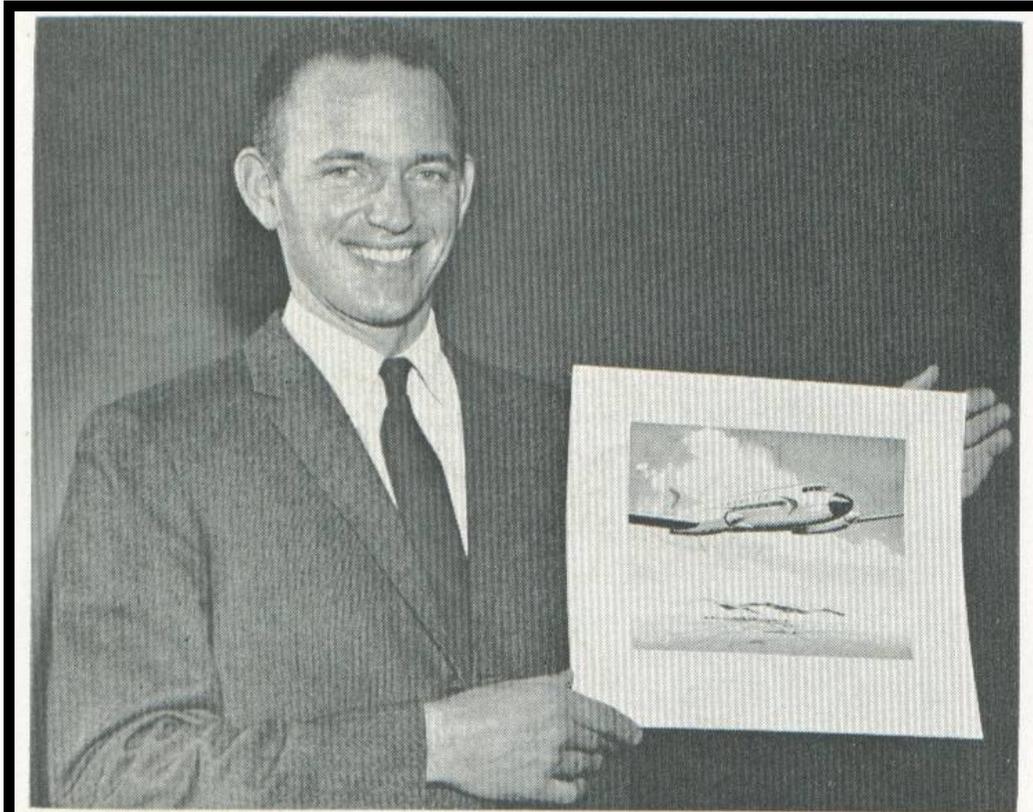


FRONTIER NEWS



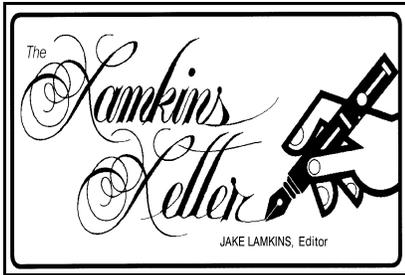
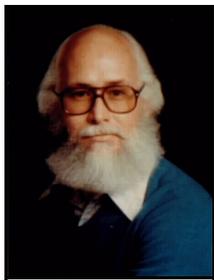
Frontier Airlines' president, L. B. Maytag, Jr., proudly previews the new, jet-powered Convair 540 aircraft which the airline proposes to use on five routes of its system. These prop-jet, 48-passenger planes cruise at 325 miles per hour, combining the proved and trusted Convair airframe with Napier "Eland" turbo-prop engines.

THE CV540 WAS ANOTHER FL AIRCRAFT THAT NEVER FLEW. THE ANNOUNCEMENT ABOVE WAS MADE IN THE FEB/MAR 1961 SUNLINER NEWS. DICK WITHROW WROTE, "THE CV540 WAS BASED ON THE CV 340 AIR FRAME. IT WAS POWERED BY NAPIER ELAND ENGINES. IT WAS SUPPOSED TO CARRY 48 PSGRS @ 325 MPH. I BELIEVE NAPIER WAS A CANADIAN COMPANY AND THEY WENT OUT OF BUSINESS. I SEEM TO REMEMBER THAT WE HAD ONE AIRPLANE BEING CONVERTED OR HAD ONE CONVERTED WHEN THEY FOLDED AND THAT AIRCRAFT WAS CONVERTED BACK TO A 340 AND LATER TO A 580." (SEE FROSTY'S NOTE ON P. 19)

SUMMER 2003

The FRONTIER NEWS is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter are those of the author and not the editor or the publication. Publishing dates are October for Fall, January for Winter, April for Spring and July for Summer. Articles and photos are welcomed and subject to editing and space requirements. We cannot pay for such items but will give credit as appropriate. All submissions should deal with the "old" Frontier Airlines. Especially welcomed are stories of personal experiences with a humorous slant. All airline employees have a treasure trove of such stories. Please share them with the rest of the FLfamily. We also want to publicize ALL "old" Frontier gatherings. Be sure to notify us with details: place, date, contact and so forth. They will be published in the "Timetable". 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 FLfamily about the FL NEWS. Give a gift subscription. Masthead design by Craig Hansen, FL fan & Denver graphic artist.

ISSUE # 12



This issue completes three years of publishing the NEWS. It has been a rewarding experience. Almost daily someone from the FLfamily gets back in touch via letter, phone and/or the internet. It's always a pleasure to re-connect them with old FLfriends and direct them to the FL resources we've developed.

Please take a close look at the obituary section. We have a lot of FLolks we need more info on. Write or e-mail me with any info. I've always felt people are not really dead until they are forgotten by all their friends and family.

A special thanks to Cal Reese for his help with this issue. Cal's 40 year career with FL furnishes a unique perspective and he generously shares it. Thanks are also due to Ace Avakian, H.A. "Frosty" Frost and many others for their contributions.

A re-print of an article celebrating FL's first 25 years is on pages 8 & 9. If anybody has similar articles from FL publications celebrating 10, 20, 30, etc. year anniversaries, please photocopy them and send to me for publishing. Thanks in advance.

I've added a FL history file to the FL REPORTS section on the back page. It consists of the two big magazine articles from early last year and the article mentioned above. I have some other material that I'll be adding to it as I get time.

Another project I hope to start on soon is to convert the back issues into pdf files and make them available on CDs. Viewing the originals is much more enjoyable because they are in color and the photos clearer. Unfortunately, the cost of printing the NEWS in color is prohibitive but the CDs should come out at \$5 or so.

Please check your issue for the expiration dates and re-new in a timely manner. Due to expenses, I can no longer "carry" anyone, much as I hate to lose a reader. Thanks.



TIMETABLE



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

BILLINGS

Sat, July 12, 2003 @ at Al & Dee Martenson's house, 832 Kale, BIL. Contact: Al & Dee, (406)259-0425, adsanta@attbi.com,

COLORADO SPRINGS

Sat, January 4, 2003 (usually first Sat. after New Year's)
Contact Deanna Hinkle, ddbiscuit@juno.com, 719-226-1932

DALLAS-FT WORTH REUNION

Sat, October 25, 2003 at Ernies, 8206 Bedford-Eules Road, North Richland Hills, TX (location may change) 6:00 PM until ?
Contacts: Bill Blackmon, 817-788-1110, BBmon@juno.com, Jim Ford, 817-268-3954, JEFord15@attbi.com, or Mary Liddle 817-461-4707

DENFL GOLF TOURNAMENT

Fri, June 27, 2003 at 10am, Lake Arbor Golf Club, 8600 Wadsworth Blvd., Arvada, CO.

Contact: Bob Reisig 303-755-6106, BoJos42@aol.com for info

THE PARTY BEFORE THE DEN PICNIC

Fri, June 27, 2002 at Diane Hall's Club House, 6pm. In Denver at 10391 Little Turtle which is off E. Evans Ave.

Contact Diane at 303-751-3489.

DENVER REUNION PICNIC

Sat, June 28, 10am - 4 pm, Cherry Creek State Park (Dixon Grove) Contact: Carolyn Boller, 1293 Revere St., Aurora, CO 80011, 303-364-3624, CKBoller@aol.com

FRONTIER AIRLINES RETIRED PILOTS

(The FL Retired Pilots Assn quarterly newsletter is available for a \$15 annual subscription. Contact Ace Avakian, 17 Oak Ridge Drive, Castle Rock, CO 80104-2129 or AceAvak@aol.com)

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

Contacts: Bill Blackmon 817-282-3105, BBmon@juno.com

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 11:30am @ Chuck Arama Buffet, 744 East 400 South Salt Lake City, UT

Contact: Jack Schade 801-277-5479

FRONTIER BASH

Sat-Sun, September 20-21, 2003 & features a golf tourney.

Contact: Rusty Lambert, 6633 Ann Drive, Murchison, TX, 1-903-852-3970 RustyLGolf@cs.com

FYV-FSM MEMORIAL PIGNIC

Sat, August 23, 2003, 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

2003 TBA: Need info

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

PHOENIX REUNION

2003 TBA: The event needs a coordinator. Need more info.

ST. LOUIS

TBA: It was decided at the 2001 meeting to hold the event every 5 years.

TUCSON GOLF TOURNAMENT

Sat-Sun, May 10-11, 2003 Contact: Ron Butler @ 520-762-5084

REUNION NEWS

TUS GOLF TOURNAMENT - May 10-11

We had a great time at the golf outing. Had 22 old Frontier People show up. The weather was outstanding, and everyone had fun. Here are some of the names of attendees: Rusty Lambert, Austin Henry, Gary Mackie, Eddie Bryant, Howard Logan, Leo Schuster, Dave Ross, Don Hockenbury, Dan Price, Bob Sissons, Bob Bailey, Bev Bedsaul (Weed) and Norm Coldwell. We are working on the details for next year - I will let you know later.

-Ron Butler, Corona AZ

DEN PICNIC - June 28

The Denver Reunion was a success....We believe about 300 folks came...Reservations, Clerical, Pilots, Flight Attendants, IAM, Management, Dispatch....and lots of "thanks to the committee". We are already working on the "family reunion" next year.

Jeff Potter, the new President of F9, gave away 3 sets of passes anywhere on their system and Trish Swanson-Hawk got a 2 night stay at the Flamingo Hilton in Las Vegas along with lots of jackets, golf shirts, caps, sweaters, etc. Thanks to both for helping make the party a success. It was grand and sorry you all missed a great party. But you can redeem yourself by coming next year.

We might move to a new location with more space but we are planning the 4th Saturday of June as an on going date. So mark your calendars.

-Carolyn Boller, Aurora CO

DEN FL GOLF TOURNAMENT

We had another successful "Original" Frontier Airlines golf tournament even though it was not as big as last years. Everyone had a good time and we were able to give away some very nice prizes including a round trip ticket for two on Frontier Airlines, along with several donations from golf shops and gift certificates from restaurants. The format was a blind draw and prize money was awarded for 1st, 2nd, & 3rd places and ten different contest holes.

Throughout the eight years of having this tournament, we have always been able to give a prize to every player.

-Bob Reisig, Aurora CO

NEXT YEAR?

(If all FL event co-ordinators will advise, we can start updating the websites and newsletter info for next year's events as soon as this year's events have taken place. Thanks for your help and cooperation.)

PENSION INFORMATION

ALEA:

Principal Insurance Company
Contact Vicki Prorock at 1-800-944-8631 x57274 or
Prorock.Vicki@Principal.com
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.



