

FRONTIER NEWS



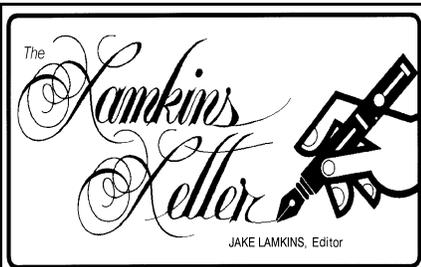
Last year the masthead featured the first logo adopted by Frontier upon its creation June 1, 1950. The masthead this year is the second logo adopted in 1958 from a design by Zick Burns. Frontier sponsored an employee contest for a new corporate design with a prize of \$500. The August 1958 company publication *The Frontiersman* announced Zick as the winner along with two photos (See Spring 2002 FL NEWS, page 13). Zick placed his new design on an F27 model aircraft. FL had stated their intention of buying F27s for the fleet.

The F27 order was later cancelled and CV-340s were purchased instead. Zick gave the F27 model pictured above to President Lewis Dymond as a gift. Our thanks to Zick for the information he sent and to our longtime supporter and FLan, Craig Hansen, who designs our mastheads. Next year we will feature FL's third logo followed the next two years by the fourth logo and the fifth and final logo.

WINTER 2004

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. First 12 issues on a CD \$5. 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. The masthead design by Craig Hansen, FLan & DEN graphic artist, who has supported the NEWS from the start.

ISSUE # 14



Here's hoping your Holidays were great and everyone in the FLfamily will have their best year ever in 2004.

The reunion season will be upon us soon so please send me details on any and all FL gatherings that are planned. I will post them online at the FL website and also put them in the newsletter. Let me know dates, locations, coordinators, etc. Note that a new one is starting up - the MCI FAs are planning one in May. I'll bet you don't have to be a MCI FA to go tho!

Keep those letters, photos and emails coming too. You can help some by typing any letters since I have a text scanner that saves on typing. Send in stories about your FL years, places you worked, unusual FLolks you met, passenger incidents, etc. You can get some ideas on what to write from the articles and letters in this and previous issues.

There have been so many requests for addresses by FLolks looking for old FLfriends, I'm going to include email addresses when I have them to facilitate contacts in the FLfamily. If you do not want your email address known, just let me know.

Ken Schultz continues to keep me indebted to him for his generosity and help. This issue contains some updates (p.3) on his huge obituary database and a schematic FL chronology he constructed (p.18). Thanks again to Wayne Stilwell for the fantastic FL mirror he sent (p.4).

I'm sorry about the small print in the article on page16. I ran out of room and that was the only way I could fit it in.

The past few months several old FL publications such as *Arrow Jet News*, the original *Frontier News*, the *Sunliner News* and others have come up for sale online at Ebay.com. I have been buying them as I can afford them to increase my FL files for future issues of this newsletter.



TIMETABLE



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

BILLINGS

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

COLORADO SPRINGS

2004 not held.

Contact Deanna Hinkle, ddbiscuit@juno.com, 719-226-1932

DALLAS-FT WORTH REUNION

It was Sat, October 25, 2003 at Los Vaqueros Restaurant at the SW corner of 27th and N. Main, Ft Worth. Cocktail's start at 6PM, supper at 7. \$11.50 per person and you pay for your own drinks.

Contacts: Bill Blackmon, 817-788-1110, BBmon@juno.com, Jim Ford, 817-268-3954, JEFord15@comcast.net, or Mary Liddle 817-461-4707

DENFL GOLF TOURNAMENT

It was 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

Held 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 26, 2004 at Picnic facility at the Aurora Reservoir, 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-Euleus 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

It happened Sat-Sun, September 20-21, 2003 Contact: Rusty Lambert, 6633 Ann Drive, Murchison, TX,

1-903-852-3970 RustyLGolf@cs.com

FYV-FSM MEMORIAL PIGNIC

Planned for August, 2004, Sat., 11am-5pm, details later Burford Pavillion near FSM airport.

Contacts: Phil Green, 2101 Packard Pl., Ft. Smith, AR 72901, 501-783-2981, LusiGreen0609@aol.com or Jake Lamkins, 365 Wallin Mountain Road, West Fork, AR 72774, 501-839-8556, ExFAL@Yahoo.com

KANSAS CITY FLIGHT ATTENDANTS

First Annual Frontier Airlines MCI Flight Attendants Reunion Friday, May 21, 2004, Location & Time: TBA

Lotsa Cocktails, Dinner, Memories, Laughter & Pictures

RSVP & Questions: Jo Delle Burwell

JoDelleBurwell@comcast.net Phone: (H)816/373-5647 (C)816/665-6023

KANSAS CITY REUNION

Held Sep. 20th, 2003 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 8-9, 2004, Green Valley AZ, Contact: Ron Butler @ 520-762-5084, RButler24@worldnet.net

I began working for Frontier in Riverton Wyo. Oct 7, 1967. Riverton had three way connections at that time. We worked split shifts. With late and delayed flights we had a lot of overtime. My first months wages was \$600.00, I thought I was really on a roll.

After a year they discontinued the three way connections and I was furloughed and went to Casper Wyo. I was in Casper in 1986 when Frontier ceased operations. Four airlines and thirty years later I retired from Continental Airlines as an A&P mechanic. In June of 1999 my wife & I retired to Boise, Idaho.

**-Rob France, 5928 S. Sedum Way,
Boise, ID 83716**

Names added to the WE REMEMBER list in 2003.

Name	Date of death
Adcox, Robert	Nov 21, 1988
Beck, William	May 2, 2001
Blackwell, Phil	Sep 28, 2003
Bowles, Walton	Apr 4, 1976
Butler, R. "Sarge"	Jan 20, 2001
Casas, Carlos	Jul 29, 1970
Chamberland, Roy	Jan 3, 1994
Covington, Claude	Sep 12, 2002
Crisp, Walter	Apr 29, 2003
Crona, "Spence"	Oct 6, 2003
Crosby, Kevin	Oct 20, 2000
Davidson, Frank	May 29, 2003
Doud, Robert	Mar 5, 1967
Enright, "Liz"	May 31, 2003
Favor, Marty	May 6, 1966
Goodyear, Dan	Jun 4, 2003
Hopper, Ken	Oct 17, 2003
Jimmerson, "Bill"	April 6, 2003
Landon, Bob	June 27, 2003
Masi, Frank	November 8, 1995
McManis, "Mac"	Jun 24, 2003
Miley, Larrie	October 6, 2002
Peck, Everett	February 13, 2003
Pratt, William	Jan 23, 1990
Randoll, John Jr.	August 2, 2003
Russell, Harry	April 11, 2003
Smith, Ken	July, 1984
Soucek, Charlie	Oct 18, 2001
Souther, Gary	Sep 6, 2003
Staude, Brian	March 1, 2003
Stevens, Paul	December, 1974
Trent, Orval	Oct 11, 2002
Vittal Sr., John	Aug 24, 2003
Vroomen, Renier	July 6, 2003
Willette, Robert	May, 1979

-Ken Schultz

(Ken sent the full updated list effective 1/1/04 which is ten pages long and has 401 names. If you would like a copy, see the FL Reports box on the back page.)



DEATHS REPORTED SINCE THE FALL ISSUE

Johnny Bulla, AZ Airways founder, 12/7/03, age 89
 Spence Crona, DEN lead mechanic, 10/6/03, age 75
 Bob Chilton, pilot, need info
 Dick Davis, pilot, 5/29/80, age 41, jeep accident
 Walt Day, pilot, 1/15/91, age 45, cancer
 Fred Elliott, need info
 Rob Field, pilot, 9/6/82, age 38
 Roger Heckman, pilot, need info
 Rebecca Herbert, flight attendant, 2/5/02, age 55
 Dick Hoffman, pilot, 11/5/03, age 84
 Ken Hopper, mechanic, 10/17/03, age 69
 JW Miller, pilot, 12/11/03, need info
 Don Oberg, MCI station agent, 1/6/04, age 56 heart attack
 Glenn Palser, DEN senior agent, 11/9/03, age 79
 Leon Robinson, DEN station agent, 11/9/98, age 52
 Joyce Darby Schmid, DEN flight attendant, 10/11/03, age 64
 Eugene Schroeder, DEN flight attendant 1/15/91, Age 39
 Elton Snoke, Need info

REUNIONS

MCI FLIGHT ATTENDANTS: First Annual Frontier Airlines MCI Flight Attendants Reunion, Friday, May 21, 2004. Lotsa Cocktails, Dinner, Memories, Laughter & Pictures, Location & Time: TBA. RSVP & Questions: Jo Delle Burwell, JoDelle-Burwell@comcast.net Phone: (H)816/373-5647
(See Jo Delle's article on page 16)

BIL: No one has come forward yet to volunteer to head up next year's reunion, although a couple of people have expressed a possible interest. Let us know as I have all the newest addresses, etc in my data base as well as 50 pages of addresses from the DEN group if you are looking for anyone in particular.

-Dee and Al Martenson, Billings MT,

AdSanta@bresnan.net

COS: My Mother passed away and I did not have the party this year. It is only the second time that it has been canceled. I was not able to plan the party as usual & I ran out of time. I was in Phoenix for a couple of weeks and then went down again at Christmas time. It probably worked out for the best as we had a snow storm Saturday night that would have kept people from coming & the roads were really bad. Next year I hope!

-Deanna Hinkle, Colorado Springs CO, ddbiscuit@juno.com

(See page 19 for news of the DFW Reunion)

LETTERS

Letters may be edited and paraphrased for space and clarity.

You may not remember me (I remember you!), but I flew out of MCI on the CV580's as a flight attendant from 1979-82 (will find my training pic to send as a reference soon....I'm so gray now, it's scary!). Was based here for 1 yr. before the company moved all crews to DEN. Commuted my last two years before leaving the industry to "fall back on" my college education in marketing. Have been doing that ever since until 8 weeks ago, at which time I hired back on with FL2 as a CSA in MCI. It never leaves your blood really, even after 24+ years of being out of the industry. I have loved reading the Spring, 03 newsletter and can't wait to finish this email so I can write others whose names I found in the newsletter!

I am mailing you a check for \$100 to cover the expenses of adding me to the newsletter list, as well as the following FL flight attendant friends with whom I continue to stay in-touch....for the most part, we were all based out of MCI prior to the crew base move to DEN in 1980/81.

I still speak of FYV and FSM as my favorite RONS.....people look at me as though I've lost my mind.....I just tell 'em I lost it in Fayetteville and Fort Smith, ark.! I wouldn't have traded those overnights for any others in any other city on the system!

I just got off the phone from a FABULOUS conversation with my long-time friend from topeka, MCI and DEN, Judy (Fenton) Plumer in SLN. She was the one who ran the airplane into the Marriott truck at gate 25 (LOL!!!). I want to get her connected to the online FL Club, as well as our FL website, not to mention the FL NEWS.....here is her contact info.

I met Barb Wood yesterday while working an outbound FL2 flt. from MCI....she was one of our DEN agents from '75 - '86 and is now working for FL2 as a F/A. We had a ball talking and laughing about 'ole times.....was having so much fun with her, it almost cost me a flt. delay!!!!..below is her current DEN contact info. Please send her a 1-yr. subscription.

-JoDelle (Davidson) Burwell (F/A - MCI)
318 N. E. Colonial Ct., Lee's Summit, MO 64064-1914
816/373-5647 jodelleburwell@comcast.net

(Jo Delle has bought about a dozen gift subscriptions and is organizing a MCI FA Reunion. Her enthusiasm is contagious and her support very much appreciated.)

Hi, my name is Judi (Fenton) Plumer. I started as a station agent in FOE in 1978. I transferred to DEN ramp in 1980 and took the early-out in Nov 1985. I'm now in SLN as a 17 year courier for FedEx, married to Jeff a UPS driver. Not a day goes by that I don't think about the greatest airline, the greatest people, and the greatest memories. We're all very lucky to have something most people will never experience. I'm having fun reconnecting, finding out where old friends are and what's they're doing.

It was WONDERFUL hearing from Jodelle and I'm excited about reconnecting with my Frontier family...It was a great time to work for FL and wouldn't give up the memories or good times for anything. I'm a courier for FedEx in Salina, Ks..Starting in KC 17 years ago and transferred out here for fulltime 15 years ago...Met and married the most wonderful guy in the world..he's a driver for UPS!!! Yes we're Fedup!!!! Doing great - thrilled

about this Frontier newsletter, etc. going on. Keep me posted
-Judi Fenton Plumer, Salina KS, jjplumx2@yahoo.com

We had some great times flying the 580's out of MCI, didn't we? I've always remembered the MCI 580 Crew Base as the best times of my career.

