

FRONTIER NEWS

SPRING 2004

ISSUE #15



A. L. Feldman

Frontier Airlines' President and Chief Operating Officer

In Memoriam

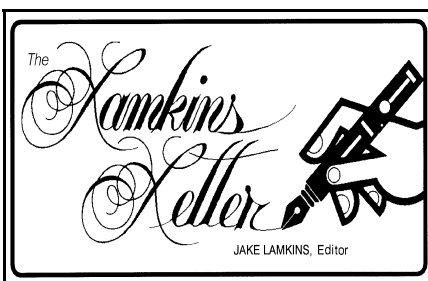
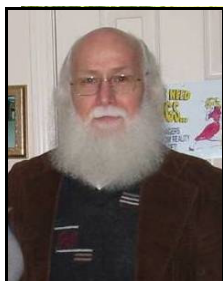
A. L. Feldman, former president and chief executive officer of Frontier Airlines, died Aug. 9. Feldman joined Frontier in March 1971, serving as president and chief executive officer until January 1980, when he was named president and chief executive officer of Continental Airlines. Prior to joining Frontier he served 17 years with Aerojet-General Corporation, two of the years as president of Aerojet Nuclear Systems Company. He held a bachelor of science degree in mechanical engineering from Cornell University. He was married to the former Rosemily Petrisson, who died in 1980. Their son John is a scheduler in the materiel division of Frontier; David is an engineer for Phasecom in Los Angeles; and Susan is a student in La Jolla, Calif. "Al Feldman has been a close personal friend as well as a business associate for many years," said Glen Ryland. "Like all his friends, I am terribly shocked and saddened by his untimely death. I know the loss of Rosemily last year was a severe blow to him and to his children. His contributions to the aerospace industry and the airlines are tremendous." -*Frontier News, September 1981*

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 14 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.

Masthead design by Craig Hansen, FLan & DEN graphic artist.



The photo of Al Feldman on the cover is taken from the March-April, 1971 FRONTIER NEWS which introduced him to the employees as the new Frontier President.

The magazine AIRLINERS still has available copies of the Jan/Feb 2002 issue which featured FL. Phone 1-800-875-6711.

Two new FL aircraft models have come out in recent months. They are both 1:400 scale and are a DC-3 and a Boeing 737 with the crescent logo. While small, the models have very detailed paint jobs. Both are being sold on the internet at Ebay.com. There are also FL t-shirts for sale at Skyshirts.com

I noticed a news item recently that said HOT airport now had a thriving business storing aircraft. That's surprising as I thought only the dry climates had much success with storage.

My special thanks go out to Ray Hall, Phil Stallings and Ron Abfalter who sent newsletters from CN and FL. Phil was especially generous in sending 16 CN Skywriters. I still have many gaps and would appreciate copies of any you have in your collection. Check with me first to see if I already have what you do. Another special thank you and a hug to Jo Delle Burwell who bought a half page ad (page 3) to publicize the MCI flight crew reunion she has organized. Numerous others have helped in so many ways. Thanks to you all.

There are still hundreds of ex-FL employees with money coming from the ESOP lawsuit that the bank has been unable to contact. If you were working for FL in 1986 you probably have money coming. Phone 1-800-444-4823, ext. 6258 to get details. That's the number for Wells Fargo in DEN which is handling the disbursement of the settlement.

The free online FL Club now has 438 members. Email me if you are interested in joining. The message board is great!



TIMETABLE



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

BILLINGS

TBA - Looking for a coordinator and/or volunteers to organize it.

COLORADO SPRINGS

Not held in 2004

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

DALLAS-FT WORTH REUNION

Scheduled for October, 2004

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

Fri, June 25, 2004 at 10am, Aurora Hills Golf Club, Aurora, CO.

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

THE PARTY BEFORE THE DEN PICNIC

Fri, June 25, 2004 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 or constew1@msn.com for info.