DEATHS REPORTED SINCE THE SPRING ISSUE

Don Adey, OMA HOU station agent, 3/10/96, age 62
Robert Baker, Need info
Sonja Brown, DENAR, 12/17/99, age 62
Shirlie Bryan, DEN reservation agent, 3/17/99, age 72
Jeannie Careym, DENAR, need info
Clyde Colbert, Need info
Steve Collins, DENAR, need info
Ralph Cole, DENAR, 7/20/78, age 62
Ernest Cook, Need info
Earl Desoto, Need info
Jean Dunn, DENAR, need info
Gloria Elquest, DENAR, 11/1/00, age 68, cancer
Liz Enright, DEN purchasing agent, 5/31/03, age 72
Louie Fiorelli, 4/14/98, DFW sr. station agent, age 75, cancer
Lorie Gasiorowski, DENAR, need info
Dan Goodyear, Sales Manager, 5/27/03, age 63
Carol Haught, DENAR, need info
Carl Herring, 2/82, pilot, age 57
Dale Hershberger, Need info
Larry Hunt, DENAR, need info
Sylvia Hurt, Need info
Edwin Lane, Need info
Carolyn McCallister, DENAR, need info
Dave McCall, LBF FSD station agent, 8/15/91, age 57
Kathleen McCormick, Need info
Glendora Miller, Need info
Louise Newton, DENAR, need info
Sy Pfannenstiel, DENAR, need info
Pam Reed, DENAR, 1/20/01, age 59
Eddie Riebling, Need info
Monica Robertson, DENAR, need info
Don Rounds, 3/13/03, pilot, age 73
Frieda Russell, DENAR, need info
Harry Russell, 4/11/03, maintenance superintendent, age 89
Jeanette Sickler, DENAR, Dex93, age 55, cancer
Marion Southerland, 3/20/03, PHXRK, age 68, heart failure
Howard Stewart, DENAR DENTT, 8/10/92, age 50
Mattie Stibrich, Need info
Susan Tawara, DENAR, need info
Robert Wagstaff, Need info
William Waldrip, Need info
Judy Weber, DENAR, need info
Elma Jene Yantorino, DENAR, need info
Peg Youngs, DENAR, need info

GONE WEST

We salute these friends on their final voyage.
They are not dead until we forget them.

CARL HERRING

Carl and Esther Herring had a daughter, Sharon. She then had my sister Christine and myself. Christine died in a house fire in 1993 or 1994 (I never got to meet her) while living with Esther. I spoke to Esther twice in late 1995 but lost contact with her again. I thought she had passed away then. Imagine my shock to find out she only passed away last February. To the best of my knowledge, Carl was an only child and Sharon was his only child.

I don't believe that she had anymore biological children which would make me and my two sons the last of Carl's blood line. Sharon's last name is Adamo and she lives in Denver. I would love to hear stories from anyone who knew Carl and Esther. Please feel free to give my e-mail address to anyone who may have known them.

-April Staudinger, AStaudingr@aol.com

(The only thing I have on Carl is that he was a FL pilot and died 2/24/82. The SSDI shows Born 01 Jul 1924 Died Feb 1982 Age 57 At 80014 Aurora, Arapahoe, CO)

DAN GOODYEAR

OBITUARY: Father of Scott (Kristin), Susan (Mike) Ritschard; grandfather to Tim, Nick and Sydney Ritschard, Dalaney, Grayson and Darby Goodyear; brother of Tom (Nancy) Goodyear; and good friend Donna Schuyler. Memorial service, 2 p.m. Friday, Fairmount Mortuary Chapel. In lieu of flowers, contributions may be made to the Daniel E. Goodyear Memorial Fund at any First Bank location.

-Sent by Ann Yanulavich, Estero FL

Dan was born March 9, 1940 and died June 8, 2003 He hired on with FL February 7, 1959 as a Station Agent -First assignment - Farmington FMN, I believe then became a member of the Denver Station by 1960. He then was our Sales Rep in RAP approx 1965, followed later as our Off line Sales Rep in LAX, then transferring to TUSSA and then back to the Denver FL Sales Group.

Dan's Dad and brother Tom were Airline folks, both with UAL. We enjoyed visiting and dining with Dan and his family over the years. He left FL, though, and we are unable to relate his recent activities. Perhaps, others will provide this info.

Dan is the Father of Scott and Susan Ritschard, Grandfather to Tim, Nick, Sydney, Dalaney, Grayson and Darby. A memorial for Dan was held at Fairmount Mortuary Chapel.

-Cal Reese, Sun City AZ

SHIRLIE BRYAN

Born 01 Apr 1926

Died 17 Mar 1999

Age 72

At 80010 (Aurora, Arapahoe, CO)

SSN issued in Colorado

-SSDI

(Shirlie was a longtime DEN reservations agent. She left two daughters and a son.)



HARRY RUSSELL

Harry Russell started with Monarch Airlines July 1, 1946 and was Superintendent of Maintenance - Monarch/Frontier until the mid 1950s.

-Ken Schultz, Wheat Ridge CO

SONJA BROWN

Some information

on Sonja Brown for you. She died December 17, 1999 at home in Westminster, Colorado, 10 days after undergoing exploratory surgery where they found Pancreatic cancer that went undiagnosed for over a year. She worked in DENAR for 20 years before FL's demise. She then went to work for the Bureau of Reclamation (10 yrs) in Littleton, Co., where she was employed when she passed away.

She married Cliff Brown in 1982 and they were married for 17 years. She is still missed by all. She left her husband Cliff, daughters Jeannie and Amy, son Wade, and 8 grandchildren.

-Cliff Brown, Tampa FL

DAVE MCCALL

Another name you will want to add to the FL Obit list is Dave McCall. Dave was a Station Agent in North Platte, Grand Island and Sioux Falls. Sorry I don't have the information on when he died. It was about 1990 or 1991.

-Rick Baldwin, Liberty MO

Dave McCall died of a heart attack approx 92. He worked in LBF and FSD

-Don Porter, Sioux Falls SD

David H. McCall (deceased) 3908 E. 23rd St.

Sioux Falls SD 57103

-ESOP List

D H MCCALL Born 28 Jan 1934 Died 15 Aug 1991

Age 57 SSN issued in Nebraska

-SSDI

MARION SOUTHERLAND

My mother, Marion Southerland, passed away on March 20, 2003. She worked for Frontier Airlines in the early 1950's as a reservationist. She met my father, Charley Southerland, a Phoenix Senior Agent and they were married July 31, 1957. We just had her Memorial Service today and were thinking about how to let some of the other Frontier friends know. Her obituary ran in the Arizona Republic on March 23.

-Debbie (Southerland) Fischer, Scottsdale AZ

Marion Southerland, 68, of Phoenix, Arizona, passed away March 20, 2003 from heart failure brought on from complications of asthma and diabetes. Marion battled many chronic illnesses during her lifetime, including a bout with colon cancer, and she bravely faced each day with such courage and dignity that was an inspiration to all who knew her.

Marion was born August 30, 1934, in Duquesne, PA to Adam

and Rose Jurich. She graduated from McKeesport High School in 1952. She moved to Arizona after high school in hopes that the warmer climate would help her asthma.

She met her husband of forty-five years, Charley Southerland, while she was working as a reservationist for Frontier Airlines. They were married in Las Vegas, NV on July 31, 1957. After the birth of their first and only child, Marion elected to become a homemaker. Once their daughter was in first grade, she went back to work, this time in retail sales. When it became increasingly difficult for her to work, she retired and became a homemaker once again.

Marion is survived by her husband, daughter Debbie Fischer and husband Terry of Scottsdale, AZ, two granddaughters, Jessica and Saralyn, two sisters, Dolores Welcker of Phoenix, AZ and Ann (Bob) Gallagher of South Park, PA, one brother Sam (Jean) Jurich of Irvine, CA, and eleven nieces and nephews.

-Arizona Republic

GERRY BRITTON

Going through Gerry's obit (*Spring 2003 issue*) reminded me of a story Gerry told on himself from the days when he was a tough new Marine just out of boot camp. One of his buddies had invited Gerry to visit him at Butte MT while they were on leave after boot camp. Gerry was a big guy and had earned the nickname "Gerry Bear" because of his physical size, etc.

Gerry and his buddy were perched on bar stools in Butte when a guy sat down next to Gerry and his buddy introduced the guy as "the toughest man in Butte Montana". Well, Gerry couldn't let that pass so he replied "Not any more... Gerry Bear's in town". Next thing Gerry knew, he was sprawled across the room with a bad hurting and wondering how he got there.

So he crawled back on the stool and agreed that his buddy was right after all. Gerry said that taught him a valuable lesson in life about recklessly throwing his weight around: There's always someone tougher. He was a gentle giant, a good friend and a trusted co-worker.

-H.A. "Frosty" Frost, Camdentown MO

This pic is from Feb. 1967 in Hakone, Japan. It was a FL trip with about 30 stewards, agents, mechanics and pilots along. This picture was high in the mountains at the Hakone Inn. After our hot baths we went to our rooms where neat piles of clothes were waiting for us. The black judo type looked interesting so we all got dressed and went to the fancy dining area. When we arrived they started screaming that we could not come in dressed like that. What we had on was Japanese pajamas. After a good laugh and a few judo moves along with some picture taking we all returned to our rooms and got properly dressed in our fancy kimonos. A good time was had by all.

Back row Bill O'Mera, Al Kendell, Gerry Britton, Charlie Weed, Rocky Crane. Front row first man is unknown, second is Kenny Worl (husband of Betty Worl). Gerry, Charlie, Rocky and Kenny are deceased.

-Al Kendell, Salt Lake City UT



LOUIE FIORELLI

Louie passed away on April 14, 1998 according to my notes on FL folks. I sent Xmas cards to his wife Myrel for a while. Their daughter Jona wrote once to say that she always appreciated my cards. He certainly was a favorite of many.

-Mary Lou Wood, Roanoke TX

After he retired from FL I heard he was driving a shuttle van for one of the hotels in Denton. He was a good man and always had Frontier's best interest at heart. Jeff Hutchinson and I were discussing the AA problems. I told him then that the only agent that I could remember retiring from FL was Louie Fiorelli.

-Ray Hall, Grapevine TX

Louie died of a lung or throat cancer that progressed to the brain. He lived in Denton, Texas.

-Sol Lockett, San Angelo TX

LOUIE FIORELLI, Born 25 Sep 1922, Died 14 Apr 1998 Age 75, At 76201 Denton, TX, SSN issued in Nebraska

-SSDI

DON ROUNDS

He was a F. O. when I flew. I had a lot of flights with him.

-Mary Beth Simpson, Arvada CO

DONALD L ROUNDS, Born 03 Jul 1929, Died 10 Mar 2003 Age 73, At 80204 (Denver, Denver, CO) SSN issued in CO

-SSDI

Obituary, ROUNDS, DONALD L. , Services at Ft. Logan Cemetery, area C, on Monday, March 17, 2003 at 1:30 p.m. He was preceded in death by his son, Aaron Wayne Rounds. He is survived by daughter Pamela "Pebbles" Sterkel and multiple nieces and nephews.

-Denver Newspaper Agency

(The FL pilots' May 2003 FARPA newsletter list Don's date of death as 3/13/03)



MORE GONE WEST

LIZ ENRIGHT

Elizabeth L. "Liz" Enright was born in New Jersey under the maiden name of Elizabeth Elfler in 1930 and passed away peacefully on May 31, 2003 at the age of 72 in Denver Co. Liz Elfler started her FL career in 1951 in the purchasing dept. under Director Barney Foster.

We were all in our start-up period then, after the 3 airline merger and, as FL headquarters office space was minimal, Liz and the purchasing dept was housed in a nice "office type trailer" located near the NE corner of Hanger #5.

I first met Liz in that office the spring of 1951, coming over from the newly formed "fishbowl like" station facility (ticket counter, system reservations, office etc. in the little old Denver main terminal. We were in need of station supplies, office machines, etc. and this vibrant happy, gracious, well mannered young lady helped me in every way she could to order my list of items, followed by a lifetime friendship. Liz became friends of many of us and enjoyed immensely her years with FL.