After FL, I kicked around flying night freight for Emery and ended up going with Southwest in 1991. Had to retire (age 60) in '95 and went into their training department as a simulator instructor. Then 4 1/2 years ago we bought what was left of the farm I grew up on in southern IL and moved back home.

I help out at the local airport (Mt. Carmel Municipal) some and do some flying for a local company in their Cessna 421.

We have a team of horses that we keep busy with doing parades and giving wagon rides. You can check out our place at www.TumblinSRanch.com

I also have a website that I maintain having to do with growing up in Wabash County, IL in the Forties and Fifties. Check it out at www.ThereUsedToBe.com

With all the stuff I'm into here I don't get to make as many of the FL get togethers as I would like.

-Phil Stallings, Mt. Carmel IL, RedRyder@midwest.net

I'm sending you a photo of the gift I hope to send you before Christmas. The FL aircraft mirror is done on the back side of a mirror hand drawn and cut in with a sharp nail and painted using model paint and the frames are made using primitive tools by a convicted drug dealer in a prison in Mexico. He is doing a 20 year term but I have never meet him. His girl friend works part time for me and I send him a picture of an aircraft and the next week he has a mirror done. I offered to send him extra knives, razor blades and other tools to work with. The prison will let him have mirror glass but no tools.

I have MS and have to use a power chair to get around. Life has been real good to me. After FL I went to work for Express One airlines. I worked for them for 11 years and when I discovered I had MS I was running 15 freighters for them in Brussels, Belgium. The owner of Express One was married to one of the daughters of the Hunt family of Texas. He and I had became good friends and he helped me become well off money-wise. I had 20 great years with Frontier. I'm now living in Yuma, Arizona. If you hear from anyone that worked with me in STL, give them my address. I'll send them a free memory mirror as long as the guy is in prison and makes them for me.

Again, I thank you for your work on the website - it has meant a lot to me.

-Wayne Stilwell, 3380 S. 4th Ave. Lot 48, Yuma AZ, HD-Stilwell@webtv.net



Thanks for the newsletter. Nile Keeseey had a lung transplant on 10-10. He is doing very well and will be home before the end of the month. After 10 years on oxygen I walked into his room yesterday and he had no oxygen on.

-Janet Keeseey, Commerce City CO, jkeeseey@iopener.net
(Nile was a longtime DEN station agent)

I did retire and found a home out here in the boondocks and every time an airplane comes over, I throw rocks at it. I was a good friend of Paul Farris so if you have contact with him, give him my address.

-Roger Borchard, Waldport OR, rborchard@msn.com
(Roger worked as an agent in SLC)

My name is John Nordman or "Moose" as I was known at Frontier. I hired on in Nov. 1969, worked in Alliance (AIA) until late 1970, transferred to Kansas City (MKC), moved to the new airport. I left in 1980 or so back to Denver when FL was cutting back in KC. I was in DEN Station until about 4 months before they went out of business. You would think I would learn my lesson with airlines, I just resigned from United this past Feb. it was flash backs all over again, not going thru that thank you very much. I would like to get on a mailing list or e-mail list, that would be great.

-Moose Nordman, Broomfield CO, JNord1146@aol.com

Howdy, my name is Henry "Hank" Schultz and I worked the ramp from 1978 to the end when CO took over. Then I went to work for sato in SAN at the naval training center and have been with them ever since. I've worked on almost all the bases. I'm now at the sub base on Point Loma. That is the nicest one yet... great place to fish off the end of the point

I might have some pictures of FL beach parties in SAN. I'm getting ready to retire now and wondered what if any retirement benefits I had coming and how to say hello to a few of the old crew.

-Hank Schultz, Lakeside CA, hankster3@cox.net

Thought you might be interested in knowing that Kip passed away. He ran the Palms bar close to the SLC airport for years. It was a hang out for agents, mechanics, pilots and f/as. I know a lot of FL folks will miss him. I believe he was 83 but I'm not sure. His wife is sending me a copy of the obit.

-Paul Farris, Lowell AR, paulamos43@yahoo.com

My favorite part of the last newsletter was Captain Ace's fond memories and flying stories. Ace could fill books with all his experience & knowledge from his years in the cockpit. Like Ernest K. Gann did, it brings a knowledge of what happens on that end of the airplane and fond memories to any of us who have spent many hours aloft. Frontier is full of stories that should be recorded as a part of the Aviation Heritage of the Rocky Mountain West. I agree that Hank Lund should write his memories / views on the end of FAL. There has to be lessons learned by that experience.

I still think that there should be a part of the Wings over the Rockies Museum at the former Lowry Air Force Base, dedicated to the 40 year story and history of Frontier Airlines. There is a small section for Captain Emily there now...but I'd like to see a room filled with photos and captions explaining the whole thing, from beginning to end. Would take a lot of Photos and stuff to make the exhibits. But I know it could be done.

-Jim Baumann, Aurora CO, jetprop580@aol.com

I was employed in 1966 in reservations. At that time we were in the old hangar before we were computerized and transferred to the new building close to Stapleton. I was in various jobs, taking reservations by phone onto cards, putting them in a belt conveyor to various other places, to the teletype room and ending up in records to be filed by date of travel, etc. I worked all areas including PBX. We worked without air conditioning on cement floors and our windows faced the inner hangar where they would bring planes in to deice or whatever they needed.

Our supervisors would walk the floor over seeing our work and answering questions if any. I remember one supervisor vividly, that would walk between the rows and invariably would upset a waste paper can which made a terrible noise on the cement floor.

I enjoyed working teletype. We sent passenger loads to all stations and received messages from all stations. I worked until Frontier went under and was fortunate enough to retire early. Then I went over to United Air Lines reservations and worked five more years.

My best to all the "ole" Frontier, we were like a family and will never forget the good years I spent with them.

-Betty Rotenbury, Colorado Springs CO, dunesper@aol.com

I am wondering how many of you out there remember the big whoop-la that FL had in DEN just a few weeks or months before we were merged into Peoples Express? We had a gal from DENGGO come to Boise and take pictures of all the agents doing our jobs. She was traveling the system doing the same to make a film of how FL operated and who really made the airline operate. After she left and the pictures were put together on film, all employees from every station were invited to DEN for a showing. It was quite an extravaganza. I don't remember the woman's name that was a VP then but she and Jim Meade were co-hosts of the party and the film was shown to all attendees. (The VP was Bev Greer)

Seems that it was an introduction to a new image that FL was going to present to the flying public. But soon after that things went to pieces and all the joyous celebration was gone. On one of my trips to DEN I contacted somebody on the FL ticket counter about a copy of the film that had been shown that night and I was directed to contact a girl that was then working a commuter airline in the lower lobby at Stapleton.

I talked to somebody at the counter who assured me that they would have her contact me about the film, but I never heard from her. I even offered to pay for copies of the film because I thought that it made a great showing of the people behind the airline and many of the employees that were in the film I knew personally and I knew that the way things were going that I'd probably never see them again. If any of you know who got the master copy of that film I feel sure that we'd all like to see it again and have our own copy.

-Jim Lane, Boise ID, jim-marylance@interplus.net

(That would be a great idea, Jim. Anyone with info on this film, please let me and/or Jim know)

Just a note to let you know I'm still kicking. I will be 65 this year and I am going to retire. Also, in regards to obits, my neighbor Rebecca Herbert, FL flight attendant from 1974-86, passed away Feb. 18th, 2002.

Yours in the spirit of the Old Frontier,

-Harry Samuelson, Aurora CO



I flew...starting w/Central Airlines (MCI) in 1965 (GADS!)...leaving FL (after commuting to DEN for 10 years) only after the doors shut in 1986.

-Sue Evans, Lee's Summit MO, sueaevans@sbcglobal.net

I was a FL-FA, 1978-1986, based in MCI & DEN.

-Debbie (Vitera) Baldwin, Ottawa KS, ddlwbald@sbcglobal.net

I found Cindy Hady, former MCI F/A on switchboard.com (not to be confused with match.com....LOL).....just got off the phone from spending an hour laughing ourselves silly.....reminiscing. They moved 3 years ago to the Blue Ridge Mountains (near Asheville) and love it there.....they're healthy, happy and, best of all, RETIRED!!

-Per Jo Delle: Cindy Hady, Fairview NC, NHNPaws@att.net

After FL went away I got another job...at first flying Japanese doing Grand Canyon tours. Three months later I got an ADDITIONAL job dispatching an upstart airline. I was able to work my way up into a first officer position within a year. By 1989 I took a job flying Boeing 737-300 & 400s in Europe. To make a long story short, for now, I flew airline transports the last fifteen years and did become a captain for the last six years. I'm over sixty now and have retired from the airlines. Though I have second thoughts about that. Presently, I am working for the sheriff in Cumberland County Maine.

It was good hearing about FRONTIER NEWS. I have often thought of FL when I parked my Boeing 737-200 at an old FL gate at the Stapleton airport or setting the parking brake of the same airplane at the Jackson Hole airport. What a long story, for an FL ramper to a Boeing 737 captain. Well, here it is.

I worked for Frontier Airlines, starting in 1967 until the end in August 1986. I worked in MKC, DEN, LAS, and JAC. Over the years, I worked ticket counter, operations (weight & balance), gate, air freight and at one time had a weather observer license issued in Jackson, Wyoming. Also, I served as a senior agent several times over the years, in Jackson and Denver.

At one point in the latter months with FL, I thought I had a chance to get a seat flying for FL. That was with the encouragement of Capt. Clay Riecker, who asked me if I was "current." I thought I was, but really was far from it. That opportunity was never to be, knowing the business as I do now. Clay and I started nearly the same time as rammers in MKC. Clay cut to the chase and became a professional pilot, later FLYING for FL. I watched and only played at it over the years. When FL expired, I couldn't get a job doing anything, well, I couldn't bring myself to work at the same job for five dollars an hour when I'd made sixteen dollars at one point. Three months after the closing of FL's doors, I was flying Japanese tourists into the Grand Canyon in a Cessna 207. It worked out to twenty dollars an hour, but not many hours.

With the demise of FL, my marriage went south too. I was inspired to replace every thing I had lost, so I took a second job. I was fortunate to land a job as an aircraft dispatcher with an up-start operator out of Las Vegas, Nevada. Royal West Airlines started a small route structure out of Vegas to California, Oregon, and Idaho. They used Bae-146 IOOs. After being with them for six months, they asked me if I would like to fly as an F/O. I was in the right seat of a simulator in short order. They laughed at my instrument scan. However, they spent some extra dollars on me with an outside source and brought my instrument skills up to par. After all, I'd been a Las Vegas resident for years and there are no clouds in Vegas! After a year of flying the Bae

146s, by now into the 200s as well, I really was "current."

My next opportunity was with Air Berlin out of Germany, flying Boeing 737-300 and 400s. I was there when the Berlin Wall came down. In a couple of years I was able to qualify for a captain slot. Upon finishing IOE, I really concluded I was current! After the wall came down, I looked at opportunities back home and took a job with Casino Express out of Elko, Nevada. I worked for them for ten years and most of that time was as captain in their Boeing 737-200s. Casino Express got around the country a lot. I managed to fly into and out of most of the major airports in the USA. Too, they flew into black holes in the middle of some mountains! Their "system" was larger than that of Frontier's and their ventures were many more too.

I turned sixty September 2001 and we all know FAR 121 was over for me then. I went east...to Maine, that is. I just passed my probation period of a year with the Cumberland County Sheriff's office. Aah, but I still think of Frontier Airlines often!

You have my E-mail address, that I check once a month. If someone wants to get a hold of me they should just pick up a phone!

-John Skibinski, Naples, ME 04055, 207 583-2126

I am enjoying retirement but miss being around the airlines. I would like to hear from FL employees via email. Send to F93449@aol.com. Love to hear from persons I worked with. Keep the FL NEWS coming.

-Larry Baumgartner, Bryan OH, F93449@aol.com

I worked for FL in DRO and DEN from 1978-85. I worked DEN from mid-78 until Jan 85. Mostly in wt/balance, the tower and some at AF.

