation editor for The Daily Oklahoman, while operating the Oklahoma City Flying School. He received strong encouragement from C.R. Smith, president of American Airlines, and Tom Braniff, founder and president of Braniff Airlines to start a feeder airline. He also landed investments from Fort Worth oilman F. Kirk Johnson Sr. and a close friend, movie star James Stewart.

The airline hired six stewardesses, who were outfitted in the latest fashions rather than the typical drab gray or tan military-style uniforms of flight attendants. In 1953, Kahle needed more and longer runways and more hangar and service facilities, so he moved his base to the Greater Southwest International Airport, just south of present-day Dallas/Fort Worth Airport. Greater Southwest was to be a joint effort by Dallas and Fort Worth to establish a regional airport. But Dallas backed out at the last minute and turned to Love Field.

Nevertheless, Dallas was extremely interested in Central Airlines, cor-

dially inviting Kahle to move his operation to Love. He declined. Subsequently, each time Central petitioned the Civil Aeronautics Board to allow expansion of its routes, Dallas filed protests, arguing that Central would take several flights a day away from Love. Dallas took its protests to court and lost; and the decision was not overturned on appeal.

In his 1953 annual report, Kahle announced that Central Airlines' payroll had increased to \$1 million per year; it employed 248 people in Tarrant County, and the company was buying about \$500,000 worth of supplies a year in this area. Through the 1950s, the CAB approved Central flights to cities such as Memphis, Tenn.; New Orleans; Shreveport, La.; Little Rock, Ark.; Oklahoma City and Tulsa, Okla.; Midland-Odessa; and Amarillo.

In 1964, wealthy Midland businessman A.A. "Jack" Bradford bought controlling interest in Central, and, the following year, moved young B. Lamar Muse in as president and forced Kahle into early retirement. Muse apparently learned well from his experience at Central because he later became one of the founders of Southwest Airlines.

Kahle watched with trepidation as his creation merged, first with Ozark Airlines and later with Denver's Frontier Airlines, which evolved into Continental Airlines. Kahle had a bit of fun in 1967. He sued his old airline for accrued vacation time for which he had never been paid. The court awarded him \$11,287.

Kahle became a consultant for LTV Aerospace, assisting in the design and development of its Air Trans people-mover system at D/FW Airport. He also continued his consulting work for several other aerospace companies before retiring in 1992.

In 1982, Kahle was inducted into the Oklahoma Aviation Hall of Fame in recognition of his pioneering work making passenger air travel available to residents of smaller cities and communities and providing more economical travel to other metropolitan areas for frequent business fliers. Kahle died at 88 on July 4, 1997. (Sources - Star-Telegram and interview with Kahle's stepson, Jeff DeFord. Bill Fairley is a longtime Fort Worth resident interested in the history of Texas and Tarrant County.)

E-mail to Bill 1/5/02 by Jake Lamkins

I was following Central links a few nights ago and came across your Star-Telegram article dated 1/26/2000. I worked for Central 1964-67 then Frontier until their bankruptcy in 1986. It was an interesting article but I would like to point out one error.

The sale of Central to Ozark never went through. Talks begun in 1966 led to an agreement of sorts if Ozark could get the financing. At the time, Ozark was starting to convert part of their fleet to DC-9s. Their bankers refused to finance both the jets and the purchase of Central so the purchase deal fell through. Subsequently Frontier bought us in 1967 in an agreement effective Oct. 1st. Central had also ordered DC-9s

(Continued on page 12)

LES BELYEA

1936 - 2001

Leslie Cameron Belyea, 65, of Belgrade passed away from heart failure in his home Oct. 22, 2001. He was born March 19, 1936, in Troy, Mich., to Scott and Laura (Mapes) Be-



lyea. Les was raised and educated in Michigan. He served in the U.S. Marine Corps. He worked for Frontier Airlines in Utah, where he met and married NaDean Stubbs, and together they had two children.

In 1966 he was transferred to Gallatin Field. After Frontier Airlines closed in 1986, he worked for Continental Airlines and Sunbird Aviation until his retirement. He was proud of the fact that in 39 years he never missed a day of work.

After his retirement he restored vintage farm machinery and was a partner in a custom haying business. He was also employed part-time by Safeway Stores Inc. in market analysis. He built his home in the Gallatin Valley and loved working and maintaining his yard. He was an avid golfer and was on the course several times a week. He had a great love for his dog, Molly, and a love/hate relationship with his cat, Squeek.

Les is survived by his daughter, Leslie Ann (Gary Muhlestein) Belyea of St. George, Utah; son, Del (Barbara) Belyea of Bountiful, Utah; close friend and companion, Betty Ann Cote of Bozeman; brother, Gen. Ed "Ned" (Shirley) Belyea of Anchorage, Alaska; and his dog, Molly. He was preceded in death by his parents, and former wife, NaDean.