In August 1952, Elizabeth and Donald Enright were married and celebrated their 50th wedding anniversary last August 2002. They were blessed with two daughters, Dianne and Stephanie. Liz took a few years leave from FL to be at home. Don and Liz enjoyed a truly delightful marriage and their family togetherness was always no. 1 with Liz.

She returned to FL as a buyer for many years and came over to our offices in the Denver Terminal as a Senior Clerk, helping perform our varied services in many ways in a quite efficient manner until August 24, 1986.

Don and Family released 50 White Doves from Mount Lindo Memorial Park on June 19, 2003 (the mountain that displays the "Lighted Cross" on Christmas). One dove to commemorate each year of marriage.

Elizabeth was always helpful and considerate of others and we count Don and Liz as our very special friends, extending way beyond our active FL years.

-Cal Reese, Sun City AZ

DONNA GARLAND

My name is Pam Malane, first born niece to Donna Garland. (*Her obit was in the Spring 2003 issue*) It's still very hard to realize that she has gone West. The main reason I am writing to you is to inform you and your colleagues that in November of 2000 I donated Captain Donna L. Garland's (CAL) uniform, photos, many many letters from Frontier, CAL, commendations, and (empty) flight kit to the International Woman's Air & Space Museum. I was able to donate all that I needed ~ except for her wings and her epaulettes.

I had been searching for the 'right place' to donate her uniform, and once I found this museum I knew it was right....for it WAS her hub. The museum is located at: Burke Lakefront Airport, rm. 165, 1501 North Marginal Road, Cleveland, OH. 44114, 1-216-623-1111, Contact: Joan L. Hrubec Email: jhrubec@iwasm.org

This all sounds so well and good, but know that at this time (to my knowledge) the curator(s) have not yet displayed her belongings. They had asked me to contact Continental Airlines to perhaps "get them to donate funds for a display" on her behalf.

I was innocently unaware that this is the way museums are run in the business sense.

I was (am) unable to donate monetary funds, but am happy to know that her items are archived where they belong. Feel free to pass this information on to your colleagues.

-Pam Malane, St. Clair MI

DON ADEY

Don Adey married Patty Seaton who was also an agent in HOU. Don died sometime ago.

-L.A. Fuller, Texas City TX

DONALD E ADEY Born 29 Apr 1933 Died 10 Mar 1996 Age 62 SSN issued in Iowa

-SSDI

Don was a station agent at OMA when I was there in 73-74. I remember seeing his name as one of the new agents when HOU opened. I remember he was working on his private pilot license.

-Chuck Tisckos, St. Charles MO

Re the deaths reported in the Spring 2003 issue:

Larry Hughey was a fine agent with me in DEN. He was a cousin to Jerry Fox - the first DEN station manager. Larry loaned me his pick-up truck in GJT to enable my visiting an elderly relative - one of Larry's many attributes.

Mo Osborne was with us in the DEN station in his early years and we are happy to read the fine tribute in his article.

Mary Warhover (Pover) was known to all of us in the early years as she ran the Credit Union office in fine fashion.

Lyman Thomas was my station manager the year I spent in GUC - a great public relations man too.

-Cal Reese, Sun City AZ

Information Needed

(If you have any info on dates, causes, obituaries, etc. of the FLolks, please let me know. Most of these are folks I don't have info on.)

In Memory (DENAR folks): Pam Reed, Sonja Brown, Jean Dunn, Gloria Elquist, Judy Weber, Susan Tawara, Jeanette Sickler, Louise Newton, Frieda Russell, Larry Hunt, Howard Stewart, Peg Youngs, Elma Jene Yantorino, Steve Collins, Sy Pfannenstiel, Lorie Gasiorowski, Ralph Cole, Jeannie Careym, Carol Haught, Monica Robertson & Carolyn McCallister.

-Nadine Overley, Aurora CO

Going thru the last ESOP list that Bob Reisig sent, I found these folks shown as deceased that I had not seen previously. Clyde Colbert, Ernest Cook, Dale Hershberger, Earl Desoto, Eddie Riebling, Edwin Lane, Glendora Miller, Kathleen McCormick, Mattie Stibrich, Robert Baker, Robert Wagstaff, Sylvia Hurt and William Waldrip

Others that we have been unable to verify are Dave Richards, Janet Crumpler, Keith Taylor and Ron Callan. Any info appreciated.

-Jake Lamkins, West Fork AR

SILENT FLYERS RAISE \$4,600 FOR S.I.D. FOUNDATION

Frontier's personable "Silent Flyers" (ex-stewardesses) responded to a request by the National Foundation for Sudden Infant Deaths. As a result of presenting an elaborate premiere of the movie, "Paint Your Wagon," which was held at the Cooper Cinerama Theater in Denver, the girls netted \$4,600 for the National Foundation for Sudden Infant Deaths. Photographed at the premiere are (left to right): Mr. and Mrs. Jack Kettler; Mr. and Mrs. Dave Hill, (Professional Golfer) and Honorary Ticket Chairman; FL Capt. and Mrs. Al Mooney; Buzz Lawrence, Master of Ceremonies, affiliated with KHOW Radio-Denver and Helen Coons Miller, former President of "Silent Flyers."



Here is a photo of Jack Kettler, Al Mooney and Helen Coons Miller from the Arrow Jet News, April 1970. -Al Kendell, Ogden UT
(The deaths of all three have been previously reported)

ORA NESTELROAD

I received a Christmas card from Norma Nestleroad, Ora's wife. She advised me that Ora passed away Aug 12, 2000. He had brain cancer and went very quickly. He was a great friend, good fellow employee, and a very good union rep.
-Frank Monheiser, Humble TX



I am so very shocked. I received a nice letter from Ora in the summer of 2000. Ora was always intent on having things proper for the agents. He worked long and hard to insure this.

-Dennis Casadoro, Kent WA

OBITUARY - Nestleroad, Ora Lyle Jr., 66, retired Frontier Airlines ticket agent and Kansas Revenue Service tax preparer, died Saturday, Aug. 12, 2000. Service 10:30 a.m. Tuesday, Broadway Christian Church. Survivors: wife, Norma; sons, Terry of Philadelphia, Dennis of Wichita; daughter, Janet Graebner of Derby; mother, Anita Nestleroad of Wichita; sisters, Dorothy Paul of Philadelphia, Norma Jean Lobaugh of Wichita, Margaret Denke of Butler, Mo.; nine grandchildren; three great-grandchildren. Memorial has been established with Broadway Christian Church. Cochran Mortuary.

-WICHITA EAGLE

Airline Trivia

The first female airline president was the actress Maureen O'Hara. She was married to Charles Blair who owned Antilles Airboats when he died in a plane crash in 1978. Soon after she was elected CEO and President of Antilles Airboats which brought her the distinction of being the first woman president of a scheduled airline in the United States.

Since FL's Death

Have you ever wondered what happened to all those small airports that were the lifeblood of FL for so many years? Recently, passenger boardings for all U.S. airports in 2001 were announced. Some of the statistics will surprise you.

COS.....1,050,344	BZN.....255,289	CPR.....61,682
DSM....789,715	MSO.....244,110	ABI.....58,206
MSN....642,034	LNK.....234,074	LAW.....50,310
JAN.....642,146	FAR.....222,756	FMN.....46,814
PSP.....586,028	PSC.....204,573	GUC.....44,237
ICT.....527,062	RAP.....186,774	JLN.....30,637
FAT....457,570	JAC.....164,960	FLG.....29,741
CID.....440,797	FCA.....156,680	COD.....24,522
LEX.....440,797	GTF.....132,421	CYS.....20,909
MAF...437,045	BIS.....131,557	SCK.....19,651
FYV.....360,639*	DRO.....91,405	MHK.....13,543
EUG.....356,108	FSM.....90,311	RIW.....11,682
BIL.....341,308	HLN.....77,960	BFF.....11,042
FSD.....336,252	GFK.....71,600	LAR.....10,584
TOL.....329,329	MOT.....70,303	SLN.....10,543
SGF.....320,539	MTJ.....68,754	GCK.....10,170
SHV.....309,122	RDD.....66,621	



Playing in the DENFL Golf Tourney held June 27 were Bruce Allen (Paul's brother), Paul Allen, Jerry Jahnke and Don Lastrup

Frontier's 25-Year History

From the November 27, 1971, FRONTIER NEWS

The Predecessor Airlines

Monarch Air Lines

Monarch Air Lines was formed by Major F. W. Bonfils of The Denver Post family and Ray M. Wilson, who operated a Denver flying school, in 1946. At the time of the Monarch-Challenger-Arizona Airways merger, Hal S. Darr was Monarch's president and became the first chief executive of Frontier Airlines.

Monarch's inaugural run from Denver to Monte Vista, Colorado, November 27, 1946, marks the premier flight of a Frontier predecessor airline . . . its first route.

The carrier's five DC-3's flew into Rocky Mountain West territory that heretofore was not served by scheduled airlines. The airline scheduled its flights into remote communities to include daily delivery of The Denver Post and fresh flowers. DC-3's were used by all three of Frontier Airlines' predecessor airlines, Arizona, Challenger and Monarch, when they started out in the late forties

The lack of airways navigational facilities worked against pioneering air carriers in the forties. Originally, there were no federal airways between most cities on route. Planes therefore could only operate "Day VFR" and not at night or when weather en route did not permit visual contact with the ground. To enable planes to operate after dark and during adverse weather conditions, Monarch's Clyde Longhart invented an electrical navigation system he called "H" markers (for homing) that were installed along the routes. Electricity in rural areas was then supplied by private firms.

Vern A. Carlson Frontier's Vice President Public Affairs, and a 25-year man, was the steward on Monarch Air Lines' inaugural flight. He remembers how the prevailing conditions sometimes caused havoc. "We had installed one of our 'H' markers down at Chama. New Mexico, which worked fine, till one day when we had a plane flying over around 6 p.m., our homing device quit." tells Carlson. "This happened every evening for almost two weeks before we found out the man who operated the electrical company had been cutting us off so the farmers could have the electricity to run their milking machines," Carlson recalls with a chuckle.

A clipping from the Denver Post dated Wednesday, November 27, 1946, reads as follows:

"The 'go-ahead' for Monarch Airlines' Denver-Durango daily passenger and air freight service was received here from Washington, D.C., Tuesday and the first of the new line's Douglas transports will leave Stapleton airfield at 8:34 AM, Wednesday, according to F. W. Bonfils and Ray M. Wilson, founders of Monarch, who received Civil Aeronautics Administration approval for the feeder service which eventually will link major localities in Colorado, New Mexico and Utah."

The story went on to say the airline's Denver - Durango run included ten-minute stopovers at Colorado Springs, Pueblo, Canon City and Monte Vista-Alamosa along the route each way.

But, according to Frontier 25-year veterans Vern A. Carlson and Arthur Ashworth, who were aboard that inaugural flight, they never made it all the way to Durango that day.

"We couldn't land at Canon City or Durango that day because the runways were too muddy," remembers Ashworth. "A snow-storm that dumped about 40 inches was melting, and back then the runways were dirt. Other than that, the weather was beautiful, and the flight was rather uneventful."

The converted military DC-3 used for the first flight was hardly filled. "There was one lone passenger—a soldier, some training stewards, several FAA inspectors, myself and the crew, which consisted of Captain Art Ashworth and Co-Pilot Ray Harvey," recalls Carlson, who was the ship's steward that day.

Challenger Airlines

Challenger Airlines was founded by George Snyder in 1947. Its president at the time of merger, Donald A. Duff, became Frontier's

first vice president of sales.

The airline was headquartered in Salt Lake City with offices in a downtown bank. Like Monarch, Challenger Airlines began operations using four DC-3's to serve its routes between Salt Lake City, Denver and Billings.

A young man by the name of Edward H. Gerhardt was the airline's first station manager in Denver, and recalls the humble beginnings. "There was no elaborate teletype system then," remembers Gerhardt. "We used the TWX type where you had to type the number being contacted—and very often you'd get some trucking firm in Ohio who'd get our load report instead of Salt Lake City, and wonder what it was all about.