After FL (2/85) I moved to Maui (actually I left before FL went completely under) and taught SCUBA for a couple years. Then spent a couple years as an investigator for the Liquor Commission (professional barfly - ha!) Since '89 have been working as a medic on the 911 ambulances here on Maui.

Brenda Perkins and Judi Fenton Plummer have been over to visit Maui. Jan Shannon (DENOO and DENAF) lives in Kona (Big Island) and I hear from him now & then. Aloha,

-Jerry Piller, Kihei, HI, balconyboy@juno.com

My name is Matt Klingensmith--I worked for FL from 1979 to 1986 in DEN ramp service. I'm still living in good ol Aurora CO - My email address is Klinkerms@aol.com .Drop me a line - would love to hear from some of you ol' pitpackers.

-Matt Klingensmith, Aurora CO, Klinkerms@aol.com

Hi! I didn't know there was a FL Club. I worked in Revenue Accounting for 17 years beginning in 1961. I left and went to work for Pacific Southwest Airlines but I am now back in the Denver area. I would love to know what has happened to other FL employees. Thanks!

-Carole Foster, Centennial CO, Pokier@aol.com

I'm looking for Jack Martin. I work for American Airlines, Jack worked for Frontier from 1965 until it's demise. I have not seen him in 30 years - we learned how to fly together. I would like to talk to him. He was a pilot, Salt Lake City based on the Convair 580. Thanks for your help.

-Tom Johnson

To Tom: *I believe I found Jack. A.J. Martin, 943 Simpson Ave, Cody, WY 82414-4128 (307)527-7898 -Jake*

Indeed, it was my friend Jack Martin. We had a 2 hour conversation, and caught up on old times. Thank you for your time helping me find my friend. **-Tom**

The second book is ready to go. The only thing, I don't care to be a self publisher anymore. So I hope I can get it into a publishing outfit.

I don't know if I mentioned it or not, the book is not a take off from the "Golden Years of Flying". It's about three old retired airmen who long for the skies again. So, they hijack a DC-3 from drug runners and its just one episode after another from there.

I also hope to do the same with the Golden Years of Flying. I hope things are going well with you. I miss the association of all my old friends. Stay in touch.

-Tex Searle, Orem UT, TexSearle@cs.com

(Tex' book, Golden Years, that he mentions is a GREAT book of FL history)

Thanks for the number and address for John Stark. He is living in Seward, NE and that is a good phone number (402) 643-4414). I called and we just got off the phone, over two hours of yakking it up.

He is doing well and still does not have a computer, as he says, typical John, heck, I wouldn't even know how to turn it on, let alone work it. Says he doesn't want one and doesn't need one. It was great talking to him though.

-Skip Pennyweight, Montrose CO, pennywht@frontier.net

I went to work for UA Nov '86. I transferred to Dulles the Fall of '88 in order to get full time. Stayed here until retired Jan. last year. It was a different culture. I never quite adjusted to the difference.

-Duane Franklin, Ashburn VA, rdfranklin@earthlink.net

Thank you for sending me a copy of the Spring News, I had misplaced it and just now finished reading. It was great to read about the old times and what has happened to fellow employees. Very sad to hear of so many "Going West", but we will all head in that direction sooner or later.



This postcard with a Monarch DC-3 at GUC sold for \$217 at Ebay in late November!

I started with Frontier in 1970 as an Agent in LAS, got furloughed and moved to DEN as a In-flight Customer Service Rep, then to ELP as a Temporary District Sales Manager, then back to In-flight then to BVO as an Agent until it closed, then to DEN as an Agent, to JAC for the summer and back to DEN as a Agent. Next to WYS as Manager in 1973 then to WRL as Manager, then HDN as Manager then opened BOI in 1979 as Manager.

During the in-between years I raised and raced Greyhounds across the country, worked as a Controller for a Electronic Manufacturer and joined the present day Frontier as Manager in ELP in 1996. Went to DEN in 1998 and then to MCI in February 2001 and onto SFO in November of 2001 and an still in SFO where I will no doubt retire.

I would enjoy hearing from any of the many employees that I worked with thru out the years. Where has all the time gone? My current address is: Frontier Airlines Inc. Terminal One, San Francisco International Airport. San Francisco, Ca. 94128.

-Roger Sorensen, Sonoma CA, RSorensen@flyfrontier.com

I talked with Rob Strunk yesterday, he is with the APWU in Washington DC, he was tell me his wife used to work for FL until we closed. I sent him your e-mail address and I think he said his wife name is Lynne, if so she is on the lost list for ESOP. Hopefully they will be contacting you soon.

I work for the PO in Portland, OR. I will work until the year 2010 before I will be ready to retire. I might start getting the FL letter later next year. Now I don't have time to read anything. I just seem to work, eat, sleep with no time to relax, except when I take a vacation.

-Truman Matheny, trumatheny@earthlink.net

Jim Bogan is off on medical leave, he will have a pacemaker installed on 12/8. This is an outpatient procedure but he has to stay over night due to the wires being placed in the heart itself. For those that don't already know, he spent a week in the hospital, heart rate was 150, top of heart was fluttering and they have to get him back to sinus rhythm. He is to take it easy and let medications work to reduce size of heart so that the pacemaker can be installed.

Just wanted to let you folks know what was going on.....it's driving him crazy to just have to lay around.....hopefully all will go well and he'll be back to work in mid-December.

Appreciate the thoughts and prayers - will take all I can get. I'm out of the hospital and on medication to reduce the size of my heart so that they can install a pacemaker. This is to be done on 12/8. SkyWest has put me on medical disability leave. Dr. says if all goes as planned should be able to go back to work after the 1st of the year. I really appreciate your emails, please keep them coming. Also, would you let Sandy Glau know my situation, I've lost her email address.

Was released from the hospital yesterday after lunch. It appears that they have the potassium situation and liver/kidney function corrected. They rescheduled me for the spark-plug for my ticker next Monday 12/15. Barb will keep you all posted on this. My heartfelt thanks for all your thoughts & prayers, they are very much appreciated.

Frank: Thank you so much for signing me up for Jake's FL news. I enjoyed the 1st edition and look forward to the future copies. Not sure if Barb advised you, but I've been on short term disability since Nov. 1st due to congestive heart failure. I had a pacemaker installed last Mon. (the 15th), everything went extremely well and am in the recovery process. They did the procedure with a local, and so I was awake through the whole process, it took about 2 1/2 hours. Stayed in hospital over night and was released @ Noon the following day. Hope to go back to work in Jan. Again, Thanks for the subscription. Regards,

-Jim & Barbara Bogan, Phoenix AZ, Bogie4340@aol.com

I would like to join the Frontier Airlines Club. I am ex Frontier Airlines 1977-1979 worked ramp service at DEN and ramp service, customer service at ELP.

-Fernie Lopez, flopez1541@aol.com

I joined the FL Club awhile back & have been enjoying the pictures & notices. I was wondering if anybody knows where Chuck Clay is? The last I knew he was in Las Vegas. Also, if anyone knows where Everett Thomas is? He was with CO in HOU. I would like to hear from these guys. We all worked in ground maintenance together in DEN.

-Don Marick, Billings MT, ddmarrick@imt.net

My name is Ronald Forristal, a FL ramp worker from April of 1978 until they went under. I was just browsing the internet and found the FL Club and websites. Please send info on joining.

-Ron Forristal, rbforristal@comcast.net

I have some pictures of KC FA's in uniform on airplanes that I'm digging up. I was hit by the tornado that hit KC on May 4th. While my whole house wasn't taken, just a good chunk of the roof, I was salvaging pics etc and found them.

Looking over your obits I remember that Captain Ray Damato of Kansas City died in Omaha NE a few years after the shut-down. He started with Frontier Airlines in Denver. He died of prostate cancer.

-Barb Womack, KC Flight Attendant, Liberty MO, bwomack22@yahoo.com

(See Barb's "Christmas Story on page 19)

How can I subscribe to the newsletter? I was DFW based from 1978 till it closed, then DEN till the end. I was hired by UA and retired September 2001 and now living in Panama City, Florida area. Would love to hear from former FL FA's and Pilots.

-Edna Thompson-Horne (formerly Edna McAdams), Santa Rosa Beach FL, purplehouse@mchsi.com

I have joined the FL Club. I poked around a bit on the site, was saddened to see so many have passed away. I was with Central/Frontier from 1966 to the bankruptcy in 1986. My maiden name was Fredericksen.



I moved to CA to be near family and changed careers.

I got a Real Estate license and have been in property management until just recently. I live next door to my sister and between the two of us we have more dogs, cats, horses & pigs than I can count

I just recently retired from my second career as a property supervisor with a management company. I'm enjoying retirement (sort of).

-Sonje Fredericksen Rogers, Catheys Valley CA, sonje@sti.net

I am trying to get my ducks in a row for retirement. I was surfing the internet trying to find out about the Frontier pension plan. I wasn't successful. I had one last trick up my sleeve and that was to use the search of Jake Lamkins, voila, I found your email. I did a search with google.com and using the exclusive "jake lamkins" produced 138 hits. So you aren't forgotten, I appreciate all you did for us with ALEA while the airline was alive. One of the highlights was the contract settlement of 1981 with \$5,000 of retroactive pay - hat was a whopper settlement. It had to go down in the annals of airline contract settlements as a definite first. Do you know how I can find out about the pension? *(Contact info sent)*

I worked for FL in Denver as a station agent on the ramp for 7.5 years, right up to the bitter end of August, 1986. I worked for FL from 79 to 86. I used to work part time auto mechanic while at FL. I worked on crews with a lot of guys, there were some forgettable ones and of course many unforgettable ones. Do you remember Marvin Floyd, Jeff Hofer, Dixon DiFrancia? There were lots of guys when you consider up to 400 people worked the DEN ramp when FL was in full bloom.

After FL I then went to work for the Associated Press as a technician (after completing electronic digital training at TH Pickens), I then went to work in Richmond, VA for AP and then transferred to Phoenix, AZ.

-Roger Wallace, Phoenix AZ, roger_609@hotmail.com

I am now living in Oregon, working for Regence Blue Cross Blue Shield as a Senior Programmer Analyst. I have been here a little more than 7 years - before this I worked for Rocky Mountain HMO in Grand Junction as the Manager of their IS department.

-Steve Cole, Turner OR, scole@viser.net

I would like to get in touch with the FL family. Is the FL Club still in business? *(Definitely!)* I was a stewardess from about 1960 - 1969.

-Joy Teel (Robinson), Charleston SC, TEELJ@MUSC.EDU

Sandy and I are doing just fine at our little diggin's. We still are on the farm/ranch raising hay and trying to do some team roping a couple days a week. We have a club here in the summer time of about 17-18 people, so keeping the arena in shape and taking care of the cattle keeps me out of trouble. Sandy's job keeps her busy and she does very well at it. She works for Packaging Corp of America as a customer service rep. September of last year her old company was bought out by a bigger company and her job was eliminated. As it turned out, it was for the best.

November 29th 2003 was my last day to punch a time clock. Yahoo!!! I am officially retired! Since then Sandy has kept me busy with some projects in the house, but I'm just about to break out and start some of mine. Planning to do some more team roping and take up calf roping also.

-Butch & Sandy Schara, Fort Lupton CO

Send me an invitation to the FL Club so that I can get with some of the other X-FL guys. I was FL from '73-'86 and PSP Station Manager '81-86

After '86, I got picked up by CO. They closed PSP after 18 months, and I moved to HOU under Bob Milne. They laid me off for 5 months after being there for 2 mo. Then got on in PBI for 3 yrs. Got cut again and so I quit.

We moved to SEA in '91 and I got a job with King County. I'm working in the fiscal section of the Mental Health, Chemical Abuse & Dependency Treatment Services Division (MHCADSD for short). Not nearly as much fun as FL.

I worked with Shirley Shackelford part time when F9 came to SEA. She was a supervisor under me in PSP and she needed some help getting set up as manager for F9 here. She is now manager in LAX and hoping to retire to her condo in PSP soon.

My kids are grown, but no grand kids. My son is getting his performance certificate at La Sierra Univ in Classical French Horn and hoping to get on with a symphony somewhere. My daughter is married and both of them are internet graphics specialists trying to get their web design business going. She did a website for us at: murrell.topcities.com and their site is: therickabys.com If you check ours out you can see some of what I'm up to, too.

I got in contact with Ron Abfalter (DEN ramp) on classmates.com (if you remember him). He's in Wisconsin somewhere. If he's not on your list, I can get his e-mail for you. Looking forward to retirement (in 11 yrs), too.