Visitation will be at 2 p.m. followed by a funeral service at 3 p.m. Saturday, Oct. 27, at Belgrade Community Church, 119 S. Broadway. Interment will follow in Sunset Memorial Gardens. Memorials to American Radio Relay League, 225 Main St., Newington, CT 06111.



PAT TURNER

1936 - 2002

Pat A. Turner, 65, of Aurora, formerly of Danbury, died Tuesday (Jan. 1, 2002) at the VA Medical Center in Denver, Colo. He was born July 28, 1936, at Glendale, Ariz., to Cora and Ernest Turner. His younger years were spent in Oklahoma before the family moved to the San Luis Valley in southern Colorado. He attended school there. He served in the U.S. Navy prior to his employment with Frontier Airlines from 1959 to 1986. In 1972, he married Barbara Prokop at Las Vegas, Nev. In 1992 they retired to the Danbury area. He was a member of the American Legion Post No. 0276 in Danbury, the Eagles Aerie No. 2769 in McCook, and the Elks Lodge No. 2456 in Monte Vista, Colo.

Survivors include his wife, Barbara of Aurora; three daughters, Patricia Turner of Salida, Colo., Jacqueline Green of Sparks, Nev., and Jeanette Curtis of Cory, Colo.; one brother, Mike Turner of Windsor, Mo.; three sisters, Mary Ann Quiller of Mesita, Colo., Sue Maestas of Pueblo, Colo., and Bonnie Spendlow of Thornton, Colo.; one half-brother, Paul Turner of Bakersfield, Colo..

A memorial mass will be Friday, 10 a.m. MST, at the St. Pius the Tenth Catholic Church in Aurora. Internment will be at the Fort Logan National Cemetery at a later date. Correspondence will reach the family at 15972 E. 13th Place #100A, Aurora, CO 80011

Pat was a station agent in ALS STL and DEN during his career

COYT SMITH

1936 - 2001

Coyt Smith, Jr., 65, of Benton, passed away Dec. 28, 2001. He was a wonderful husband and father. Mr. Smith left behind a wife of 37 years, Kathryn; and four children, Brad and Jennifer Smith and their two children, Katie and Bradley of Olive Branch, Miss.; Bryan Smith of Olathe, Kan.; Becky Smith and Bobby Smith, both of Benton.

He loved his family and it showed in everything he did. Also left behind are two brothers, Bill Smith of Springdale and Bob Smith of Benton; many other dear family members and friends.

He was preceded in death by his parents, Coyt Smith, Sr. and Fannie Cash Smith; and a sister, Marie Brumbelow.

Mr. Smith graduated from Harmony Grove and entered the Air Force where he learned to work on airplanes. He was an airplane mechanic and loved everything about flying. He spent most of his career with Frontier Airlines until retiring with Federal Express.

When he retired he returned home to his "farm" off Nickelbill Road, where he loved to tinker in the barn and give his grandkids motorcycle and tractor rides.

There are not enough words to explain the love his family has for him. He is their hero in the true sense of the word and they love him with all their hearts. They know he is with the Lord, walking through the fields with his beagle Trooper and watching them with smiles waiting on them to see him again.

Funeral services will be 10 a.m. Monday at the Ashby Funeral Home Chapel with burial at New Rosemont Cemetery. The minister will be Rev. Kim Hammer. Visitation will be 6 to 8 p.m. Sunday at Ashby's.

Coyt was an aircraft mechanic at LIT STL & FSM during his career.

CHESTER FITCH

1917 - 2001

Chester Harrison Fitch, 84, of Denver, an aviation inspector, died Dec. 20 at Porter Hospice of Denver. Services were Thursday at Grace United Methodist Church. There was cremation.

He was born April 1, 1917, in Long Island, N.Y. Chester served in the Army Air Forces during World War II. On October 10, 1943, he married Dorothy Jean Campbell in Honolulu. She preceded him in



Denver, CO 80224

Chester began with FL May 17, 1953 and worked in the DEN hangar as an inspector.

death. He was a member of Rocky Mountain Shipwrights and Grace United Methodist Church. His interests included sailing, woodworking and travelling.

He is survived by two daughters, Sharon Pittman and Jean Stewart, both of Littleton; three sons, Chester, Denver, Carl, Castle Rock, and Paul, New York; seven grandchildren; and one great-grandchild. Contributions may be made to Porter Hospice, 333 W. Hampden Blvd., Suite 416, Englewood, CO 80110; or Lupus Foundation, 6795 E. Tennessee Ave.,

Obituary: Warren J. Wilson

8/28/42-10/15/01

On October 15th Warren J. Wilson left his pain riddled body to unite with our Lord in his final resting place.

In Warren's passing he leaves his most important treasures entrusted to him on earth; Marianna Nicole, Christopher James and Francesca Marie. Warren's hope was that the compassion they possess might be seeds later to be harvested by those that they might encounter in their lives.

Warren's passions in life were few; at the top of his short list was piloting airplanes, as well as his fever for restoring vintage sports cars, and certainly not to be overlooked was his need to talk "car stuff" with his friends.