"And our reservations in Denver consisted of two cigar boxes with 3 x 5 cards," he adds.

When Challenger Airlines merged with Monarch and Arizona to become Frontier, Gerhardt remained in Denver with the merged company, and is now Director of Special Projects in Local Service Marketing. Ed Gerhardt is due to receive the company's 25-year service pin next year.

Arizona Airways

Arizona Airways was formed in Phoenix back in 1947. Among the airline's financial backers were the Goldwater brothers, Bob and Barry, developer Del Webb and pro-golf star John Bulla.

The airline's routes stretched south to Nogales at the Mexican border and north to Flagstaff and on over to the Grand Canyon area at the western side of the state. Its only offices consisted of 30 square feet in the Hotel Adams in downtown Phoenix, and later, in a converted Army barracks at Sky Harbor Airport.

The airline floundered along for three years until it merged with Monarch out of Denver and Challenger of Salt Lake City to become Frontier Airlines. With the merger, Frontier gained Arizona's certificated southwestern routes, three DC-3 aircraft and other assets including office equipment.

John Griffiths, who joined Frontier June 21, 1950, had worked for the Arizona predecessor company. He remembers the airline's lean days. "We were so poor that towards the end when we couldn't afford to pay the rent on our building (the converted Army barracks), another employee and I took the office equipment home to store it in the basement. Then, one day after the merger, a man from Frontier knocked on my door saying he was taking inventory and had come to collect the office equipment." Not long afterwards, Griffiths went to work for Frontier in Phoenix and possibly used that same office equipment again.

John Griffiths celebrated his twenty-first year with Frontier in 1971 (his years With Arizona did not accrue since there was a hiatus between the time he worked for Arizona and Frontier) and is Director of Properties for the company at headquarters in Denver.

Three Airlines Merge—Frontier Born

After three years of continuous struggle by the three small airlines, the Civil Aeronautics Board approved a plan to merge the three into one company. Thus, on June 1, 1950, Frontier Airlines was officially born, and the red and green colors of the new airline took to the air on extensive north-south operations between Montana and Mexico to serve 40 towns and cities in seven states in the Rocky Mountain West and Southwest.

Frontier Airlines 1946- 1971

1951-1956

By virtue of the merger, Frontier Airlines was five years old in 1951. Its system had expanded to include service into 40 cities in seven states.

Monarch Air Lines president at the time of merger, Hal S. Darr, became Frontier's first president. Ray Wilson, founder of Monarch, became V. P. Operations and Maintenance of the merged company and C. A. Myhre, Monarch's treasurer, became Executive Vice President of Frontier.

In its first year of operation, Frontier Airlines carried some 25,000 passengers.

During the early fifties, the airline gained strides when development of natural resources and tourism increased air traffic throughout the Rocky Mountain West and Southwest. Discovery of large oil reserves in North Dakota and Montana prompted Frontier in 1954 to expand its routes into seven new towns in these two states.

The following year, the airline took on a new look with aircraft carrying the turquoise, gold and black motif. A new design using this color scheme was carried through to corporate advertising and promotional material.

1956-1961

By its tenth birthday, Frontier had elected its second president, C. A. Myhre. Under Myhre's management, the airline expanded its route system 70 per cent to include service to 24 more cities in Nebraska, Missouri, Wyoming, Colorado, South and North Dakota. To service them the airline augmented its fleet with the purchase of additional DC-3's and more modern Convair 340 aircraft.

In 1958, Lewis B. Maytag, Jr., scion of the Maytag washing machine family, bought controlling interest in Frontier Airlines from a group headed by Emil Levin, Chicago industrialist. Shortly thereafter, Maytag became Frontier's president. Later that year, the company announced plans to build a three-quarter million dollar office building at 5900 East 39th Avenue in Denver.

The next few years saw Frontier Airlines continuing to expand with four additional cities in Montana and Wyoming joining the system roster. One of these four was Jackson, Wyoming, gateway to both Grand Teton and Yellowstone National Parks.

1961-1966

Over a thousand employees of Frontier Airlines, many of whom worked out of the new general office building in Denver, celebrated the company's fifteenth birthday in November, 1961

In the fall of 1962, controlling interest in the airline was purchased by Goldfield Consolidated Mines Company and Lewis W. Dymond was elected Frontier's fourth president.

Under Dymond's leadership Frontier's fare innovation had a major impact on fare patterns in the industry, including new youth fares, lower family plan rates, clergy and special vacation fares. As a result, the company began to set growth records which have continued through the ensuing years.

Frontier's increased air traffic created a need to augment the airline's fleet once again. Four Convair 580's introduced turbo-prop service to Frontier routes in 1964, and they carried 40 per cent of that year's 635,000 passengers. That year also marked the last change of ownership when RKO General, a division of the General Tire and Rubber Company, purchased controlling interest of Frontier Airlines.

The following year, Frontier stretched its routes with the addition of long haul Denver-Kansas City and Denver-St Louis nonstops. Five Boeing 727 jets were purchased to service the improved routes

1966-1971

By Frontier Airline's twentieth birthday in 1966, the company reached a milestone of having airlifted over one million passengers in two decades. The airline's 1,634 employees were told of plans to build a \$10 million hangar at Stapleton International Airport in Denver, to be completed in 1968. By June of that year, Frontier was flying Boeing 727 jets nonstop into major cities on its system.

Once again Frontier led the way among the airline industry with its innovation of the adult standby fare, which made it possible for anyone to occupy an empty seat at flight time at approximately half the fare for a reserved seat. And, again, Frontier gained new passengers as a result of this liberalized fare.

October 1967 marked Frontier Airline's second merger, when it joined with Ft. Worth-based Central Airlines. The carrier's air service was immediately expanded to 114 cities in 14 states throughout the Rocky Mountain West, Midwest and Southwest.

Central Airlines

Central Airlines was founded by Keith Kahle and began operations at Meacham Field in Ft. Worth, Texas, September 15, 1949.



CN Founder & President Keith Kahle

Three major routes—Ft. Worth/Dallas-Oklahoma City-Wichita; Tulsa-Amarillo-Ft. Worth/Dallas-Texarkana; Tulsa-Dallas/Ft. Worth-Tulsa with stops at intermediate stations comprised the carrier's route system, which was served by three single-engine Beech Bonanzas.

After ten months of operation, the airline was carrying over a thousand passengers a month, and it was necessary to replace the smaller Bonanzas with DC-3's.

The fifties were lean years for Central, but by the early '60's the airline set growth and expansion records. Routes were improved and expanded to include service to

the entire state of Kansas, with the resultant system linked to Kansas City, St. Louis, Arkansas and Colorado. To accommodate the increased air traffic, Convair 240s and later Convair 600s (Dart) jet-props were purchased.

At the time of Central's merger with Frontier Airlines, it was providing air service for 46 communities throughout the six states of Arkansas, Colorado, Kansas, Missouri, Oklahoma and Texas.

The following year, the airline's route system was further enlarged to include Denver-Las Vegas nonstop service, which has become one of the strongest revenue producers on the system.

In January, 1969, E. Paul Burke was named to succeed former president Lewis W. Dymond. The airline continued its growth with major nonstop routes in competition with the nation's trunk carriers including Denver-Phoenix, Dallas-Denver-Salt Lake City; Denver-Casper/Billings, Dallas-Kansas City; Dallas-Albuquerque-Las Vegas and Denver-Omaha-Chicago (Midway), and Boeing 737 jets were employed for these long hauls.

Frontier Airlines Celebrates 25th Anniversary

On November 27, 1971, Frontier Airlines' 3,200 employees system-wide celebrated the carrier's 25th anniversary

In March, 1971, in a move aimed at strengthening the company's overall position, A. L. Feldman, formerly President of Aerojet



Ray M. Wilson (left), founder of Monarch Air Lines, and A. L. Feldman, President of Frontier Airlines, enjoy conversation at Frontier's 25th Anniversary celebration held November 22 in Denver.

Nuclear Systems Company, a division of Aerojet-General Corporation, was named President and Chief Operating Officer of Frontier.

Under Mr. Feldman's direction, Frontier has taken various steps to steer the company back to profitability. In an effort to lower operating costs, Frontier consolidated its headquarters at 8250 Smith Road last March. The airline's overall marketing strategy was reorganized to produce additional revenues, and special emphasis is being placed on attempting to obtain more Federal subsidies to provide a fair rate of return.

Recollections of an Air Tragedy

by Cal Reese

An enroute collision of a UA DC7 and a TW Super Constellation occurred over the Grand Canyon area on June 30, 1956. A total of 128 people died, which was the most, as of that time, to have been killed in a Commercial Aviation Disaster. Weather was not a factor, nor were any other factors usually related to Air Crashes. As I recall the final synopsis was one aircraft climbing up underneath the other aircraft, with neither in sight of the other, and colliding.

We FL personnel at the FLG Air Terminal received an alert a little before noon on June 30th that flights involving TW & UA were overdue and without timely position reports. The flights were on VFR in open and uncontrolled space, which made tracking difficult, both in Time and Place. I have no idea what their Flite Plans called for and/or if deviations might have been made, probably all fairly consistent with enroute controls, or lack of controls, at that time period.

Around noon on June 30th, Cal Reese, FLG FL Mgr. received a phone call from the V.P. of System Flight Operations for UA, Mr. Dick Petty in DEN. The UA System Flite OPS was based in DEN at that time in a two story building, extending to the west of the Denver Main Terminal.

Mr. Petty requested our help and I advised him our facility, personnel and local communications were at his disposal. He asked that I call the local Penney store mgr. and request they remain open for he and his crew to purchase clothing and gear suitable for a rough terrain search effort. He also asked that I reserve Motel rooms in a suitable location near downtown FLG to enable his setting up an On Sight Command and Communications Center.

Mr. Petty advised that UA was performing on the basis of a "missing flite", "no contact" and "no witness reports of an accident; just nothing. Time wise into the flight, the area north of FIA appeared to be most logical for search initiation. He advised that he and his search crew would be boarding a UA DC 4 loaded with pertinent equipment and would then head for FLG Pulliam Field with an ETA FLG of near 6 pm I advised I would advise Wright Fite, local Flite service and City Airport Mgr. of this and we would be ready for them. I then advised DENFL Dispatch.

This was probably the largest aircraft to land/takeoff FLG. This was a learning experience for the FLGFL people as we had not, as yet, gained a great deal of Procedural Knowledge; UA



had and we learned from observing them in a flight emergency search & rescue effort. UA President Patterson wrote a thank you note and sent a little gift for each of the 7 of us at FLGFL.

The TW flite search & recovery was accomplished at Winslow and our INWFL people were greatly involved in assisting TW there. I cannot recall where the TW Flite made ground contact, nor do I have any detailed info in that regard.

Finally, it is to be noted that this tragdy did result in CONGRESS PASSING AN ACT CREATING THE FEDERAL AVIATION ADMINISTRATION. Signed into LAW on August, 23,1958, the FAA on December 31 of that year began developing SAFETY MEASURES FOR AIRCRAFT OPERATIONS.

The UA flight impacted on the north side of the Canyon near the confluence of the Colorado & Little Colorado rivers. Recovery was accomplished by the 10 large National Guard helicopters hampered by severe canyon air currents. The Temporary Morgue was Fr. Tuthill Nationall Guard across from the FLG Airport. The Lt. in charge, an acquaintance, gave us a daily update over many days.

UNITED AIR LINES
Chicago 38, Illinois
August 29, 1956
Mr. Cal Reese
Frontier Airlines
Flagstaff, Arizona
Dear Mr. Reese:

The cooperation and support which you rendered United Air Lines during our recent accident at the Grand Canyon were extremely helpful to the members of our organization carrying out their responsibilities in that area. They have told me of the great lengths to which you went in rendering every possible assistance to us in our time of need.