-Gary Murrell, Aberdeen WA, smgm@comcast.net

I am Carolyn Sandoval. I began as a Charter Rep. in 1969 and later worked as Mgr. of Properties until my departure in 1986. I am enjoying the memories through the Old FL website and would love to see photos, etc. in Club section.

-Carolyn J. Sandoval, Denver CO, Mcsando@aol.com

I was in the front pit looking for a SLC bag for a customer that decided not to go on the flight. The 727 was going to GJT and then on to SLC. I was in the rear of the pit still looking for this bag which I never found, when a bag runner came along and put a last minute bag on the trip and closed the door. It was so dark I could not see anything. I managed to crawl to the front and I looked for the inside door handle which I couldn't find so I climbed in the very front of the pit which I knew was close to being under the cockpit and started kicking the ceiling of the pit with my feet and hitting it with my fist. The engines were revving up and I could just imagine the airplane was turning out of the gate. So I got myself all tucked in behind the webbing and started to brace myself for takeoff. I was just hoping Grand Junction was going to have something to put in the Salt Lake City pit so I could get off in Junction. Well about that time a mechanic opened the door and asked, "Was that you making all that noise?" I jumped up and out the pit and at the same time I went answering, "You bet it was." End of story.

-Dennis Atenhan, Deshler NE, fredlee@gpcom.net

I was SSA in RAP and taught flying on the side so I knew Leo Dorsey and a lot of the pilots that way. I went to DEN and was part of the gang that met Leo's last flight. We had a real good party. I think about six stews killed themselves when Leo got married.

-Ron Warrick, Rapid City SD, SADDLERON@cs.com

I got my check from Wells Fargo...It was a whole \$7 and change! I'm going to frame it for my grandkids (I don't have any yet!) and tell them the story about how a great company was ruined by bad management.

-Steve Burger, sburger@14wfie.com

My Name is Jerry Kliewer, I worked for Frontier starting in 1979 in Denver, went to Shreveport when that station opened up and ended up in Orange County, CA when Shreveport was closed.

I now work for United - Yes, another bankruptcy, but it looks like we will pull through this one. I am approaching retirement in 4 yrs and would like to get back in touch with all the great friends at the Old Frontier that made working for an airline so much fun.

-Jerry Kliewer, 535 S. Marigold Lane, Orange CA 92866 jwkliewer@hotmail.com

I started my own business and retired in 95...it wasn't all this simple...however it all worked out and I am now enjoying life like never before...good to hear from you also...it would be interesting to hear all the stories...Jake thanks for your help...I already got email from Mike and Rose Dragon in MCI....Thanks again

-Steve Pastrick, Kansas City MO, stevepast@msn.com

I was a DEN sta agt from '79 - to about '83. Then I moved to management as the customer relations guy for about a year ("what - you say you had a bad flight? ahh, here's a free drink coupon"), and then finally, at the end, reservations when they took all middle and lower management and shoved us all into res. I was there until the last day.

Right after that, I worked at Piedmont for a

bit, and then used the ticketing skills for Travel Agency, and finally just gave up travel and went to computers and software. I've been doing that since - working mostly out here in California for medical software companies - installing, training, management/director - and now as a project manager (get to work out of my house!).

-Michael Karl, San Diego CA, mkarl@sbcglobal.net

I ran into Jim Bass the other day. He and I worked together in Denver for several years and we were both assigned to Denver 00 when People Express took us to the bottom of the ocean. Jim is working for one of the many Home Depot outlets in and around Denver and Home Depot is my home away from home. I spend a lot of time and money with them. I would like to have you send Jim Bass the Frontier News during 2004 and have added \$10.00 for his subscription.

-Jim Montgomery, Denver CO

I worked for Frontier from '74 to '86 at MCI & DEN. I was recently introduced to the "old Frontier" newsletter, from Fast Eddie Mondt, another ex old FL employee from MCI, who now works for U S Air. My God, it's good to hear from old friends.

I've passed this newsletter on to those I know of, one of whom is Jodelle Burwell, a 580 flight attendant who is now a station agent at the "New Frontier"; Also a great guy, Richard Danner.

I now work at the new Frontier at MCI but would love to know what's going on with my old friends.

-Marvin Mallen, Gower MO

I called Cyndy Camomile and thanked her for the nice surprise. (Cyndy bought Ginger a gift subscription to the FL NEWS) It was close to my birthday in July. We had a long over due visit. We celebrated my mom's 90th birthday Oct. 14. We don't travel because of her health and I've seen all I want to see. I'm enjoying the Fall issue - so many names I remember. So many "gone west". With no computer, I enjoy the NEWS.

-Ginger Treptow, Gilbert AZ



Some things just never heal, do they? This cartoon from 1986 still rankles!

ANOTHER REASON WHY

by Harold Maxwell

Spiro OK, maxoto01@earthlink.net

(Harold held many station positions around the FL system and was SLC manager in 1985 when VP Bev Greer started firing managers right and left. Harold worked for several more carriers in management positions before retiring several years ago.)

After reading many items written about...WHY....Two things stick in my mind as to when did it all start.

First, Ryland could not make up his mind about the frequent flyer program after other airlines had started their plan. At SLC, we had an AM flight that was full 90 per cent of the time...our passengers would say we love FL but we would like a frequent flyer program. Managers had come up with our plan but Ryland wanted to study it some more. We told him we are losing load factor...thus losing revenue.

After months of study he did not use the one we had ready to go but went with American. We got ripped off big time by AA. We were now losing in two ways...loads plus ripped off by AA. FL could not regain the loads that we lost during the months Ryland was studying.

Second, you know the story about travel agents being split up in A and B groups. Ryland always wanted to know how much return from the travel agency we got for dollars spent versus the amount spent by sales department and etc. We told him it was almost impossible to measure. He said we must so he set a plan whereby we had A and B agencies. This A and B may be next door or across the street. The As we called on and Bs we did not. We sat and watched the revenue go down hill on all the B agencies because we never called on them. When we saw the revenue slipping, it was too late. These agencies had already started using other airlines. Another mistake by Ryland.

THE LAST DC-3

by William A. Dunn

Associate Editor, SLC TRIBUNE, Friday, 9 Sept 1966

The last regularly scheduled DC3 took off from the Salt Lake Municipal Airport Friday afternoon - Frontier Airlines' Flight No. 12 to Jackson, Wyo. And an era ended. It's kinda' like losing an old friend. When they're around, you really don't notice them, but you know they're there. When they're gone, you feel the chill of change. Frontier's DC3 flight will be replaced by the faster, more powerful Convair 580, a converted Turbopropjet craft. But Friday's flight ended an era at the Salt Lake airport that began back in 1933 when the major air carriers began DC3 service. It's a certainty that since then, there has not been a flying day at the airport when a DC3 hasn't taken off or landed.

Many will say "good riddance," or "it's about time." To others of us who have jockeyed the weary, wonderful "Gooneybird" over such places as the towering tips of the Hump and the unknown stretches of the Orient there remains an allegiance to an old aerial friend.

Coincidental with Frontier's announcement that the Convair will replace the DC3, was word that the Denver-based airline has taken delivery of its first 96-passenger Boeing 727. Lewis W. Dymond, president and chairman of the airline, said four more of the \$5 million airliners had been ordered by Frontier. Boeing 727 service is not expected into the Salt Lake area until sometime next year.

In 1962, Frontier was operating a fleet of twenty-five DC3's and seven Convair 340's. In early 1964, the line began converting its pistonpowered 340's to propjet 580's. Frontier now flies seventeen 580's and has three more on the way. It will continue to use the DC3 on some Montana routes, at least for a couple of months.

To the DC3 "aficionado" the old workhorse bears many labels: to the airlines it is the DC3; the Air Force designated it the C-47 (in Viet Nam today, where it is still performing commendably, it is heralded as Puff, The Dragon); the Navy tacked MD onto it, and to the thousands of troops who bounced around the world in its bucket seats through a number of wars, it's called all sorts of things

Donald Douglas built the first "Skytrain", as he calls it, back in 1933 for TWA. Through a series of refinements and improvements his Douglas Commercial-1 had soon progressed to DC-3. It was this model that was to fly most airlines to solvency. It was the DC3 that built the local-service airlines in the late 1940's just as it had put the trunk carriers in the black a decade before.

The DC3 is particularly air worthy in the Mountain Country and has helped build for Frontier a commendable safety record. Its performance is legendary. One such story concerns the ability of the aircraft to lift oversized loads. Recommended load was 27 passengers, including the crew. However, early In World War II, Moon Chin, a Chinese captain, must have set some sort of load record with his Gooneybird.

Myitkyina, Burma, was about to fall to the advancing Japanese. Capt. Chin was ordered to pick up a group- of airline workers. He agreed to take 30. But insistent refugees climbed aboard and soon Capt. Chin counted 64 on board. The plane struggled into the air and when Capt. Chin counted the departing passengers in Calcutta, India, a few hours later, he figured 72. Eight others had stowed away.

-Sent by Ed Baker, Houston TX, bimbo1924@hotmail.com



So much for those "take your kid to work" programs

BECOMING A STEWARDESS

by Janette Crumpler

(This article appeared in the FL's January 1957 SUNLINER NEWS. Janet was based in BIL and OMA during her FA career)

There is, I believe, an unwritten rule that is not included in any stewardess manual of rules and regulation for working for an airline - this rule being that each new stewardess must receive her fair-? share of teasing, ribbing and general practical jokes from the pilots. At any rate, my observations from eight month's flying would seem to bear out this belief.

From sometimes embarrassing if humorous, personal experience in my first couple of month's work, I would venture to say that the razzing and teasing are part and parcel of the orientation program - though not a part of it that one is forewarned of; so for this reason the tried and tested pranks never lose their laugh-producing power.

And I'm sure that the pilots - bless their practical-joker souls - must feel that they would not be upholding true airline tradition were they to let one girl get by without giving her the fun treatment of unofficial hazing. Which brings me around to the point of all this discussion which is that:

Once upon a time there was a new stewardess fresh out of training class who was on her initial flight. Though she was perhaps a little tense with the new responsibilities, everything seemed to be running smoothly — that is, until they ran into an electrical storm and then things were not so smooth anymore.

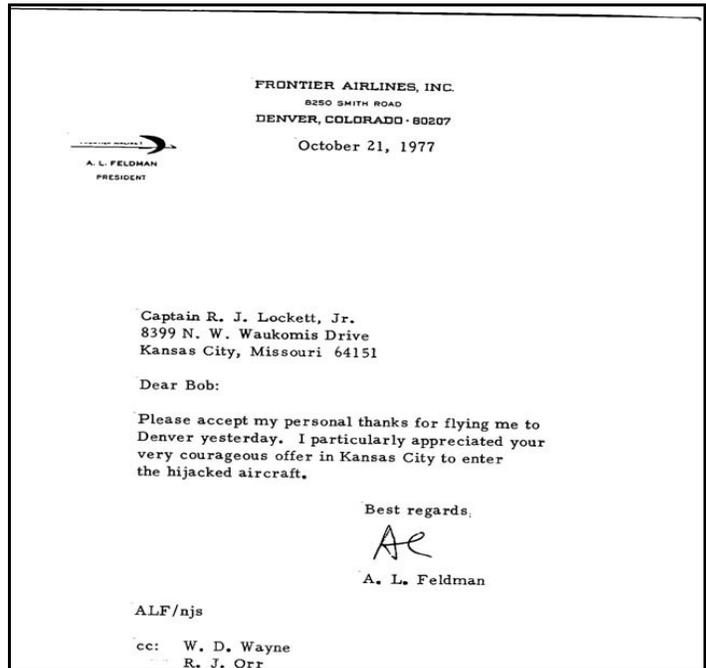
While this stewardess, recently reviewed in all the ways of caring for frightened or airsick passengers, was performing each duty religiously, the green light from the crew came on signalling her to come to the cockpit immediately.

Upon reaching the cockpit, the captain anxiously inquired whether she had put her grounding wire in her hat. This was something new. She could not remember ever having studied anything about having to wear a ground wire during a storm. The sober-faced crew quickly informed her that she must at all times while traveling in the path of an electrical storm wear a grounding wire in her hat to prevent the ship being struck by lightning. So she listened, somewhat in alarm, as they proceeded to place in her hat a rabbit-eared antenna affair fashioned from a piece of copper wire.