DENVER REUNION PICNIC

Sat, June 26, Picnic facility at the Aurora Reservoir, Contact: Carolyn Boller, 1293 Revere St., Aurora, CO 80011, 303-364-3624, CKBoller@aol.com

FLIGHT CREW REUNION & LAYOVER

Friday, May 21, 2004 Lotsa Cocktails, Dinner, Memories, Laughter & Pictures
Location & Time: See announcement on page 3.

Contact Jo Delle Burwell, JoDelleBurwell@comcast.net

Phone: (H)816/373-5647 (C)816/665-6023 or Phil Stallings, redryder@midwest.net

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-Euleess Road, North Richland Hills, TX

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

DEN: Luncheon, every second Tuesday, 11:30am at Mr. Panda Chinese Restaurant (North Room)

2852 S. Havana, Aurora, CO

Contacts: Ace Avakian 303-688-3852, AceAvak@aol.com or

Jim Hanson 303 750 6478, tntmillword@aol.com

SLC: Luncheon, every third Thursday, 11:30am at Chuck Arama Buffet, 744 East 400 South, Salt Lake City, UT

Contact: Jack Schade 801-277-5479, CaptainJack20@juno.com

FRONTIER BASH

To be held in September, 2004

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

FYV-FSM MEMORIAL PIGNIC

Saturday, August 21, 2004, 11am-5pm, Burford Pavillion near the FSM airport.

Contacts: Phil Green, 2101 Packard Pl., Ft. Smith, AR 72901, 501-783-2981, SusiGreen0609@aol.com or Jake Lamkins, 365 Wallin Mountain Road, West Fork, AR 72774, 501-839-8556, ExFAL@yahoo.com

KANSAS CITY REUNION

Should take place in the Fall, 2004. Details later.

Was held Saturday, September 20th, 2003 - 12 noon - 3pm at Barry Platte Park

Contact: Rose Dragen, preferably via e-mail: mdragen@juno.com or call 816/741-1995.

PHOENIX REUNION

2004 TBA: The event needs a coordinator/volunteers to organize it.

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

If you know of a FL event that is not listed here, please let us know about it so it can be printed in the newsletter and poste on the internet at the FL website.

REUNION NEWS

The season for reunions is upon us. The full schedule of info that I have at presstime is on page 2. Five are scheduled before the next issue and shown in the order in which they are coming up are:

TUS Golf Tournament - May 8 - 9

MCI FLight Crew Reunion - May 21 - 23

DEN Golf Tournament - June 25

DEN Party Before The Picnic - June 25

DEN Reunion Picnic - June 26

Do your best to attend one of the FLunctions this year. You're sure to run into someone that you'll be real glad to see again.

Looking for Mel Robertson

Principal Insurance, which handles the ALEA pension, is looking for Melvin C. Robertson. He is also on the ESOP "lost list". Does anybody have any info on Mel? He was last reported in Worland, WY.

Call and say hello!

There comes a time, when we must write and/or call the person we've been thinking about before it's too late. Airline people, such as we are, are family. When one of our own...a fellow aviator is down, we have a duty to call.

Butch Carr is battling cancer. There is a website where we can keep in touch as to his progress. Drop him a note if you will, he'd appreciate it. (bcarraviator@aol.com) His website is <http://www.caringbridge.org/tx/butchcarr>. Butch lives in the Houston, Texas area.

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

(Butch's website on April 1 reported him in remission.)

HANK LUND'S STORY IS COMING!

Hank has started writing his essay on the last years of Frontier. I hope to have it assembled and printed in the Summer issue. The first & second installment was emailed as this issue was being finalized. The other representatives of the Employee Coalition have been asked to write an article too. ALPA's Billy Walker has already written one which was featured in issues 1-3. Bill "Rocky" Patterson emailed that he wanted to write his story. See his letter on page 15. Carolyn Boller (ALEA), Lorraine Loflin (AFA) and Nelson Embleton (TWU) have not yet responded

First Retirement

The first U.S. commercial airline pilot to reach the mandatory retirement age of 60 was Captain Willis Heath Proctor. He started his airline career in Dec. 1927 with Colonial Western Airlines - a predecessor of American Airlines. Proctor was already 37 by then and had learned to fly in WWI. He was also one of the founders of the Air Line Pilots Association. Captain Proctor had 19,000 hours logged when he retired from AA on May 31, 1950. His pension would have been only \$150 per month (14% of his normal salary) so he continued with the airline for seven more years as head of pilot training.