On behalf of our entire organization, I wish to extend our deepest measure of gratitude to you.

Sincerely, W.A. Patterson



The wreckage of a United Airlines DC-7 after it collided with a TWA Constellation over the Grand Canyon in Arizona. All 128 people on both planes were killed. (June 30, 1956)

Searching For A FLriend

I was best man at Duane Franklin's wedding around 1957. He then went to North Platte to work for Frontier, and I went to Alaska. I would like to get in touch with him, but have had no luck with all the internet search engines. If you know of him, please have him send an email to me. Thanks in advance

-Cal Dauel

Cal, my Frontier contacts have not come up with anything. I'll post something at the internet FL Club. An internet search found some possibilities (2 names/addresses sent). I don't know where he went after North Plette's Frontier operation closed. Let me know if either of these turn up to be him. He has some money coming from a bankruptcy lawsuit.

-Jake Lamkins

Thanks for the effort. These two had already been searched out and called. Duane married Margot, and we even called a Margot Franklin in Virginia. Turned out to be bad timing, since she was related to Linda Franklin who had just been shot by the sniper. Small World--- just not small enough to find R Duane Franklin. Take care, and thanks again.

-Cal

Maybe I can help you with D. Franklin. I knew Duane from FL as you did. After FL went down I went to work for UAL. So did Duane. I worked with him in DEN. I later transferred to SFO. Duane went to IAD. I'm sure he's still there.

-Wally Reid, Ex-FL Senior Agent DEN

Cal, I just got this from a friend who worked with Duane. So, looks like Duane is around Dulles airport in Virginia. I've asked this friend for more info.

-Jake

I think we are talking about the same person here. Seems like his first name was Robert but he went by Duane. His age would be somewhere in the lower 60's. I never met his wife & don't know her name. But I did hear she had a Government job in DC and that's why Duane stayed there with UAL and did not return to DEN. They may be retired by now.

-Wally

That was him all right. Robert D Franklin in Ashburn VA. His wife Margot has just recently died so its not so good a time for him.

-Cal

That's great you found him. I'll pass on the contact info to the bank and also send him our latest newsletter. Sorry about his wife, tho!

-Jake

Thanks for your help, Wally!

-Jake

Thanks Jake.....I will get a check out to him.

-Nancy A. Schafer, Wells Fargo, ESOP settlement

Second Officer In The 737

During what time frame were the 3rd persons in the cockpit used at FAL?

-Jim Baumann

I was the Chairman of the Pilot Negotiating Committee for the ALPA contract putting S/O's on the 737 in 1971(?). It was a very tough negotiation and it took about a two hour "strike" by the 737 qualified line pilots before FL substituted 727's on the scheduled 737 flights and fired all the 737 guys. We were up all night the night before trying to get a deal but none was there.

Gordon Linkon called me out of a sound sleep at 10 AM and meekly asked if we would come out and meet with them again anytime. I told him we'd all get some rest and by 10 pm that night we had an agreement and a back to work agreement for the 737 pilots.

As to removing the S/O in 75/76, it is true that the pilots voted not to strike to keep the S/O on the 737, so under the RLA the company implemented their last offer and it became the working agreement until it was next re-negotiated. I was chairman of that re-negotiation committee also.

There was a move afoot in ALPA (mostly by the UA guys) to kick out the FL pilots for not voting to strike but it died for lack of legality and because only the UA and WA groups had any interest in keeping the 737 S/O position alive. It wasn't long before the S/O disappeared at UA and WA too. The FL pilots were never out of ALPA and events have proved that fighting that expulsion effort was very worthwhile for all the parties involved.

-H.A. "Frosty" Frost, Camdentown MO

I was a young pup when I came online to FL in May of 1970, but I know we already had the 737's as well as the S/O's at that time. I don't recall anything about the "two hour 'strike'" while I was there, so this event must have taken place prior to that time. I think they had gotten the 737's in early 1969, but I don't know about when the S/O's started. I just know it was before April-May 1970.

-Donna Harrison, Ewa Beach HI

Donna, the 1969 time frame would be correct. It wasn't a full fledged strike but the 737 line pilots refused to fly the new aircraft without a contract for a pay rate and work rules for that aircraft and the S/O was the sticking point.

(FL announced in April 1969 they had purchased five Boeing 737-200s to be delivered 2 in Oct, 2 in Nov & the 5th in Dec. Copies of the May 1969 FRONTIERSMAN newsletter are available on the backpage.)

-Frosty

I was on the Crew Compliment Committee on a national level when I made my recommendations to the FAA with ALPA present in Los Angeles. My statement of the question started off with, "Why is it that the Boeing 737 requires 3 men but no other twin-jet transport in the world does?" (I was flying the 727 at that point in time but I was refering to the DC-9 and the BAC-111.) After much talk, the president of ALPA (I only remember him as JJ and I think it was McDonald but not sure) gave me a dirty look and signaled a 'thumbs down.' The United representatives later looked at me and shook their heads. Back in DEN, when my pilot group asked what had transpired, I said, "I think it's possible we may get punished." I was thinking of ALPA but didn't realize till later on that, yes - we did get punished - by UA!

-Ace Avakian, Castle Rock CO

(John J. O'Donnell was an EA pilot who served as ALPA President 1971-82)



LETTERS

Letters may be edited and paraphrased for space and clarity.

My name is Bill Thiets. I first started with FAL in 1958 in RWL working for George Hobbs. From there I went to HSI in March of 1959 to work for Royal Burt in his first city. I ended up in DEN in April of 1960. Cal Reese was my Station Manager at that time. I left FAL in May of 1963 and returned in Oct of 1973 until the doors closed in 1986. As I type this I'm looking at the DC3 model of old 385 and the 737 model, number 341, and lots of good thoughts return to me.

I married Mary Ellen Mann who worked in Revenue Accounting. We spent a little time with Sandy and Butch Schara and communicated through Christmas Cards and so forth. But as things happen we lost contact with them several years back. She was a great person and a favorite of ours.

We continue to work but at 65 and now drawing SS, don't know how much longer this job will be a focus of mine. Mary Ellen retired from American in 1988 and then consulted for several years. She works for Great Plains Airlines here in Tulsa and is just having a great time with a new start up carrier.

I can be reached at OKpapabear@aol.com or 918-523-8334.

-Bill Thiets, Tulsa OK

I would like to hear from anyone who knew Fred Thompson on the FL system: RIW RWL MCI CDR FOE HOT.

-Mrs. Lavonne Thompson, 12004 E. 89th Pl. N., Owasso, OK 74055 *(There was a typo in her address in the last issue)*

I started working for CN 10-17-64 at the downtown airport MKC. I also worked at GBD HYS MHK and back to Kansas City at the new airport MCI. I worked til the end of FL.

-Frank Roe, Platte City MO

I was with FL for 11 years, mostly in reservations in MCI, then DEN. My last year was at the ATO in Stapleton in DEN. I am now a flight attendant with America West based in PHX. I've been with them almost 14 years. I have met a few former FL employees in my years here and went back to the reunion picnics in DEN for several years.

-Denie Dotson, Phoenix AZ

I worked in SLC - supervisor on the ticket counter. I was Marlene Jensen when I worked at Frontier. I worked with Gary McCarrel, Stan Covington, Bob Noble, Clyde Stillman, Jim Judd, to name a few that you probably know. I saw Stan at a get together a few weeks ago and he gave me info about the web site & newsletter.

When I first became a supervisor Paul Farris gave me a real hard time - testing me. He had a difficult time accepting a "woman supervisor". We actually became real good friends when he found out that I wasn't just a dumb blonde female. Paul was one of the sharpest agents Frontier had. I would love to see him again. Tell Paul that I ran into Bud Jensen a few months ago. Paul will probably remember that it was Bud that gave me the name of Dragon Lady, because Bud had put aircraft at different gates than posted and didn't inform me and I gave him hell. Aww the memories!!!!

I would love to get any and all information about FL My years with Frontier were some of the best in my life. I actually ended up working more years at Delta - but they were never as great as with Frontier.

My husband and I are both retired now and we are really interested in getting more involved with some of the FL groups.

-Marlene Francis, Riverton UT



I wasn't aware of the newsletter until Doyle Osborn called me and advised me that a list of people due ESOP money appeared in it. I got \$45.34 so I am subscribing to it. I read it from cover to cover and knew most of the FL people mentioned.

I started with CN at COS in 1961. I worked in JLN MKC MEM DEN and SGF. My 25 1/2 years ended at 4:30am with a phone call not to come to work at 5:30am on Sunday morning and on my birthday.

I worked for 2 years after the FL shutdown at Missouri Southern College. Then I moved to Orlando, Florida and worked for Walt Disney World for 12 years and retired to take care of my wife, Betty, who was ill. I moved to Sedalia, MO to be close to family in May 2001. My wife passed away Oct. 23, 2002. We would have been married 50 years on Dec. 31, 2002 had she lived.

Enclosed is a card of a FL 737 for you. I have a few more if anyone wants one.

-Wes Sarver, Sedalia MO

I will try and give you a little "Frontier" background from my past. I started with Frontier in 1968 in Tucson. I transferred to MHK in Oct. of 1968 and worked there as a station agent until the summer of 1974 when I transferred to SLC. I worked in SLC until June of 1977 and transferred to LBF as Station Manager. I worked there for two years and went to DFW as Asst. Mgr. I was in DFW from April of 1979 to July of 1983 when I transferred to ABQ as Station Mgr.

I am still in ABQ as Station Manager with the new Frontier. Nothing will ever compare to the original Frontier. It was a great company made up of great people.

-Dave Jarvis, Albuquerque NM

I am on med leave right now from the NMB in DC and in SGF - in fact I drove to XNA last Saturday evening late and thought of you.

I never talk to Harry Bickford anymore---no problems just the passage of times I hear that he and his wife are ok.

I think I still have a 1985 or so employee roster among my things in DC. I'll try to get it or a copy to you.

-Jack Kane, Springfield MO

(Jack was in Industrial Relations at FL & Harry was the NMB mediator in many of the FL contract negotiations)

Bill Monday gave me your address some time ago. I was really overwhelmed by the long list of people to remember and see that Ken Schultz is the source of information. I see Ken now and then so maybe I can give him a name or two that doesn't appear on the list.

The old guard is dwindling. Some of us get together every first and third Thursday each month in DEN. When I began meeting with them they numbered about 20. No one came every meeting but we could expect 10 or more. Now it is down to 4 regulars and about the same number of drop-ins. Some moved away, some got too old to drive, especially at night (I am beginning to see signs of This problem) and some have passed on. It is nice to keep in touch and I will attend as long as possible.

The only thing else I want to say is "THOSE WERE THE DAYS" and I'm delighted to have been a part of it for 39+ years. My phone number in Denver is 303 722 0630.

-Jim Montgomery, Denver CO

I worked in MKC OMA SLC BIS DEN RAP MSO HLN & back to BIS. I quit in 1985 and went into dairy and grain farming in Dickinson, ND. I still live in Dickinson and drive a truck for Bobcat which makes the 4-wheel skid-steer loaders. I go all over the U.S.

I got married while working in OMA. I have been married 31 years to Beverly. We have 4 boys ages 29 (Eric), 16 (Cory), 25 (Brandon) and 22 (Shawn). None of them are married.

If there are exFL employees that remember me, let me know your phone number and if I get thru your part of the country in my travels, I will call you and have a cup of coffee.

-Dave Gabbert, Dickinson ND, 701-483-0290

We are living in an apartment for the time being while our home is being built. Our home is next to the Manassas battlefields. I am looking forward to learning more about this area. Today, my wife and I are headed into the District for brunch and then spending the afternoon at the Smithsonian...so many things to see and learn about this area.

I am headed to Denver next month. I am hoping to attend the pilots/dispatchers luncheon. (Moved into new house in June.)