Then feeling more secure, she went about her work attending her passengers with her little aerial protruding from her cap during the remainder of the flight.

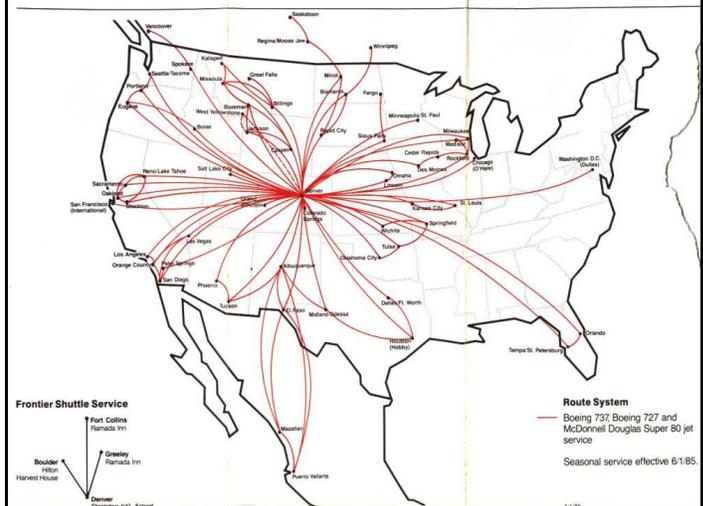
When the flight terminated and the passengers had been bid farewell the stewardess went inside the terminal building. A curious station agent asked what the "antenna" was for. Whereupon the stewardess gave the explanation she had been given and had since been giving her inquisitive passengers. Then and only then did she realize from the loud guffaws of the station personnel and the pilots that she had simply been the victim of another practical joke. Yes, those pilots never miss a "trick".

Here is a photo in the newspaper I found awhile ago. It is Tink These and his wife. Tink started with Challenger Airlines in 1948, and was with FL till the end, he was one of our great aircraft mechanics, I remember seeing him in ELP, ABQ, and SLC, He spends his time now fishing, hunting and playing golf.
-Al Kendell, Ogden UT, abkendell@yahoo.com



The hi-jacking Al refers to happened the day before, Oct. 20, and involved a Boeing 737-200 with 34 people on board. It was flight 101 and had departed GRI enroute to LNK. The ordeal lasted less than one day. The hijacker killed himself after demanding the release of some prisoners.

Frontier Route System 1985



The Salt Lake Tribune UTAH/THE WEST Saturday, August 30, 2003



DICK HOFFMAN

Dick Hoffman, retired FAL 1978, passed on peacefully in his home in Parker, Colorado on Nov. 5, 2003 at the age of 84. He was born in Kimball, MN on November 16, 1918, the fourth of five children born to Alice and William Hoffman. He grew up on a small family farm, then served in the National Guard from 1937-1939. He spent a year in the Civilian Conservation Corps in 1940, then became a pilot in the US Army Air Corps from 1941-1946. His military service as a transport pilot began his life-long love of aviation.

Following WWII, he joined Monarch Airlines and then became one of the fledgling Frontier Airline's first pilots. His distinguished career with Frontier spanned more than three-decades as he flew DC3s, then Convair 340s, 580s, then Boeing 727s and finally 737s.

He received a special commendation from the airline in 1972 when he safely landed a 737 in Salt Lake City when it was 98 degrees, full gross weight, and the left engine blew on rotation at the point of no return.

He was admired and respected by all his Frontier colleagues, from the agents to the brass. His love of flying was second only to his love for his wife, Virginia, and his children, Richard II, Ron, Dan, and Barbara.

After his forced retirement from FL at age 60 in '78, he and Virginia RV'd to the Rio Hondo Valley to escape Colorado winters for several years until Virginia's health began to deteriorate. Dick cared for her in their home until she passed away in 1998.

He was diagnosed with Parkinsons two years ago, but bravely fought to remain in his own home on a hill overlooking Denver up to the very end. Dick will be remembered as a kind, generous, good-humored gentleman, an excellent captain, father, husband, brother, son, and neighbor. His legacy of love for people - he never met a stranger - will live on in us all.

-Sent by Dwight Brend, Parker CO, dkbrend@yahoo.com, next door neighbor and friend

I'm the daughter of Dick Hoffman, one of the first FL pilots, and would like to access your website. As you may know by now, he just passed away, but his love for Frontier lives on in his children. Please let me know how to become a member of the FL Club.

My father was flying a DC3 when I was born. I was boarding a 737, the last plane he flew as a pilot for Frontier Airlines, when he died. All my life has been shaped by my father's travels, his love of aviation and of serving people, and the open mind, heart and spirit he exemplified every day.

I don't remember the first time I flew with my dad - I'm told I was an infant at the time. My first memories of traveling with him are of serving as a "junior stewardess" on a DC3, handing out gum to the passengers to help them get through takeoff and landing in the unpressurized cabin. How proud I was of my strong, handsome father in his captain's uniform, how impressed I was with the respect he was shown by his crew and co-workers,



GONE WEST

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

and the gratitude of the passengers for a pleasant and safe voyage.

I was Captain Hoffman's little girl, and that made me feel very special. I loved to go on trips with him, just for the fun of it. My father and I traveled to wondrous places together: Mexico, Canada, Hawaii, Europe, and elsewhere. Most importantly for the course of my life's work, we flew together on my first trip to Africa in 1976. I have spent the rest of my life learning and teaching about that richly complex continent, and even when he could no longer travel so far himself, my father followed my journeys closely and learned to know and love my friends and family there vicariously, as they did him. Many hearts are heavy in Africa today because Richard Hoffman has left this world.

He gave me so much: wonder, and the urge to wander, to go and see, to know first hand, to help and serve. He taught me to learn with humility and to teach with confidence. Although I was the only girl and the baby of the family, he didn't spoil me nearly as much as my brothers would have us believe. He taught me to be self-sufficient, independent, and fearless. I learned from him how to wield an ax, how to run a mower, how to work on a car, as well as other, typically "masculine" skills. He taught me how to live and thrive in a man's world without losing my sense of femininity, and that set of skills has served me well. Most of all, though, my father taught me to take people as they are, love them without conditions, and respect their beliefs, even the beliefs of those who refuse to respect the beliefs that differ from their own. My father was a man of the golden rule, a true example of divine love in human form. Now he has returned to the Source, but his spirit and the lessons he left us will live on in our hearts and souls.

-Dr. Barbara G. Hoffman, Cleveland OH, b.hoffman@csuohio.edu

REBECCA HERBERT

Also, in regards to obits, my neighbor Rebecca Herbert, FL flight attendant from 1974-86, passed away Feb. 18th, 2002.

Yours in the spirit of the Old Frontier,

-Harry Samuelson, Aurora CO

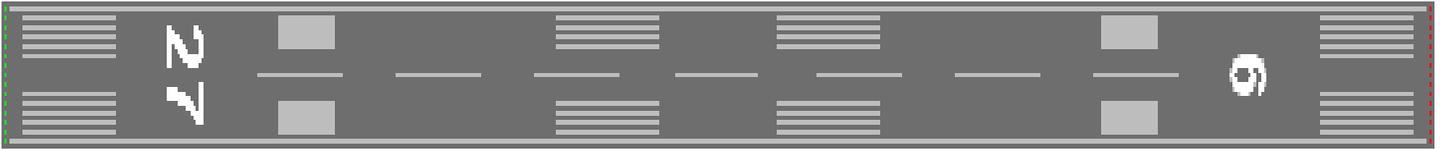
REBECCA L HERBERT, Born 18 Jan 1947, Died 05 Feb 2002, Age 55

-SSDI

Rebecca, I believe, had the nickname of the "cat lady" because she loved them so much. She was a very beautiful and professional "stewardess", when they were referred to as that. We flew together often. One of our most attractive and capable cabin crew members.

-Clyde Hart, Los Alamitos CA, clydehart@msn.com

(Anyone with more info on Rebecca, please let us know. There's a conflict in her date of death, for one thing)



BOB CHILTON

The FL Retired Pilots newsletter last Fall mentioned the recent death of Bob with a need info notation. Does anyone have more info on Bob such as date of death, cause, when he flew, retired, did after FL, etc.

-Jake

ROGER HECKMAN

The same issue of the FARPA newsletter mentioned above noted that Roger died 3-?-03. Does anyone have more info on Bob such as date of death, cause, when he flew, retired, did after FL, etc.

-Jake

Roger Heckman was a good friend of mine. He lived in SLC while I was there. His wife was a FA for FL. Roger was a year younger than me, the best I remember. The last I talked to him, he was interviewing the next day for a pilot position with the new FL. That was about 18 months ago.

-Paul Farris, Lowell AR, paulamos43@yahoo.com

R. D. "Roger" Heckman was born 10-09-1942. He hired on with Frontier 9-25-1972. Roger took medical leave on 2-21-1980 and medically retired 3-1-1983. Unfortunately, I have little to fill in between the dashes. Roger called me a few years ago. Then he said he had been living in a cabin in Idaho.

-Billy Walker, Phoenix AZ, BillyWalker@cox.net

GLENN PALSER

Glenn Palser, 79, of Littleton, passed away Sunday, November 9 at Porter Hospice-Johnson Center. Beloved father of son Randy (Martie) of Littleton and daughter Jan (Don) Bowman of Grove City, OH; grandfather of six and great-grandfather of one. Survived by four brothers and one sister; and preceded in death by parents Will and Grace. Viewing and service to be scheduled for Friday, November 14. In lieu of flowers, contributions may be made to Calvary Temple Church, 200 S. University Blvd., Denver, CO 80209.

Glenn was a wonderful person to work with. He was both Sr Stn Agent, TCA, TCA Sr and maybe more!

-Barb Turner, Aurora CO, batur@frontiernet.net

Sorry to hear of the passing of Glenn Palser. I enjoyed working with him as an agent and SSA. He always had a good word at the start of your shift.

-Ron Abfalter, East Jordan MI, southarmstudio@hotmail.com

Sad to hear about Glenn going west. Super neat guy. Ah, well, guess we are all headed there. Fly safe, Glenn!

-Bill Fleming, Fordland MO, methefoz@hotmail.com

ROB FIELD

IN MEMORIAM

Rob Field - First Officer. Sept.6, 1982

-Frontier News, October 1982

ROBIN FIELD

Born 21 Jun 1943, Died Sep 1982, Age 38

-SSDI

Rob Field was a terrific fellow. We flew quite a lot together. He was born 6-21-1943 and died 9-6-1982. He came with FL 6-12-1978.

-Billy Walker

WALT DAY

My husband Walt Day passed on of cancer in January of 1991.....he was 45. He is missed dearly by his only child, his son Doug and of course ME! He was such a fun person and always made us laugh. I think that what he is most remembered for was his quick wit and dry sense of humor.

-Lori Day-James (F/A - MCI), Kansas City MO, btkldy@kc.rr.com

DICK DAVIS

There was Richard W. Davis, chief pilot in Billings, killed in Jeep accident about 1981. I work in the genealogy library and I will check cemetery records and get back with you. I helped handle the funeral for him but I don't remember the date. He was killed in Billings and it seem slike it was not long before they closed the Billings base. Oh, I just found it in my old records: Richard Walter Davis, born 10 June 1938, died May 26 1980 and buried Montview Cemetery May 29 1980. He went by Dick. He was a very fine man, and was liked and admired by those in the Great Falls and the Billings base.

-Ernie Lingren, Sequim WA, meling@olypen.com

SPENCE CRONA

Spencer "Spence" J. Crona died October 6, 2003. He was a Heavy Check Lead Mechanic in Denver. Born October 12, 1928. Date of hire with Frontier Airlines, February 3, 1959.

Obituaries: Denver Post/ RMN, Saturday October 11, 2003. Denver Post Sunday October 12, 2003. Funeral Service Tuesday October 14, 2003. Burial at Ft. Logan National Cemetery, Denver, Colorado.

-Ken Schultz, Wheat Ridge CO

JOYCE DARBY SCHMID

Regretfully to inform you of the passing of Joyce Darby (Schmid), Friday. (10/10/03) Joyce was one of the old-time 'stewardesses' of FL. She came 'on board' when FL was awarded the "Seven States Case"...the routes to Omaha, etc., through Nebraska, Kansas, Missouri, etc. She was quite popular with most all the stews and pilots.