Warren's 30 years in the airline business brought him in contact with countless people he'd proudly refer to as friends. The respect he earned from his associates was a great source of honor and pride to him.

Warren's great fondness for cars also led to an extraordinary group of buddies he would call on for strength in his warring days. To those mentioned and to the many that extended words of comfort to our Wil's we wish to extend our sincerest appreciation.

Our family also wishes to thank the Radiation-Oncology department at St. Mark's hospital for their prayers and support. Dr. Harker you are truly a gift to your profession thank you and may God bless you all.

Warren was preceded in death by his mother Nora Wilson and his father

Woodrow (Woody) Wilson.

A private rRsary for family only will be recited at St. Ann's Catholic Church Friday at 7 p.m. A funeral mass will be celebrated Saturday 10:30 am also at the church.

A Special Memorial service for friends and associates will take place

Sunday at 6 p.m. at 20015 BOB MANN STREET PARK CITY, UTAH.

In Lieu of flowers the family requests a donation be made in Warren's name to the Development program at the Monastery of the Holy Trinity in Huntsville, UT. 1250 east 9500 South Huntsville, UT. 84317.

Warren flew for Morris Air and then Southwest after his days at FL.



WAYNE HOLDER

1936 - 2002

Wayne Holder, 65, an airline ticket agent, died Thursday, Jan. 3, 2002 in Granbury. Funeral: 2 p.m. Saturday, Jan. 5, at First United Methodist Church in Granbury. Burial: 4 p.m. in Laurel Land Memorial Park. Visitation: Family will receive friends from 6 to 8 p.m. Friday, Jan. 4, at the funeral home.

Mr. Holder lived in Granbury for eight years and was a member of First United Methodist Church of

Granbury. Survivors: Wife, Helen Holder; son, Mitchell Holder; daughters, LaraHolder, Dena Holder, Lori Stephenson and Lisa Corder; seven grandchildren; and brothers, Louis Holder and Bob Holder.

Wayne began his career in CN res in about 1960 then became a station agent. He worked in JLN FYV & DFW where he became a ticket counter agent. He had a letter in the Summer 2001 issue.



RAY HARVEY

1914 - 2001

ARTHUR RAY HARVEY was born July 30, 1914 in Meridian, TX. He passed away December 13, 2001 in Dallas, TX. He is survived by his Wife: Imogene Harvey of Ovilla, TX; Daughters: Karen Welborn and Paula Caldwell; Daughter and Son-in-law: Marilyn and Craig Dumont; Son: Greg Harvey; Grandchildren: Darrell Welborn, Billy Caldwell and Maurissa and David Opalecky; Great Granddaughters: Ashley Welborn, Arielle McEwin and Madeleine Opalecky and Sister: Pauline Cholopisa.

Family Visitation will be from 6-8 P.M. Sunday, December 16, 2001 at the funeral home. Funeral Services will be at 10:00 A.M. Monday, December 17, 2001 at the West/Hurtt Funeral Chapel. Pastor Nick Harris of the Ovilla Road Baptist Church will be the officiating minister.

Military Honors and interment will follow at the Dallas/Ft. Worth National Cemetery.

Capt. Harvey was the second captain hired by Monarch Airlines in 1946

FRONTIER NEWS



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

JAKE LAMKINS, Editor-Publisher
365 Wallin Mountain Road
West Fork, Arkansas 72774
E-Mail: ExFAL@Yahoo.com
Website: <http://FAL-1.tripod.com>

Please keep us notified of address changes.

ADS

Use Ads to find friends, sell items,
publicize meetings,
or just say howdy to the FLamily.
\$5 for 20 words. \$10 for 40 words.
\$15 for a business card.
\$20 for 1/8 page & \$40 for 1/4 page.
All income from ads go to publishing the NEWS.

Frontier Airlines Aviation Art By Rick Broome



VISIT OUR WEBSITE AT
WWW.RICKBROOME.com

Rick Broome Studios 2809 Old Broadmoor Road Colorado Springs, CO. 80906

(719) 576-1990 (719) 576-1995 e-mail RickBroome@Aol.com



Inflight service that was unsurpassed!

(Continued from page 9)

but Frontier wasn't interested and cancelled the order. None were ever received. Regards, Jake

Thanks for your correction of the Central column. What you said was not reflected in the clips I obtained from the Star-Telegram archives. Also, I sent a copy of my column before it was published to Mrs. Kahle and one of her sons. They made a few changes, but not on that one. I imagine there was some confusion there at the end and some of it was misconstrued, even by the experts. Thanks again, Bill

We have a little non profit newsletter put out to the ex Frontier & Central Airlines employees. Would it be okay if I use your article in it? Some points you covered aren't that well known, such as the Bradford & Love Field situations. Thanks, Jake

Certainly you can reprint my column for your newsletter -- with your correction! Thanks, Bill