-Kevin Porreco, Gainesville VA

My name is Jack Prather and I was a DFW SSA. I started to work for CEN in PPA (Pampa,Tx) in 3/52. I transferred to quite a few CN stations before I got to DAL working in the old terminal on Lemmon Ave. Of course, we had the DC-3s then and had just quit operating the 4 place Beech Bonanza.

The C.A.A ruling stated CN was only certified to operate the single engine Bonanza during day-lite hours if you had a paying PAX aboard. If you were delayed past official Sun-Down, you must precede to the next CN stop and spend the night.

Someone said that since we could accept air-freight, some agent in ICT agreed to take a live baby calf. They put the calf in a burlap bag, tied it up with the head sticking out, placed it in the back seat of the Beech Craft and it got to it's destination. This may be a ol' Pilots tale, but it was told to me as the truth (by a ol' pilot.)

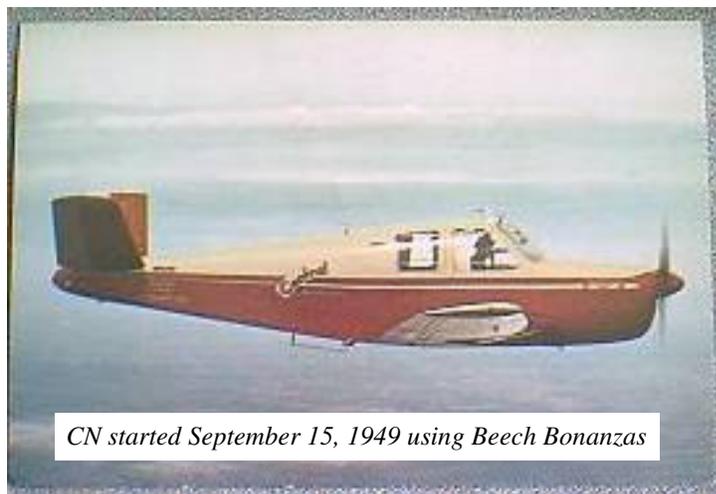
When I transferred to DAL, I was a vacation relief agent and worked in about all of CN stations, some a one man station. We got into the "new" DAL terminal(still standing) and then to DFW.

When we merged with FL, we were a BIG airline, but I missed the CN days. After the merger, we were blessed with good agents and good managers :Dick Gibson as MGR. Larry

Thomas, Ted Simmons and Terry Hansen as asst. managers.

This went on until close to the end when DEN transferred all management out and brought in new ones. After the black days of Aug. 1986, I got on with the DFW Air Port Authority and worked in Air Field Operations and then with Terminal Operations. I retired in Mar.,2001 and live in Irving, TX.

-Jack Prather, Irving TX



Ardell Arfsten here. FAL employee number was 0505 and I was V. P. of Flight Operations when FL shutdown. I started with FL in May of 1967 thru 1986. I was based in Denver, CO my entire career.

-Ardell Arfsten, Franktown CO

I was a flight attendant in 1978 and 79 and then went to TW. I still have memories and people I would love to reconnect to and I live in Denver.

After leaving Frontier as a flight attendant in 1979, I went to TW and, as I'm sure you have read in the papers, AA took over and is now laying off all of the TWA people as they were given no seniority. Today was my last flight after 24 years. I am being furloughed by AA. But the good news is that I have an interview next week with the "New Frontier", which is rather ironic since I might be going full circle in my career.

-Laurel (Markwell) Stafford, skygaltwa@earthlink.net

I was hired in Oct. 1964 by FL in RAP and worked there my entire career except for a month when I volunteered to work in OMA during the major airline strike. I believe it was the summer of 1966.

I worked the last flight thru RAP on August 23, 1986. Then I did my slave labor with CAL until I retired in 1994.

-Jim Kramer, Laughlin NV

I was interested in the letter in the last issue from Lila Twite Hayes - the ex-stew who flew around the same time I did and had to quit when she got married too. (E-mail sent to both so they could get together)

Does anybody remember a pilot whose name was Leo Dorsey. He was a captain in '59. I have no idea if he retired before the airline folded. I remember I had a lot of flights with him to GJT and him saying he really liked it there.

-Mary Pat Simpson, Arvada CO

(Leo is 80 now and lives in GJT)

Please add me to your subscription list. I worked for FL more than 25 years - mostly in GJT.

-Lawrence Sumner, Phoenix AZ

Nice to see you're putting out the NEWS. Everything was nice except the obit section. Guess we're all getting along in years.

I'm still in the topsy turvy airline industry (MCICO). I will complete 39 years of service this June. It just isn't the same. There's no feeling of family & loyalty like we used to have. Oh well, times change I guess. I'm still married to my wonderful wife Cheryl. Both kids are doing just fine and still live in Washington state.

-RJ Turner, Camden Point, MO

I am sorry to be so absent minded in regard to my sub. I have recently re-married after nearly 10 years of being widowed. I have been so happy to not be alone that I have neglected a lot of things. I am sending you two years (\$20) so that I will have an incentive to live a little longer. Ha!

-Bill Blackmon, Colleyville TX

Thanks for running the speech I have made several times. I hope everyone enjoyed reading about my carrier warfare exploits. Seems like a long time ago, and it has been. I presume that I will never get over that experience. Your Frontier News gets better and better. Keep up the good work. FL employees are the only people, and their families, who know how much we enjoyed our work. It was the best airline going and it was good to be a part of FL. Outsiders are the ones who helped ruin the best in the business. Now they are all reaping the harvest of foul seeds.

-Warren McLellan, Ft. Smith AR

Please renew our NEWS sub to the CT address, although we are actually living in London and only get our mail in piles. Also, I have a different email address (formerly DWKS447, now Walkererich@aol.com) if you are keeping track. Do I need something to access the FL web site? I'm ex FL F/A and wish more flight attendants would participate.

-Wendy Walker Erich, Ridgefield CT

I just retired from CAL and Mary is still flying with UA.

-Charlie Seefluth, Montgomery TX

As soon as I can get my act together I will send you my old FL history. I'm still trying to get organized after my wife's death. (See *Obituaries*) I still work part-time with Alaska in Phoenix reservations. A few of the old FL people working there, including Don Anderson. I talked to Ginger Treptow recently and she says tell everyone HI as she doesn't have a computer.

-Charley Southerland, Phoenix AZ

I am moving to Bryan, Ohio and retiring. Please send all future NEWS there.

-Larry Baumgartner, Aurora CO

It was great to "go home" and find the FRONTIER NEWS. Please keep it coming to the PSP address. I am living and working in Tokyo.

I have never forgotten your kindness when Stan Needham and I were "suspects" in a missing \$100 bill. We were on our way for a hearing in DEN with you waiting to assist. The flight didn't make it into JAC due to snow and the case was closed.

I was aware of Stan's death through Shirley Schackelford who I still see a few times a year. I am not the least surprised to hear of "Stan's return." He was a great man and a good friend with lessons of lasting impact on my life and many others.

I am blessed to experience living in Japan, and it is quite an experience. As I work for UAL here, it is impossible to say how

MORE LETTERS

long this gig, or the company will last, but one thing we learned from the FL experience was adversity and how to bounce back

from it. Thanks for keeping the FL flame going and I will look forward to the spring edition when I next return to America and PSP.

-Jim Kyte, Tokyo Japan

(Jim is UA's General Manager in Tokyo. He was a station agent in JAC DEN then a supervisor in DEN at The End.)

I am Norm Coldwell - TUS. I started with FL on August 13, 1962 in OMA as station agent. I bid to LAS in 1968 when FL opened there. My first mistake was to bid SSA in MKC in Jun 1969. I bid back to OMA in early 1970. In 1976 I married Nettie Carule from south OMA. We're still together after 27 years. In May 1978 I received my bid to TUS and remained til FL closed in 1986.

I started with PSA in June 1987. Then PSA was ourchased by USAir. I retired from USAir in 1996. Nettie and I are still in TUS.

-Norm Coldwell, Tucson AZ

I'm currently Regional Sales Director for Thrifty Car Rental. Arkansas is in my territory, I frequently go to Bentonville, Wal-Mart is a big account of mine. I usually drive there from the DFW area. I live in Hurst,Tx. I often think about the old Frontier and you guys in Arkansas. I had the opportunity to work with Elton Dial and Jerry Parkhill when I was SM in Houston. As you know, Jerry was an experience. I know you guys enjoyed Arkansas when CN/FL was alive.

I had the opportunity to play golf with Larry Thomas in FSM last year. Sure brought back some good memories. L.A. Fuller was a friend - the last time I talked with him, he lived on a lake near lake Conroe, Texas, just North of Houston. I wiil attempt to locate him. I really never had the opportunity to spend any time with Armon Beard, he arrived in Houston after I resigned.

-Ted Simmons, Hurst TX

When FL went out of business I could have worked for CO or retired. I retired but still work part time selling fertilizer products to golf courses in the Houston area. I work three days a week. My daughter is still in FSM and I have a grand daughter at the University in FYV.

Thank you for the input on the ESOP. I contacted the bank and a check was issued and received. It was nice to hear from Ted.

I hope to attend the Reunion at FSM in August. I talked to Don Enos and he plans it too.

-L.A. Fuller, Texas City TX

Between your newsletter and the one from Ace, it's great to keep informed about all our old friends. We're willing to bet that there isn't another company anywhere that's gone out of business and the employees have stayed in such close contact, continuing to have reunions for as many years as we all have (almost 17!!) It says a lot about the friendships that were formed and the fact that we weren't just going to a "job" every day!! If any of you write a letter to the Frontier News and have an e-mail address, include it if you want to hear from long lost friends (no jokes please, we get enough of those!) We do have e-mail addresses through Ace - mostly crew members but even those change from time to time.

I would like to take this opportunity to personally thank Jake Lamkins, Ace Avakian, Jim Hanson, Rochelle Vega, Lanette Duncan, and Rusty Lambert for providing me with their address files. They helped me in finding the addresses of missing former Frontier Airlines employees that are due money from Wells Fargo Bank here in Denver. As some of you know I have been working with Nancy Schafer of Wells Fargo to help find the addresses of missing employees and, as of this date, we have found over 1650 people. There are still over 1600 missing so if you were in the ESOP or TRASOP plan of Frontier Airlines, or are not sure, take time to check out the missing list on Jake's Frontier Airlines web site at: <http://FAL-l.tripod.com> or you can e-mail me at: bojos42@aol.com It's not making any of us rich, but a buck is a buck!

-Bob Reisig and Joanne Griffin, Aurora, CO
bojos42@aol.com

I worked for CN/FL from 1966 until the end as an automotive mechanic. There are numerous great stories from 10 years of traveling and working in STL DEN DFW and PHX. I will try to get some of them together and send to you. I enjoy hearing from all the FLOlks.

-Sam Warriner, Ft. Worth TX

While looking for the Frontier stock site, came across the FL webpage! A great site. Thanks.

I worked for old Frontier 1979 to 1986 (was working the ticket counter in Denver the night we folded). I spent about 3 years with a couple of others fighting the bankruptcy in the Denver court since that's where we lived and it was convenient to get to court. I noted in the FL history, which was very interesting, that it never mentioned the fact that the same financiers were working for the unions that were working for Continental when we were trying to finance the ESOP. Mr. Michael Milkin...who eventually went to jail. Oh well, it's over. I still get angry.

I worked as a temp secretary until my husband retired from an aviation company in Denver, we sold our house, bought a motorhome and went fulltime rv-ing. Not a bad life. Now we are in a little house in a golf resort, and trying to sell the motorhome.

Sure did love Frontier though. I never had such a good time working as at Frontier. Especially when we still had Feldman. He was terrific.

-Ann Bunn, Yuma AZ

I was told of the FL website by another comrade that was an employee at the same time I was with the company. I'm seeking info and news concerning the FL family. It's taken this long to finally enquire. I was a pilot in Denver from 1978 to 1986. Anything you can send my way would be appreciated.