When she was stationed at PHX, she would come up to pilots' right after take-off and with a cold, wet paper towel, rush up and wipe the sweat off the brow of the pilots. Real refreshing but startling! A real good trooper! I personally had the pleasure of having her on board when I was flying Captain on the DC-3, CV340, CV580, B727, B737, MD80 spanning close to thirty years of my thirty eight years with FL.

Ace Avakian, Castle Rock CO, Aceavak@aol.com
Obituary

Joyce Darby Schmid, 64, of Denver died October 11, 2003. Joyce was born November 14, 1938 in McArthur, Ohio. She grew up and attended schools in Marysville, OH. She moved to

MORE GONE WEST

JW MILLER

With regret...the passing of JW Miller...Thursday, December 11th. No other details at this time. He flew with me quite a few times - an accomplished pilot and heck of a nice guy!

-Ace Avakian, Castle Rock CO, Aceavak@aol.com

JOHNNY BULLA

Johnny Bulla was a famous professional golfer who was part of Arizona Airways. Johnny died the other day. He was living in Sun Lakes, AZ. I used to date his daughter when I was a senior in high school. They lived across the street from the Phoenix Country Club then. Johnny was a really nice fellow.

I spoke with him recently. He and my father were acquainted from the acquisition of the DC-3s for the inaugural flight of Arizona Airways. Quite an inaugural flight. On April 7th, 1946 they flew from PHX-TUS-Nogales-Bisbee-Nogales-TUS-PHX-PRC-Grand Canyon-PRC-PHX. Apparently, Johnny even flew as one of the pilots that day.

Arizona Airways became part of the Challenger/Monarch merger to become Frontier Airlines. As far as I know none of the Arizona Airways employees came on board with FL. There were, as I recall, 3 DC-3C's (former C-47's) that came along with another C-47 which never flew and was sold outside the merger.

-Billy Walker, Phoenix AZ, Billy-Walker@cox.net

Bulla learned to fly in the 1930s, and became a pilot for Eastern Airlines in its early years. Later, he owned his own DC-3 and flew himself and fellow tour pros around the tournament circuit. He was the first to do that, by about 40 years. The PGA of America tried to keep Bulla off the pro tour because he represented Walgreen's, which sold in its chain of drug stores two golf balls at a very inexpensive price -- the Po Do (.25 cents) and the Golden Crown (.75 cents).

During World War II he moved to Greensboro and flew the Atlanta-to-Chicago route for Eastern Airlines. After the war he moved his family to Arizona and founded Arizona Airways with Bob Goldwater.

Bulla reflected, "We were a little before our time in founding the airline. America West and Southwest Airlines are really doing well here now."

In Arizona, he helped design a half dozen courses. He won 42 sectional titles, including 10 PGA Chapter Opens and four Arizona Section Opens.

At 86, he walked three miles a day and could be found most every day at Ocotillo Country Club in Chandler, Arizona.

Johnny Bulla died Sunday, December 7th, at the age of 89. Born in Newell, WV in 1914, the legendary Pro Golfer's career spanned nearly four decades.

-Arizona Republic & Internet

Denver in 1956 and worked for Monarch Airlines which was the predecessor to Frontier Airlines. She later worked for Continental Airlines retiring in 1996. Joyce married Harvey Schmid in 1977 in Denver. Wife of Harvey; mother of Greg; sister of Jean Graham, Donna Slagle, Kay Glassburn; also survived by nieces and nephews. Memorial Service, Friday, 1 p.m., Horan & McConaty Family Chapel, 1091 S. Colorado Blvd. Private committal, Ft. Logan National Cemetery.

-Denver Newspaper Agency

KEN HOPPER

Ken worked for Frontier as a mechanic many years.

-Joe Crider, Troutville VA, jcrider@roava.net

(Joe sent the obituary & photo)

Obituary - Kenneth D. Hopper of Federal Heights died Oct. 17 at home. He was 69. He was born Oct. 24, 1933, in Clovis, NM, the son of Julian D. Hopper and Verdie V. Lane. He married Carol Lupsky June 16, 1956, in Phoenix, Ariz. She preceded him in death.

He lived in the Denver area for the last 40 years and worked as a commercial airline mechanic for Frontier, Continental, Piedmont and US Air. He loved to camp, travel and snowmobile. He enjoyed Civil War history. He was also known as a kind man who was young at heart and always on the go.

He is survived by daughters Susan Lucero of Broomfield and Judy (Gary) Utter of Broomfield; brothers Earl Hopper of Farmington, NM, Olan Hopper of Aztec, NM and George Hopper of Jasper, AL; sister Joyce Johnson of Kosse, TX; seven grandchildren and two great-grandchildren. He was preceded in death by both parents, his wife and two brothers.

Funeral services were Oct. 24 at Northglenn Christian Church. Interment was at Highland Cemetery in Denver.

LEON ROBINSON

Leon Robinson died about four years ago. I know he had a long illness. While we were at FL we were very close. After FL, I moved to CT and we lost contact. When I returned, I knew he was pastoring a church and then it closed up and I lost him again. Then a week after he died I saw his ex-wife in church. She told me about the death, etc. He had my business card but never called me. She thinks he didn't want me to see him in the condition he was in. She said he lost a lot of weight. He is survived by his ex-wife and three children.

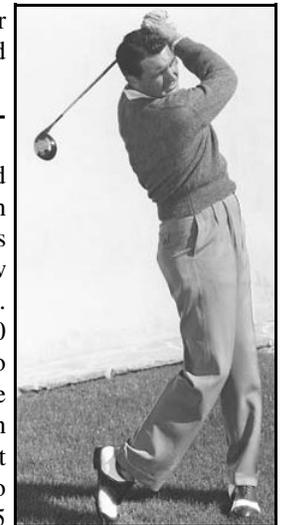
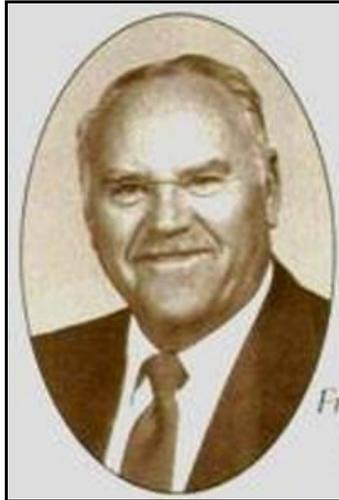
-Dean Brown, dean.brown1@comcast.net

LEON ROBINSON

Born 15 Oct 1946

Died 09 Nov 1998, Age 52

At 80012 (Aurora, Arapahoe, CO) -SSDI



DON OBERG

TURNEY, Mo. – Donald L. Oberg, 56, Turney, died Tuesday, Jan. 6, 2004. (1947-2004) Mr. Oberg attended school and a year of college in Salina, Kan. Survivors include wife, Tracy; sons, Joey and Nathan; and daughter, Leslie, all of the home; and two brothers. Service: 11 a.m. Saturday, Bailey & Cox Family Funeral Service, Plattsburg, Mo. Burial: Perrin, Mo., Cemetery. Family visitation: one hour prior to the service, at the funeral home.

-St. Joseph News-Press

(Don started as a station agent in MKC in 1968 and was at MCI til the end in '86. His family believes his heart attack was caused by the experimental arthritis medication he was taking)

MUSINGS OF A FRONTIER RAMP AGENT

by Chuck Demoney

(Cal Reese shared some of the FL NEWS. Attached are a few of many experiences I had.)

I am blessed by the experiences and education 25 years of being on the Frontier Team afforded me. It goes without saying entire my life has been shaped by the many experiences while with our beloved Company.

I began with Frontier on May 1, 1958. I have always found humor in the fact that Bud Maytag purchased the Company on that date. He started at the top and I started at the bottom. Where was the fairness! In fact Mr. Maytag frequently came by the ramp in either his bomber or Aero Commander as we sat waiting for inbound Flight #71 from Grand Junction and towns in between. My thoughts as he went by and waved to us peons were two. First I wondered if he thought we had just found a good place to hang out and loaf on his dime and secondly what an ugly brown paint job he had selected for his planes.

My first starry-eyed day on the Denver ramp is well remembered. Western Airlines was on strike and had been so for several weeks. Needless to say the tendered freight overflowed outside and on carts with canvas covering most of it. We would haul the Wyoming oil field freight out for both Flights #2 in the morning and again for Flight #22 at night. About the only thing we were able to board might be a drill bit or two on each flight. We nearly ran out of empty carts just storing cargo. What a mess!

Some six weeks into my employment, I was working the air freight desk. The strike was over and we were back to "normal". It was a Sunday and we (read I) had received two boxes of racing pigeons in baby chick boxes destined for Laramie. The racing club was well aware of Flight 2's arrival in Laramie and when our agent there would release the birds. The idea was to clock arrival of the pigeon's back to their owners. Of course my curiosity got the best of me and I happened to raise a lid to see what the birds looked like. Out flew several pigeons. Within minutes the call came from owners asking what the H_ as the birds were back home before they were to have left Denver! Race canceled! That was my first brush with manager Jerry Fox and probably with termination. Can I make it only four and one half more months on probation?

We soon experienced a management change and a great boss and individual Cal Reese took over at Denver. About two weeks into his management two of us made a trip to the Frontier

hanger to buy nickel Pepsis for the station group. We could save 5 cents by using the hanger machine versus the terminal food vendor. Of course we had been told not to use the gas for unnecessary trips but we all just had to have a Pepsi and it was just two days prior to payday. On the way back, with yours truly driving, a Denver police car came speeding through the parking lot and we touched bumpers in a minor collision. The Pepsis went crashing to the floorboard and broke. I got out of the truck with Pepsi flowing after. The policeman was irate, mostly because the auto was new and our old Chevy Pickup had left a 3 inch stripe of Frontier green paint on his bumper. As we discussed the issue, amid the Pepsi puddle, the officer decided he would cite me for not yielding although I was in the fire lane and had the right of way. Fortunately Elton Snoke had been watching the episode from his office. He called Cal and then came to our defense. The officer didn't know what had hit him after Elton got through with his version of the bumping! And to top it off here Cal comes across the ramp on a tug with the accident report in his teeth. In his cool and polite way he handled the situation, for my benefit admonished me in front of Elton, and we went back to work. My second brush with termination and I had not been there 2 months! I could only imagine the impression I was making, now on my second boss! Only 4 months to end of probation. The jury was out as to whether I would make it.

One Saturday morning I was working the air freight desk when a call came in. The elderly man on the other end inquired as to the cost to ship a body to Casper. I stated the tariff as 150% of normal for "HRs" and asked approximately how much the remains weighed and which mortuary was handling arrangements so that we could follow up directly with them. He answered in a very shaky voice "she weighs about 90 pounds now but is losing weight every day". Obviously he was experiencing the trauma of losing his mate and at the same time making plans for her death and transportation. He received special attention when we served him two weeks later.

My good fortune continued-I think? I had the pleasure of working for Senior Agent Oliver Brunz, known as the "clean freak" by many agents. One evening we moved a HR to the ramp to be loaded on the DC-3. We knew well that maximum length to accommodate was 84 inches for the outside length of the wooden box. As it turned out the morning shift airfreight agent, (not me for once) had accepted the HR which was 88 inches long. We left the box off that flight and it sat on the ramp for the mortuary to pickup and conform the size pursuant to state law for handling of human remains. Oliver went over to the box and asked if we could lift one end. Naturally we did as the boss asked while he listened for the coffin to slide inside the wooden box. He just said "don't call the mortuary now but leave it on the cart". We went on and worked our evening flights after which Oliver took a tug and the cart with the box over to the hanger. It came back at 84 inches long and with fresh paint on one end. He had sawed the end off and touched up the paint. It went out the next day!

There are many other fond and fun memories of my time at Frontier. If my friends find it interesting, let me know and I will share others.

-Chuck Demoney, Waxahachie TX, cldjkd@yahoo.com

(In spite of his rocky start, Chuck was Senior Vice President Marketing when FL died.)

MCI Flight Attendants

by Jo Delle Burwell

JoDelleBurwell@comcast.net

In researching our long lost and loved ones for the May, 2004 MCI Flight Attendant Reunion, I have found many and had countless wonderful and hilarious phone calls with the following gals. Below are the names of those I've found, followed by a brief synopsis on what they're doing now.