-AIRLINERS Magazine, JUL/AUG 2000

(The same issue has a great article on PHX and its history & development. It includes an AZ DC3 photo.)

FLight Crew Reunion and Layover

Friday, May 21, 2004

and continuing throughout the weekend!

Location: Westin Crown Center

Kansas City, MO Lobby Atrium "Pit"

Time: 6:00 P.M. until we fall over

Hor'doevres and Cash Bar

Memories, Laughter, Pictures....

Promises to be a "Return to Ft. Smith"!

Rooms: \$109 per night

We're encouraging ALL to layover Friday night, if not the entire weekend!

Find a crew member to split the cost, if you wish.

Friday, P.M.

Cocktails begin when the wheels touch down!

Reunion: 6 P.M. until....

Saturday A.M.

Hangover Therapy

Bloody Marys and Breakfast at The Brassiere

located off the Crown Ctr. Lobby

Saturday P.M.

Cocktail Parties in "Crew Suites" throughout the day and into the evening.

6:00 PM Dinner at "A Streetcar Named Desire" - Crown Center Shops

Sunday A. M.

Layover and Hangovers End

Room Reservations must be made after Feb. 15 and no later than Apr. 12, 2004.

Contact Westin Crown Center Reservations at 1-888-627-8538.

Request Booking Code: "Return To Ft. Smith"

Room rates are good for 3 days pre or post reunion.

72-hr. cancellation notice required.

Reunion RSVP by Apr. 21 (one month prior):

F/A RSVP: jodelleburwell@comcast.net

Jo Delle Burwell: (H) 816/373-5647 (C) 816/665-6023

Pilots' RSVP: redryder@midwest.net

Phil Stallings: (H) 618/262-7146 (C) 618/204-0347

Flight Crew Advisory:

Bring extra replacement parts

for your "landing gear"

in case it COLLAPSES in the "Pit",

heaven forbid,

on the FIRST night of the Weekend Layover.

Ain't nothing worse than waiting around all weekend

for replacement parts to be flown in!

Disclaimer: Stories you may hear on or before the weekend of May 21, 2004 have not been authenticated and may not have actually occurred!!!

DEATHS REPORTED SINCE THE WINTER ISSUE



Ernie Bell, pilot, 2/14/04, age 59
 Don Donaldson, pilot, 2/6/04, age 67, heart disease
 Glen Helverson, pilot, 3/26/04, age 70
 Bill Hines, pilot, 2/17/04, age 66, brain tumor
 Earl Keene, DEN dispatcher & director-system control,
 1/24/04, age 80
 Nile Keeseey, DEN station agent, 2/7/04, age 65, lung disease
 Ed Lintz, 1/2/04, DEN aircraft mechanic, age 81
 Larry McIntosh, OMA station agent, 1/19/04, age 64
 Tom Morris, DEN inspector, 1/14/04, age 87
 Don Oberg, MCI station agent, 1/6/04, age 56, heart disease
 Walt Scott, 2/11/04, DEN mechanic & manager-base shops, age 78
 Bob Smith, SLC station/ticket counter agent, 9/15/98, age 55, car wreck
 Julie Lemer Smith, flight attendant, 10/30/03, age 45, cancer
 Gary Theobald, DEN line mechanic, 2/18/04, age 63

(In his book CLOSING THE RING which is about World War II in 1943, Winston Churchill quotes Victor Emmanuel III, King of Italy, saying to Mussolini, "Sicily has gone west now." This was after the Allies successful attack on Sicily.)