-Tom Wiggin, wiggie65@msn.com

It seems like a short time ago it started for me with CN in '64. Your newsletter brings back good memories. Boy, were we good!

-Grant Holmes, Bradenton FL

Please add two years to my subscription. I certainly enjoy it. I enjoyed the article about the "mud dobber" in STL as well as a few other things that made the various stations interesting.

I recall the tornado that went thru TOP in 1966. It picked up full water/alcohol barrels and left the empty ones without damage.

-Loren Holmgren, Belgrade MT

I started with CN in 1964. I was in DEN til the end. I worked

on the line then went into the weld shop in the hangar. I am now with CO in CLE.

-Ed Allen, Brunswick OH

I was with FL 1974-1985 in the following positions: Marketing representative STL, District Sales Manager DTW, City Manager SCK and SFO

I'm looking forward to future FL NEWS newsletters. My email address is blhepner@msn.com

-Al Hepner, Pleasanton, CA

Thanks for putting the ad in the last paper. I have had good luck and won't have to have any more sales. I wish I had had a couple of painted models...they were very popular.

Sorry there are so many obits in the paper. That can get kind of depressing for you and Ken, but the rest of us do like to know who's "Gone West" (neat phrase).

-Pat Craze, Montrose CO

Ken Schultz sent me a copy of the FL News. Noticed you were looking for a copy of the agreement. The one I have is dated 11-9-86 when it was filed with the bankruptcy court. If you haven't found one yet I'll send it to you with my sub. It's good to catch up on all the news from the REAL FRONTIER.

Thanks for the ESOP info. I worked line maintenance in DEN 68to73 and MCI 73to86. Ken sent a copy of the list of the people who have passed on. Seems like so many.

-Larry True, LarryTruelm@aol.com

I'm Bill Ruoff from RKS. I was a FL employee 1980-85 in RKS, HOU, OAK, SLC, DEN.

After being bounced the country for 5 years with Frontier, I gave up on them and moved back to RKS. Got involved in industrial manufacturing, safety and training. It was a hard decision to leave FL (but they went belly-up about 6 months after I left), and I still miss the airline biz very much.

It was a great job, a great company, a great bunch of people. I'm still not sure I believe that Frontier was a victim of deregulation as much as it was a victim of piss-poor management. I think they could have survived if they had paid attention to their core business (the intermountain west), instead of trying to compete with United, coast-to-coast.

But that's only my opinion. It was certainly sad to see it all go down though. I hired on as a 20-year-old, and loved every minute of it. Well maybe not every minute (I had some pretty shitty days at OAK), but for the most part, it was the job of a lifetime.

-Bill Ruoff, Rock Springs WY, wyocubfan@hotmail.com

Thanks for keeping Old Frontier Memories alive and the chance to keep connected to the greatest group of people I have ever known. My life was never the same after 1986. I am employed with the new Frontier Airlines since 1994 and in reservations. I was a flight attendant from 1966 to 1986 with the old FL. My name was Rosemary Wirth and I married Bob Van Epps (*also a FL alumni from station agent and the management side of operations*).

The new group of Frontier employees have been great to get to know altho I find myself often comparing to the good old days. Things have changed alot and mostly due to new world situations and economies.

Please add my name to your lists so I can keep up with my Frontier Family.

-Rosie Van Epps, Denver CO

(*Bob owned an apartment building full of FL commuters*)

MORE LETTERS

I worked for FL for 12 years mostly in SLC. I now am approaching 17 years w/UAL ,and as w/FL , all in customer service.

I am curious about individuals that long ago contact was lost. Is there a site listing former/deceased employees and the possibility of getting in touch with them(non-deceased for now)??? For example, Fred Elliot. , who was the manager in JAC when I worked there for 5months in 1975. My manager in SLC, Duane Phelps, has not been in touch w/me since 1986.

It was a great group in JAC when I worked there the summer of '75. I was saddened when Stan Needham died and I could not make the funeral but Gary Pinson paid my respects. Does Paul Farris live near you in Arkansas. I worked with Paul in SLC and I hope he is well. He is a fine person and I was able to work with him my whole 10.5 years in SLC.

-Bob Higley, Thornton CO, bhigley7@hotmail.com

(I sent Bob the contact for Duane but I don't have anything on Fred who's also on the ESOP "lost list". Can anybody help?)

Delighted to receive the Frontier News and concur with the many sentiments expressed that we had something special. I'm mailing a copy of the Joint Presentation Agreement (JPA) as requested.

-Art Davis, Houston TX

(Art was Don Hatfield's assistant in Industrial Relations and has a similar position at CO)

I really enjoy the FRONTIER NEWS. I flew for FL from 1955 to 1983. I hated to quit at age 60 - but I got out before they went belly up.

-Leo Dorsey, Grand Junction CO

I'm just another ole timer trying to find a few original X Frontier people. I would be glad to hear from you you can email me.

-Abe Dyck, arplanfxr@yahoo.com

I'm Cliff Brown, DEN SSA, retired and is residing in Wesley Chapel, Florida. My address is 31919 Grand Reserve Pl, Wesley Chapel, FL 33544 and I can be reached on-line.

We hope everyone stays in touch with us down here in Florida. Love to hear from all our past and present FL family.

Tampa is great (cooler than south Florida) and I'm with my kids Cliff and Cheryl and their families (6 grandkids -but since they are now in the ranges from 17 to 25 it proves just how old this grandpa is getting. Just made 69 on June 1. Hopefully I'll stick around for the big 70.

Hi and love to all my good friends with FL (old or new) and drop me e-mails so I can stay in contact with all of them.

-Cliff Brown, pinocleaddict39@yahoo.com

I just finished going 11 issues of the FL NEWS loaned to me by Bill Hunter, another former FL. I was with the "original" FL from Nov63 to the end. I had about 4 years in SDY and the rest here in GTF, all as a agent.

I didnt have any interest in moving or commuting to/from GTF to work other places so operated a real estate appraiser for 2 1/2 years and then was offered a Mall Mgr position with the West-gate Mall- a neighborhood size- center here in GTF. Will be 13 years doing that in July.

None of the guys (agents) left GTF- Gordy Hunt, Davy Rogstad, Doug Engelhardt, Bill Sandaker and Eric Webster. Don Haven and his wife Carlene moved to Oregon, Eugene, I think, a couple of years ago to be near his daughter. Don is suffering from Parkinson's. If there is anyone that wants an

address, fone#, Email, etc. on Don or any of the guys- send me a note at goldygtf@att.net and I will pass it on.

Although I haven't spend a lot of time thinking about my FL past, it was neat to see names and pics of old friends. We, the agents, used to joke about being the "new station manager training station" as we had a lot of them. I don't know if that was because we were hard on them or just did a good job preparing for a move.

-John Goldsmith, Great Falls, MT, GoldyGTF@att.net

I am on the JLN Airport Promotions Board and busy with the JLN Air Show. We will have an OZ DC-3 in original OZ paint giving rides. You would enjoy something that happened at a JLN Air Show when FL still had a 737 RON here.

I do not remember the year or who did it and I didn't have a camera to photo it. The FL captain being from around here had a buddy from Carthage with a Stearman. So he arrives in front of the 737 in an open cockpit Stearman in a flight suit and an old leather helmet from open cockpit days. He climbs out of the open cockpit and into the 737 captain's seat. He cranks open the side window, gives a thumbs up and says, "OK. board her up." All the passengers were of course standing there watching and ready to board.

I stayed in the airline business after FL working as supervisor/ramp manager etc at BN-2, EAL, US, USE, ZV, and briefly at HP...seems like every one I worked for went bankrupt...OH WELL...Have many stories to tell some day....

I'm in the land of OZ (Kansas) where the tornado all but got us this year. Took all our trees but somehow left our house..however the neighbors on either side are gone with the wind....(it didn't want to get tangled up with all this airline junk we have)..talk about a MESS....

Cheers from OL JAP of CDR-LNK-PUB-CYS-MKC (SLC during the big airline strike) LAW-JLN-TUL (oh yes the first full time crew in JAC-too) and DEN too!

-Jerry Pickering, Columbus KS

I ran into Dave Sledge this week. He sold out and went to TUL when LIT closed. He is back in LIT now. I worked with Dave for years and he is a great guy. He was happy for all the news of FL. He is coming to the FYV-FSM PIGNic with us this year. He has never been but he knows Phil and a lot of the FSM crew.

-Jack Chambers, Cabot AR

Thanks for the info on ESOP. I called and my money has grown all the way to \$33. Better than nothing I guess.

I've been "retired" since 94' After FL (*Rich was STL station agent*) went bust, I drove a truck for awhile and my last job was working in a machine shop. Had a heart attack cutting grass in Sept.94 and have been on disability ever since. That's what cha get for being fat and lazy

I live out in the woods about 50 miles north west of STL Lambert field. Small town of Winfield... pop 173.

-Rich Owens, reo77@nothnbut.net

I started with FL in GUP in October 1956 and went to ABQ in August 1957. Then in January 1968 I went to OKC where I was at the end. I have had the pleasure of working for and with a great group of people in a great company. I still have dreams

about some of the old days and always wake up thinking what a shame that a small group of people's greed could destroy so many lives. A lot of lives were turned upside down when FL ended.

I was very fortunate to get a job with the FDIC in January 1987. This lasted til October 1993 when they moved the office to Dallas. The downside of this was watching another group of people whose lives were being destroyed. In August 1994 I went to work for a bank and stayed until October 1998 when I had to leave to care for my wife who had M.S.

Pat passed away in May 2000 and I spent the next two years trying to figure out my life. In May 2002 I went to work for another bank part time and am still there.

Anyone that wants to contact me, feel free to write or call me.

-Jim Hildebrand, 2828 SW 85th Oklahoma City OK 73159, 405-681-3753

My name is Wayne Teakell. I was employed by CN/FL from 3-6-61 until we ceased operation 8-24-86. I started out in OKC then I transferred to MKC in June of 1964. I was Station Agent, Chief Agent, Senior Station Agent, and ASSM at MKC and as ASSM helped to open up MCI before I went to CYS as Station Manager, in June of 1974. I was in CYS until June of 1981, at which time I transferred to OAK as a Station Agent. In August of 1983, I transferred to CID, and was there until we ceased operation. I have maintained my home here in Cedar Rapids, Iowa. I retired in Feb., 2002, and I now work part time as property management for Leonard Express Trucking.

It is good to hear about a lot of the people I knew over the years. I have no e-mail address, but my mailing address is as follows, if someone would like to get in contact with me.

-Wayne A. Teakell, 6007 Eastview Ave. S.W. Cedar Rapids, IA 52404-1019 Phone 319-396-1134

The Old X Frontier Revenue Accounting Department got together for a reunion on March 22, 2003. Twenty six attended, regardless of the "Blizzard of 2003", which left us with 3 feet of snow. We all dug our way out to attend the reunion.

The following attended, Nan Bradley, Dotty Bingham, Debbie Borer, Gaby Belanger, Sandi Schroeder, Judy Adams, Gloria Montoya, Sonja Parker, Marilyn Young, Jeri Yoder, Beth Wyatt, Connie Volskis, Mary Clifford, Sally Naïve, Nancy Martinez, Clay Ewings, Babe Woody, Sandy (Bambe) Schara, Anna Galland, Carol Snively, Connie Holman, Valarie McWashington, Frank Archey, Patricia Bronson, and Nadine Overley.

In Memory: Pam Reed, Sonja Brown, Jean Dunn, Gloria Elquist, Judy Weber, Susan Tawara, Jeanette Sickler, Louise Newton, Frieda Russell, Larry Hunt, Howard Stewart, Peg Youngs, Elma Jene Yantorino, Steve Collins, Sy Pfannenstiel, Lorie Gasiorowski, Ralph Cole, Jeannie Careym, Carol Haught, Monica Robertson & Carolyn McCallister.