Lisa Sachetta-Ison

Lisa Sachetta-Ison, now living in Stockton, CA, is in corporate sales for Segale Travel. Will be relocating to MCI this spring. Can't wait, lil buddy! Sue Evans, living in Lee's Summit, MO, is a mother, homemaker, and assistant to her husband in commercial real estate. Still loves a good, racy joke! Lori Espinoza-Day lives in Kansas City and works for a local law firm. Can still send you to the floor laughing with her cynical, quick wit! Karla Friedman-Sobelman, living in Fountain Valley, CA, is a mother of two daughters and married to a corporate pilot. She has black hair now,

folks! Remember that long, blonde hair? Gone!

Cindy Hady retired with her husband and relocated to Fairview, NC. Continues to tempt us with pics of their home with a killer view of the Blue Ridge Mtns. Debbie Vitera-Baldwin, living in Ottawa, KS, is teaching school. Married with two sons. I miss you, roommate! Lorraine Williams lives in Liberty, MO and commutes to DTW as an F/A with NW. Phone call with her was an ab workout! The woman still has a sense-of-humor unlike any I've known! Barb Womack lives in Liberty, MO, is married with a son and daughter, and works in administration for a large equipment company. Her home was hit by the May '03 tornado that blew through MCI! Rebuilt and is back home now. Jenny Chiddix, married with a son, lives in Spring Hill, KS and will graduate as an RN in May.

Judy Saladino-Sellmeyer lives in Liberty, MO and works for GEHA. Sonje Fredericksen-Rogers lives in Cathys Valley, CA and is retired. Flew only once with Sonje, but it was a trip neither of us will ever forget. Found critters onboard! Letha Weldon-Barnhouse lives in Lee's Summit, MO, is retired and a doting grandmother of three. Sherry Ely-Portlock (married to Joe) lives in Arvada, CO and has the cadre of FL pics we can't wait to see in May! She had a camera with her on every trip. Gwen Mahler lives in Stanley, KS and commutes to EWR as an F/A with CO. Flies military charters in and out of Iraq. Has the most heartwarming stories of those flights!

The following girls are ones I have data on but have yet to speak with personally by phone. SueAnn Slavens-Erb, Anita (Linam) Kunst, Laura (Jones) Colvin, Virginia "Ginny" (White) Foot, Deanna (Burley) Larson, and Mary Ann (Matthews) Brooks. Finally, I was away from the industry for 20-some-odd years and got bit by the bug to return this past year. Am with FL2 as a counter and gate agent in MCI and love being back in the midst of the craziness! Can't wait to see all of you this May!



The July 2002 issue of Consumer Digest magazine had an article about the high cost of health coverage. Kevin Porreco (FL station agent and dispatcher 1979-86), shown above with his wife, Joanne, was featured. He has had multiple sclerosis since 1997. The article mentioned that Kevin's drug bill was running \$1200 per month. He had been working as VP of a weather-information company in California before becoming disabled. Kevin emailed this month that his health is holding steady. Now living in Virginia, Kevin's old FLfriends can contact him at 6244 Clay Hill Court, Gainesville VA 20155, 703-431-1189, KAPorreco@Hotmail.com.

Fundamental Things

by Dick Drury

Even he had them, thoughts of what could have been, if only things had been different, but now it was beyond all that. This part of his story was about to end. Yes, even Bogard had mixed emotions as Ingrid shed a tear and then walked through the mist to the tune of old round engines as a studio orchestra played to our hearts. Of course, the usual suspects would be rounded up, blamed for everything. They always are. Tomorrow would be another day, a new beginning.

What is past is history and we move onward and forward, ideally with positive lessons learned. Wallowing in the mud of what could and should have been is not nutritious fare. Sooner or later all stories end. And now it is my turn. It has come to this, an old movie fading to THE END.

I am age sixty and am on my way off stage. So I am now frequently asked, would I like to change that age limit? Absolutely! I wish it were age fifty-five, or less. But that is a personal thing. To explain is to examine the current state of the industry or demise is perhaps a more apt epithet. It is to briefly express what I miss and why.

When I first joined the real airlines in 1964, we all knew the fellow with the job title of Chief Pilot. He was not twenty or thirty years old, but more like fifty, maybe near retirement age. His office was full of aviation memorabilia, photos of the airplanes he had flown with the company and that meant all of them in every venue, in every bit of lousy weather from typhoons to the ice and snow of many winters, from props to jets. He had walked the walk over and again, so when he said something about what we did or how we ought to do it, his word carried the weight of not only authority but true line experience. He knew all the fundamentals, because his flight bag carried the scars of 20 years or more of flightdeck life. The stripes on his sleeve were even worn and fading, as the wearing away from thousands of hours doing the real job took the sheen off new gear.

In a way, this was a badge of honor. His office was a fun place to visit. That is if you loved airplanes, because they had been his life. There were models of the company airplanes, and he was an expert in all of them, wall and tables with all those great aviation photos, even some books and magazines on aviation, from history to current times. This place was something like a visit to your

grandfather who had done it all, who now resided in some wonderful room of magic, and you were allowed to wander and enjoy.

Unless it was your turn to receive his fury because you had done something stupid. Even then, you took it because you knew that he was right and this was not political or windows-dressing nonsense. In fact, he rejected being used in that way. He was real. In this image, he also had merit above and beyond our respect.

He could also let the CEO and his minions plus the FAA know when they were wrong, or that something they proposed was dumb, or that their demands were preposterous. He was in a position of honor, gained by years of line service covering every aspect of the flight operations of the company. He stood up for the troops and we knew it. When his type retired, another from the same mold would be there, an anchor in our aviation careers.

But those guys are long gone. And I miss them. The corporate replacement philosophy was simple. A seasoned veteran who speaks up was unacceptable. They wanted someone who would sell his soul for particular financial arrangements, a special retirement package, the opportunity to not fly except on little jaunts of their choosing on pleasant days to enjoyable places, for the illusion of power and prestige, and who would sing the political slant no matter how ludicrous or harmful or even dangerous. Their personal mantra was the invidious, Up yours, I got mine.

So the old offices were cleaned out and the new breed moved in. A breed that also perpetuated themselves. At one time, you could never be an instructor of any sort unless you had flown the line for many years as a captain and knew every nuance of life on the line. All that went by the wayside with the New Age.

Knowing someone in the office, whilst having no line experience and never being a seasoned captain, was inexperience and ignorance to be rewarded. As the Samurai sword-maker says: All the blades are hidden within the metal. Yes, and the character of the blade certainly depends upon the quality of that metal.

I miss a time when the words in-flight service was not an oxymoron. Food was served on plates with real silverware. Stewards poured champagne or mixed drinks. Stewardesses were charming, bright, and helpful, catering to the passengers every need and whim. And the food was superb. Passengers even wore decent clothes, actually dressed for the occasion, and were well-mannered and civil.

This is all fiction now. Top executives sold the idea that an airline seat could be had for \$24.99 or some other asinine figure. Then seats should be miniaturized so that maximum income could be gained. All that would have to be done is take away the salary and benefits of the company employees, among other ominous schemes.

The airport became the new bus station. Everyman should be able to fly. Now we all pay for it with shoddy service, little concern, and certainly no enthusiasm. Why have master craftsmen do something for five hundred dollars when you can get a cheap imitation for \$2.95?

And, naturally I miss the time when the professional airline pilot was respected, when he was not the target of the jealous and petty, or of some agency which needs to show a list of how many people have been inspected and pilots are easy targets. Those of us who love flight and fought to fly have seen the profession deliberately disparaged to the point where we are to be collectively humiliated before the passengers with near strip searches, unable to speak up for fear of job loss, questioned, belittled, probed, drug-tested, and finally blamed for every company problem including top corporate ill-conceived tactics. We have become the popular scapegoat.

And now it is not only the wages to be ravaged but retirement that was bargained for and promised. It may soon be common to have worked in the profession for 30 years and come away with absolutely nothing. That is, for the employees. It will be determined to be legal, which has nothing to do with the reality of honor.

At least I am departing at a time when only one-half of my retirement has been confiscated. So far. Even as I go, with unimaginable negativity, discord, and turmoil in abundance within the airline industry, the usual suspects are being rounded up.

We are all being asked to do far more for far less while the lords and masters reap the personal fortunes of kings, taking absolutely no personal responsibility or accountability for their business decisions. Stealing the 30-year pensions of dedicated professional employees is considered the coup du

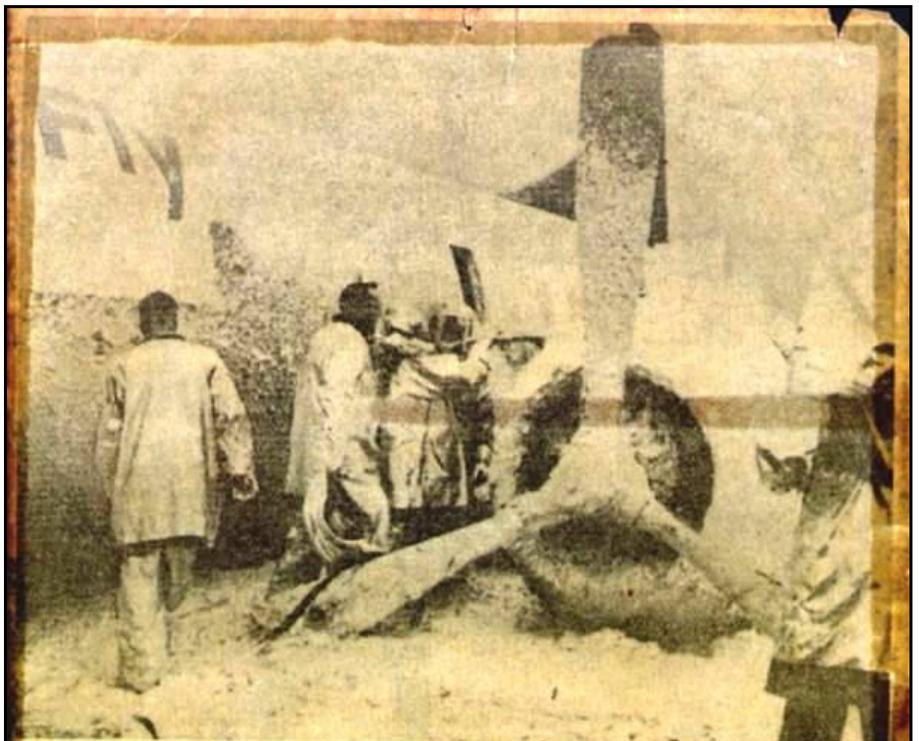
jour. Fundamentals of dealing with human beings, basics known as ethics and honor and integrity, no longer have any meaning in this corporate world. The concepts are to be ignored at all costs.

As I walk out of the door, making my exit from this morass, a huge burden is lifted from my shoulders. In general, morale and spirit are dead issues. The robber barons are fully exonerated for their crimes, while the public has been conditioned to feel that all so the honorable profession of aviator is continually denigrated. Its stature and glory are now long gone, and as a Japanese friend remarked on the Japan of now versus what he knew as a young man, It is as though the country has lost its soul. Indeed, this industry has suffered that very fate. I have experienced great years of flying the big jets around the world. Sunrises and sunsets over the Pacific (the Rockies and midwestern corn fields) will play in my mind's theater forever. As best as could be done in the fleet of wide-body jetliners,

I have played out my story of joy in the sky. Co-pilots have said, Best trip I've had, and students not only learned the consequential things but enjoyed themselves in the process. Friends made in cities all around the globe will always be with me. I was there when it was not merely a profession but a celebration of flight, performed with quality and excellence, and with a good measure of fun. Now it is time to go and I am delighted that I can.

Sure, there is a measure of sadness, but it is akin to grief over someone who has passed away. They are gone and we will miss them. But they are not coming back. We will keep the memories of the best, as they were, whilst realizing that we must carry on with our lives. The volume of the musical theme rises while the theater lights dim. The song is playing, but to deaf ears The fundamental things apply as time goes by. "May The Force Be With You!"

(Bill Blackmon and Clyde Hart sent this article which points out how the airline industry has changed. It was already happening when FL crashed!)