BILL HINES

A memorial service for Col. Bill Hines, whose missions for the Civil Air Patrol included the frantic search for a \$9 million warplane that inexplicably crashed near Eagle in 1997, will be today at Front Range Airport Terminal in Watkins. William Frederick Hines was 66 when he died Feb. 17 of a brain tumor.

He was born in Salt Lake City, a military child who lived in Panama for a short time. He joined the Civil Air Patrol, an auxiliary branch of the Air Force, as a cadet when he was 17. Hines was still a student at Ohio State University when he received his private and commercial pilot's licenses.

By the time he graduated from Ohio State, he had earned his instrument rating and flight-instructor rating. He taught flying at his alma mater. Then he went to Purdue University, where he

earned several graduate degrees and continued being a flight instructor.

Disappointed that his eyesight fell short of the standard required for Air Force pilots, Hines worked for the Indiana Aeronautics Commission and as an emergency services officer for the Indiana wing of the Civil Air Patrol.

In 1964, Frontier Airlines (not connected to the current carrier of that name) hired Hines as a pilot. He continued flying for the new owner when Continental Airlines took over Frontier in 1986.

When industry age requirements forced him to retire as a pilot in 1997, Hines continued to teach ground school and safety courses for Continental.

Meanwhile, Hines remained active in the Civil Air Patrol, flying planes on search missions that often took place during marginal weather conditions. Among his most celebrated missions was the 1997 search for an A-10 Thunderbolt that crashed in Colorado's Holy Cross Wilderness Area, southwest of Vail.

On April 2, 1997, pilot Craig Button veered away from the squadron formation flying from an Arizona Air Force base and crashed into a 13,365-foot peak. Searchers found Button's body 18 days after the crash and spent 72 days retrieving 8 tons of pieces from the 13-ton plane.

The air-and-ground search effort involved high-technology spy planes, Black Hawk helicopters, metal detectors, robotic underwater cameras, scuba divers, technical rock climbers and dozens of searchers. Hoping to find the four 500-pound bombs the plane carried, they fruitlessly scanned a 3-mile radius of high-altitude slopes, finally closing the search in September 1997.

Later that year, Hines led a search for a chartered white Cessna that vanished with eight federal employees and the pilot, who was taking them from Montrose to Page, Ariz. More than 30 search planes from Colorado, Arizona and Utah focused on the rugged Uncompahgre Plateau west of Montrose.

Searchers were worried because the Cessna's flight path forced the pilot to rapidly gain elevation while flying up the plateau. After a prolonged, unsuccessful air search, ground teams using a hand-held global positioning device found the plane in a small clearing, perfectly camouflaged by a fresh layer of snow. None of the nine people on board survived.

"What are the lessons learned?" Hines wrote after that in an essay published in the Colorado Wings CAP newsletter. "Ground teams may have their limitations. But they are an important asset in the total search effort."

It was a hefty concession for a pilot to make, but characteristic of Hines, who taught students to turn mistakes and defeats to their advantage.

"You teach ... that failure is OK, as long as you learn from it," Jamison R. Walsh, one of Hines' many Civil Air Patrol students, wrote to Hines. "The way you encourage and tell people they did a good job makes them want to do it again and do better. I hope that I may one day take another flight lesson from you."

Survivors include his wife, Sharon J. Hines of Aurora, and a daughter, Anne Hines of Aurora.

-DENVER POST, March 14, 2004 *(Thanks to Maurine Cook, Mo Osborne's sister, who alerted me to this fine article about Bill.)*

GONE WEST

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

EARL KEENE

Earl R. Keene was born January 30, 1924 and died January 22, 2004 in Denver & was cremated. He went to work for Challenger Airlines May 13, 1947 in SLC. I went to the wake on January 24th & talked to his wife & daughter. There was no listing in a newspaper or print info of any kind.