-Nadine Overley, Aurora CO

(Please send any obituary info you have on those names above)

This past evening I learned in a phone call from a real grand non Airline friend in Gunnison, Colorado that the "FAL ESOP was looking for one employee of the Old FAL by the name of "R. W. Pearson". I am delighted to report that I am the one they seek! (Robert W. Pearson, FL# 6967)

An extremely loyal subscriber and a very faithful reader of your Frontier News is Maureen Cook, sister of the late truly dedicated FAL employee, Maurice "Mo" Osborne.

"Mo" hailed from "GUC" where Maureen still lives - She obviously read in a recent edition of the "Frontier News" your article about the executors of the "ESOP" program looking for certain "Employees Of the old FAL" including one "R. W. Pearson" ? She correctly guessed that the Bob Pearson whom she had met through her late brother and the R. W. Pearson that the ESOP people were trying to locate, were one and the same?

Once again I wish to Thank You in advance for what I hope that you will now do for me. . . And that is to contact the appropriate people in the ESOP (?) Program that are looking for me and inform them of my whereabouts!

I am eagerly looking forward to receiving my copy of the Frontier News and to be reunited through this publication with my wonderful friends and associates who made our beloved Frontier Airlines the greatest Airline ever And who made every day of my 25 year career in FAL. . .Such a truly memorable and rewarding part of my life!!

-Bob Pearson, Rockport ME

I was hired as a ticket agent for Frontier Airlines in 1980 and transferred to in-flight in 1982 as a Flight Attendant, up until the end of Frontier in 1986. I would love to be part of your group and also need your help with some history finding. My name is Marcia Lawrence Prince. Im sure you all remember my X Mike Prince? Anyway, I worked the trip out of Denver that was the first all female crew, cockpit and cabin. Do you by any chance have any documentation of that or crew manifest info or news paper articles and so on? That would just be awesome if you do or could direct me as to where I could find that information.

-Marcia Lawrence, 720-870-5852 MarciaLawrence@aol.com

I am Janice (Jan) Lefler I worked for FL for over 9 years. I worked in Consumer Affairs, Payable Audit and customer service. After FL shut the door I went to work for CO. I have worked for CO until Nov. 2002 and now am on a medical leave.

-Jan Leflar, Aurora CO

My First job after the fall of FL was Trans Colo Airlines, mgr, ROW. They went bankrupt..then I was hotel night auditor, it went bankrupt. Next I was at Mesa Air 1989 to 10/2001. I got furloughed after 9/11. Back as Mgr in ROW, then to IFP Bullhead City, AZ, HII Lake Havasu City, AZ, IGM Kingman, AZ. They moved me to GUP and then said goodbye. Took retirement when they furloughed me second time and now work for TSA in LAS. TSA is Transportation Security Admin..Dept of Homeland Security. Originally hired as FAA Assistant Security Inspector. Best job I ever had or hope to have. Have 2 more ex-FL employees here. Al Ruiz (ABQ-GUP) and Chris Leferink (COS).

-Al Collar, Bullhead City AZ

Since I've been married to Arnold Lollar for 33 years, I too feel I am a part of the Frontier Family. Arnie started with CN as an avionics tech - transferred to DEN and along with other positions worked on the simulators. After 28 years he took early retirement in 1985. Sadly, our oldest son Vince passed in 1995. Our second son Jason carried on the love of aviation and has been with AA for 11 years.

-Pat & Arnold Lollar, Euless TX

I worked in MCI RES - hired in May 1979, transferred to DEN RES SPCL ACCTS in Nov 79, thru to 1982, when I was to be transferred to the new office in SLC but just couldn't go THERE!

-Bill Faulkner, San Francisco, CA



Letters From/To Hank Lund

I received your request for comments concerning the UA/FL fiasco. I wasn't involved in any way with the UA/FL fiasco having left active duty (*Hank was FL President 11/84 - 5/85*) in May of '85 so I really have nothing to contribute with respect to those negotiations.

I take strong exception to one of the comments in the Billy Walker articles. (*Billy wrote an essay in 1987 about the last days of FL. It was in the first three FL NEWS and it's posted at the FL website*) Billy is a good friend and I'm sure the statement was inadvertent and not malicious. The comment that I was brought on board as President to liquidate FL is categorically incorrect. When liquidation was considered at various times I firmly refused to have anything to do with it.

Among numerous factors involved in my resignation in May of '85 this was one of 3 or 4 of the most dominant issues with which I disagreed. In fact, one of several factors related to my resignation, was my refusal to have any part of a liquidation plan. Gen Corp brought in an outsider for that purpose and I did not participate.

From the fall of 83 through chapter 11 and subsequently the ill-fated People Express acquisition and the activities of the creditors committee is a story that has never been told. Anything I have heard or read about the events preceding and following FL's demise are for the most part completely inaccurate.

I have reflected on the FL story frequently over the last 18 years and if the real story was known it would probably be a shock to the public and Frontier employees.

If there was any interest I might be willing to reveal some aspects of this debacle, my health permitting.

While I wasn't able to respond to the request you made it did stir up a lot of memories that may be better left unsaid.

Having been intimately close to the actual unfolding of events during the period until Sept 86 and having participated as a member of the creditors committee after that time I know that the real story has never been told. I might be willing to reveal some of these truths at some future date if my health holds up.

The story of real events from the Fall of '82 through the chapter 11 proceedings and the ill-fated association with People Express would be most enlightening and shocking to Frontier employees and the outside world.

Maybe I'll say more if there is any interest. For almost 18 years I have kept my silence even while hearing outrageous and inaccurate versions of what happened from others.

-Hank Lund, Surprise AZ

Thanks for your input, Hank. When I read Billy's report about you being brought in to liquidate the company; I understand him to mean your bosses wanted you to do that. In another place he states that you refused to do it.

I hope your health will permit you to write an account of those last days at FL. The historical record remains incomplete without it.

-Jake Lamkins

Hello Hank, I regret any implication that you were brought on board to liquidate the company. I should have been clearer on that issue as you did, in fact, forever endear yourself to the Frontier Family when you refused O'Neil's demands to do just that. I do know that it was Gerry O'Neil's idea then to liquidate even if he didn't express that to you when he fired Ryland and

brought you on board. His words to me were: "Frontier is worth more dead than alive." Buzz Larkin told me "all roads lead to liquidation." As you know we employees were not satisfied with either of those premises. While getting rid of Ryland was necessary, the airline should never have been destroyed by corporate megalomania. Were it not for you, we would not have survived as long as we did. That we eventually saved many employees' livelihood was due, in large part, to your efforts. You're many efforts before and after being President of Frontier put you in the highest esteem.

-Billy Walker, Phoenix AZ

Others have felt the pain

Ours is not the only pain in the airline industry. I got this e-mail recently: "Hi...I just wanted to drop in on you folks. I worked for Eastern Airlines for 27 years so I know how you all feel. Still it hurts for we were a family too. We flew Frontier many times in the 70's and early 80's to Denver for ski trips. Those were great days. My son works for Frontier there in Denver now. **-Bob**"

My reply: "Great hearing from you and thanks for the note. I have good memories of EA too. One stands out especially - A friend & I were stranded in SJU trying to non-rev back to MIA. Everything on EA was full. Another non rev, an EA employee, told us to follow them, there was an EA maintenance ferry going to MIA. There must have been 30 or 40 non revs on that ferry. We two were the only non EA folks in the bunch. To prevent any problem at the EA hangar on our arrival, they stopped the 727 on the ramp near the MIA terminal building and put us off.

There's been a lot of grief in the airline business with so many proud airline names and traditions gone such as PA BN SO NC PSA TW WA RW and our two: EA and FL. **-Jake**"

FL Flight Simulations

(If you've visited the FL internet websites, you have probably seen those great FL simulations made by Darrell Robson. Here's some advice from him if you want to make some too.)

The only Simulation that is worth anything, IMO, is Flight Simulator 2002 by Microsoft. There are earlier versions still available, FS98, FS2000, (as you can guess, their names are indicative of when they were released). FS2000 is pretty buggy, while FS2002 works very well. There should be a new version out this summer, (July, maybe), which should be really great. If you go for the FS2002 package, be sure to get the "Professional" version. They make two, Standard and Pro. The Standard is OK, but doesn't have the capability to run most of the aircraft being produced by 3rd party developers. (Which all of the Frontier aircraft are). Should you pickup a copy, I'm always around to help out. The software is about \$50 bucks, but its entertainment value is immeasurable.

-Darrell Robson, Billings MT





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I'm trying to find out what kind of nav aids Frontier DC-3 pilots used in 1950 along their routes? Were there ADFs? VORs? ILS in DEN and SLC? Or just beacons at the passes? How was the route navigated at night? I have Tex Searle's book, but can't seem to find anything about it?

-Mike Singer, Seattle WA

I'll try to answer Mike the best I can. I came with Monarch Airlines in 1948. At that time the only federal airways we flew was between DEN and PUB via COS using low frequency (4 leg) radio ranges. We also flew on federal airways between Zuni, New Mexico and ABQ; Also federal airways between Delta, Utah and SLC and between DEN and CYS to LAR to RWL.

All the rest of our routes were off airways and all instrument operations were with the "H" markers - non-directional, low frequency company owned and maintained markers of 100 Watts, low frequency. When approaching transfer points such as FMN CPR RWL and later RIW - we kept altitude separation among ourselves via company radio. (We were off airways and no ATC control..of course, no radar, no radio contacts with government agencies, etc.) DEN PUB GJT SLC CYS CPR and BIL were the only points that had federal low frequency range stations. The rest were all our company "H" markers and were at Fort Garland, La Veta, ALS, Chama, FMN, DRO, CEZ, GUP, Price, Emery, RWL, WRL, Greybull and Powell.

You asked about ADF,s. ADF's are radio direction finders and are a navigational radio that is on the airplane and are usually low frequency. We eventually had ILS capability at ABQ DEN COS SLC and BIL. We only had "H" marker beacons along and at some of the passes. Some routes because of elevations of passes were strictly VFR; i.e. Canon City to GUC via Monarch Pass. (Which gave Monarch Airlines its name)

At night we navigated by the "H" markers or, if visibility permitted,

we did what was known as "beacon-to-beacon visibility". I have a million stories on that one. To navigate and/or orient one's self via these low frequency radio's - whether by ADF or by Aural Null - is quite a story in itself. These had night effect, lots of static and were very limited. That's it in a nut shell.

-Ace Avakian, Castle Rock CO

Who was the youngest pilot hired by FL and at what age?

-Jim Baumann, Aurora CO

I believe Jimmy D. Appleby was the youngest. I think he was 20 or 21 when he was hired as a DC-3 copilot. He looked young too. Later, it used to irk him to be the FO on the B-727 with the engineers being older and having 3 strips too because everyone thought Jim was the engineer. Ace might be able to shed some light, but I believe this is correct. From my perspective, Jim was a great captain to fly with. He was silky smooth and thought way ahead of the airplane. His dad, BJ Appleby, was a good instructor and had Jim flying at an early age giving him excellent basics.

-Billy Walker, Phoenix AZ

When 'they' did away with the requirement of needing an Airline Transport Rating as a prerequisite for hiring on Frontier, this opened the door to a lot of young pilots under the age of 23. (One of the requirements for an Air Transport rating was that the applicant be 23 years of age.) The youngest pilot ever to be hired by Frontier was Gary Paul (ex Central.) At least, that's what I understand.

-Ace Avakian, Castle Rock CO

The prototype of the CV-540 was converted from a CV 440 owned by Allegheny but when the Napier program was dropped, it was changed back to a CV-440 and flown on the line again until later when it was converted to a CV-580. It was the only aircraft to be a CV-540, CV-580 and a CV-440 twice! (See front page)

-H.A. "Frosty" Frost, Camdentown MO

FRONTIER NEWS



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

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