HEELS-UP LANDING by this foam-covered Central Airlines plane Friday at Tulsa was described by one of nine passengers aboard as "marvelously smooth." The plane was diverted to Tulsa when the landing gear jammed 200 feet on the runway before coming to a halt and being smothered with foam by fire engines. (AP Wirephoto)

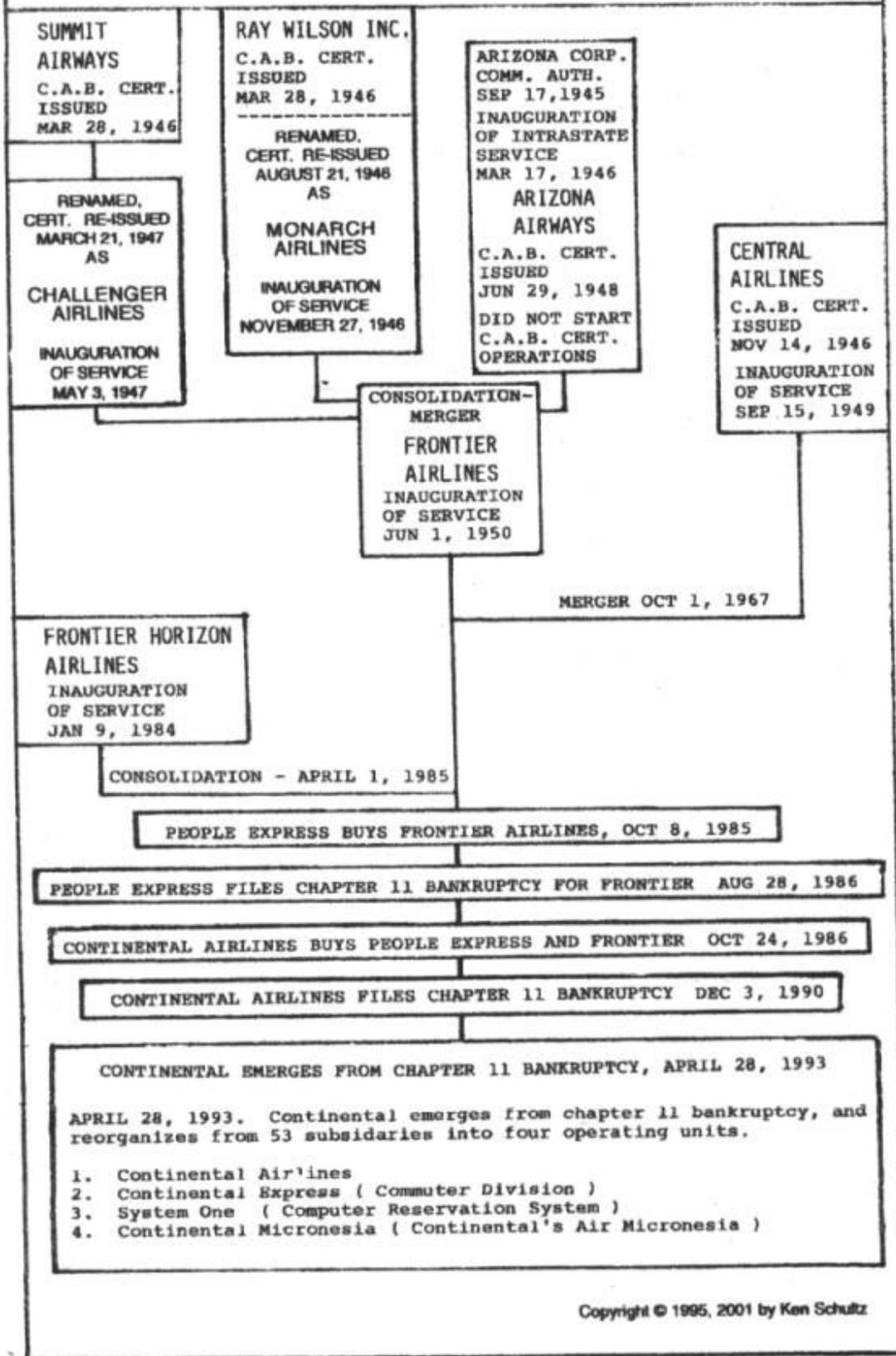
I found this old newspaper clipping today. It is an old Central Convair that the gear was jammed on and the cable broke when they tried to let the gear down. They diverted to Tulsa for the landing. I think Les Moss was the captain. I am not sure about the rest of the crew. Note how he had the props lined up to do as little damage as possible

-Ben Duggan, Waynesville MO, bad@jobe.net

(I remember that incident. I believe Capt. Moss discovered the problem while attempting to land at PPF. A flyby visual there verified that his gear was not down. He burned off fuel then did a wheels up landing in TUL with no injuries. I checked the NTSB website and found it was a CV240, SN74850, and it happened on Jan. 8, 1965. Cause was given as "RT MLG UPLATCH CABLE BROKE AND SWAGE FITTING JAMMED THE EMERGENCY".)

FRONTIER

CHRONOLOGY



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NEWS FROM RICK BROOME

Here is some interesting studio news for you and some of our Frontier Family and friends:

We are getting ready to build a new studio and art gallery and as a result I have had to consolidate several research and storage areas. When I was in the old storage area I found several boxes of Frontier Airlines Magazines; including a number of issues that featured my art. We are going to get these sorted out and listed on our website.

There are probably a number of these original magazine issues that you may want to acquire just because they were such good reading! Almost all of the issues I saved are in excellent condition. Prices will be set according to the rarity of the issue. We will list these on our website.

Most likely this is the last good sized collection of Frontier Airlines Magazines still available for folks to collect. Please feel free to pass this information on to your family friends from Frontier.

Of course for me the chance to do a painting to illustrate one of their great stories was truly an honor. It was always a lot of fun to think of all the folks who would see the paintings after they were published. Sometimes I worked on paintings and finished them many months before the magazines were ever published so I always knew what was being published a long time in advance. That was fun too. Blessings,

-Rick Broome, COS,
RickBroome@aol.com

(Rick did some great FL art pieces and still has some for sale. His website is www.rickbroome.com)

A Christmas Story

By Barb Womack

Frontier Flight Attendant, Kansas City, MO

As I look at the snowy scene of the MD-80 (*posted at the FL Club*) that I have now made my screensaver here at work, I am reminded of one of the last Christmas seasons I worked as a Frontier Flight Attendant. It had been a typical holiday month: packed flights, carry-on baggage hanging from the rafters, weather challenges every few days. I was commuting out of Kansas City, which was always a challenge that time of year anyway.

I had buddy bid with a gal that had become as close to me as a sister even though she was and remains crazier than a loon

- Liz Lane. The trip over had been uneventful and I proceeded up to the flight attendant lounge where I met up with Liz. She had just come from checking her mailbox and that year the management had stuck Santa's hats in each of our mailboxes should we be so inclined as to wear them on our flights. Liz of course was already sporting hers on top of a curly head of frosted hair. We were flying a three-day trip on the 737.

I don't remember where we were the first night but the second we ended up in Tucson. Tucson overnighted at least two other crews and of course in keeping with the season it was only natural that we change and join the others to partake in the spirits of the season. Departure next morning was early, early AM. We went through Phoenix back to Denver then up to Wyoming and back to Denver. Each leg was packed with wonderful holiday travelers and we provided them only the best service they had come to expect on a Frontier Flight.

We were on the last leg of our trip in bound to Denver. I was working the other side of the beverage cart with Liz. We had been laughing and cutting up with the passengers. I looked over at her in that ridiculous Santa's hat and knew she had to be feeling as rough as I did as it had been a long day and short night. She smiled as if reading my mind and with a twinkle in her eye began singing Christmas carols. I joined her and so did 102 other bodies on that plane.

I shall never forget it. We were on the last chorus of "Silent Night". We had secured the galleys and were checking seatbelts and tray tables, making our way to our jumpseats. We strapped in just as the crew kissed the runway of Stapleton and we had finished the last syllables of Silent Night. Almost in unison passengers and crew turned and gazed out the window. It was early evening. A light dusting of new fallen snow covered the ground and more was gently falling. You could of heard a pin drop in the passenger cabin of that airplane. It was magic.

We pulled up to the gate and folks got up from their seats, collecting their belongings - not uttering a word, still captured by the magic of the moment. Liz made her way up to the front of the cabin with some carry on items. As we said goodbye to our

passengers they spoke not a word but kissed our cheeks, grabbed our hands or just smiled deeply into our eyes like we had all truly just shared something quite special. I shall always remember that flight. This airline and the people connected with it were

so very special. What we could do with a simple trip to see Grandma! Merry Christmas, special people! God Bless!

(*Barb posted this letter at the FL Club website after seeing the FL MD-80 simulation that Darrel Robson made and posted.*) Darrell has a great collection of FL simulations that can be seen at the FL website index - <http://FAL-1.tripod.com>)

DFW REUNION

The DFW Annual Reunion Dinner on Oct 25 at Los Vaqueros went very well. We had people in from Hawaii, Florida and Atlanta. We had about 70 people and everyone had a great time eating Mexican food, reminiscing and

of course lying about things they don't remember very good. Just kidding about the last part but the stories get better each year.

Here is a list of those attending: Donna Napier, West Sanders, Brandy & Dorothy White, Rusty & Ann Lambert, Austin & Sharon Henry, John Perry, Tom Hollister, Patty Benton, Bonnie Brockaway, Bill Medcalf, Weldon Finney, Joyce Case James, Bonnie Bias, Jack Prather, Jack & Linda Bailey, Ken Banks, Bob & Bobbi Erdmann, Joyce & Shawn Rainey, Bill & Peggy Blackmon, Otto & Norma Nessler, Linda Harcrow, John & Valeria Hague, Hal & Chris Fletcher, Jacqueline Burke, Josephine Di Salvatore Larsen, Paula Donahoe Briggs, Bob & Nancy Parcell, Bill & Kitty Kirkley, Karen Berry, Sam & Marigry Warriner, Bob McKesson, Harold & Theda Walling, Hugh Barron, Bill & Carol Neff, Kenneth & Carole Fuqua, Don & Gerrie Donaldson, Rick & Marlyn Donaldson, Jim & Mary Liddle, Bert Toman, Ken Griffith, Jeanie Eller, Wes Davis, Arnold & Pat Loller, Karen & Norbert Fox, Marvin & Lois Middlebrooks, Donna Harrison, Ann Patterson, Jim & Barbara Ford

-**Jim Ford, Bedford TX, jeford15@comcast.net**

(*Bill & Carol Neff sent a packet of pix which are posted on the 'net at <http://www.geocities.com/FLairlines/DFW2003Pix.html>*)



FAs Jeannie Eller & Karen Fox @ DFW Reunion

FRONTIER NEWS



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

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ADS

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All income from ads go to publishing the NEWS.

RED on the label means your subscription has expired and this is your LAST issue.

The daughters of Max Hunt threw a party last Oct. 19 at a resort in Platte City, MO for Max on his 80th birthday. According to H.A. "Frosty" Frost, "Max Hunt was a CN pilot a couple of years senior to me. He's a fine fella, a WW II Navy pilot who retired 20+ years ago from FL."

FL had another Max Hunt, a station agent in GJT and DEN, who died 9/10/85.

The Summer 2002 issue carried an article about a self-propelled model FL 580 built by Ed Putnam. Dimensions were wingspan 61" and fuselage length 46.5". There is now a webpage where Ed details how he built this extraordinary FL 580 model. Go to: <http://ercits.tripod.com/nov02/conv.htm> to see it.

FRONTIER REPORTS

Challenger Airlines Employees Directory, 7/15/48, 25p, \$4
Challenger Airlines Prospectus, 9/3/47, 37p, \$6
Challenger Airlines Prospectus, 8/4/48, 40p, \$6
Challenger Airlines Stockholders Report, 9/30/49, 8p, \$2
DC-3 A/C Roster (inc. predecessors) & Check List, 10p, \$2
DEN Accident (12/21/67) Report & news clippings, 11 p, \$2
FL 1955 Timetable/Srty-Personnel Lists, 42p, \$6
FL-CO Job Preservation & Litigation packet, 10/2/86, 66 p, \$8
FL History, 4 articles +, 33p, \$5
FL NEWS printed back issues \$2.50 each
FL NEWS all back issues on a CD \$5 (plus Jake's FL Files)
FL newsletters, two from 1969 introducing 737s, 20p, \$4
FL Files on a CD (includes NEWS back issues), 550+ meg., \$5
FL's Death, articles & essays, 42p, \$6
Ken Schultz' Obituary List (Rev.1/1/04), 10p, \$2
MLS Accident (3/12/64) Report & news clippings, 26p, \$4
PHX Accident (4/21/57) Report & news clippings, 25p, \$4
(Costs are to cover postage & copying. Excess will go to the newsletter.)



The latest in pilot attire in our post 9/11 world!