-Ken Schultz, Wheat Ridge CO

According to John Leslie, Earl was the last surviving dispatcher of Challenger Airlines.

-Jim Ford, Bedford TX, JEFord15@comcast.net

(Earl was a dispatcher, operations manager and Director-System Control during his career.)



LONG TIME SEATTLE STATION AGENT, LYLE BEVANS

Each quarter "The Flyer" will feature a Frontier Air Freight employee who has given outstanding service to our shippers. This quarter it's Lyle Bevans station agent in Seattle, Washington.

Lyle joined Frontier Airlines 24 years ago as a station agent in Pueblo, Colorado. After several productive years there, he moved to Seattle, Washington where he is currently a station agent.

Seattle is one of Frontier's top cities in Air Freight, due in large part to the dedication and hard work of Lyle. In June 1985 Seattle set a freight record by shipping 224,000 pounds, the largest number of pounds ever shipped out of Seattle on Frontier in a single month. This success can be attributed largely to the extra effort extended by Lyle Bevans.

Along with bowling, Lyle's favorite hobby is selling air freight. On his days off Lyle can be found selling Air Freight for Frontier. That's dedication and loyalty!

Lyle's personable, easy-going manner make him well-liked by his fellow workers, while his efficiency and enthusiasm make him a favorite with shippers.

We salute you, Lyle, and look forward to many more outstanding years with Frontier Air Freight.

Lysle Bevans, Born 12May1934, Died 06Sep1989, Age 55

-Social Security Death Index

(Lysle's name was misspelled a lot. Ken Schultz' and Social Security's spelling is correct. Lysle's widow, Vida, lives in PUB. The article above is from the Fall, 1985 issue of FL AIR FREIGHT FLYER)

ED LINTZ

Obituary - Edward L. Lintz, 81, passed away January 2, 2004. Survived by sisters, Helen Fontine and Edna Petracek; nieces Helen and Diane Kile and nephew Warren Petracek; numerous grand-nieces and nephews. Services, 12 noon Friday, Olinger Crown Hill Mortuary. Interment, Crown Hill Cemetery.

-Denver Newspaper Agency, January 7, 2004

Ed Lintz was born March 10, 1922 and died January 2, 2004. He went to work as a mechanic for Monarch Airlines on April 19, 1948. He worked as a mechanic on the line in Denver.

-Ken Schultz

In Loving Memory Of
Edward L. Lintz

<p><i>Entered Into Life</i> March 10, 1922 Denver, Colorado</p>	<p><i>Entered Eternal Life</i> January 2, 2004 Denver, Colorado</p>
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Funeral Services
Olinger Crown Hill Chapel
Friday January 9, 2004
Twelve O'clock Noon

Officiant
Bishop David Jensen

Music
Dixie Stewart, organist
Elaine Watts, soloist
"Sentimental Journey"
"Abide With Me"

<p>Pallbearers Lyle Kile Roy Kile Steven Kile</p>	<p>Tom Wilson Chris Kile Justin Petracek</p>
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Interment
Olinger Crown Hill Cemetery
Arrangements entrusted to Olinger Crown Hill Mortuary

WALT SCOTT

Born July 7, 1925 & died February 11, 2004 in Denver. He went to work for Monarch Airlines March 31, 1937 as a mechanic and was manager of the base shops.

-Ken Schultz

(Ken sent the obituary and the burial note from Walt's funeral.)

Obituary-Walter A.Scott: Walt passed away February 11, 2004. Memorial services Monday, February 16 at 2PM at Olinger Hampden Mortuary, 8600 E. Hampden Ave., Denver. In lieu of flowers, contributions to Shriners Hospitals, care of El Jebel Shrine, 4625 W. 50th Ave. Denver, CO 80212.

-DENVER POST, February 13, 2004

In Loving Memory Of
Walter A. Scott

<p>Date of Birth July 7, 1925 Morrison, Colorado</p>	<p>Entered Into Rest February 11, 2004 Denver, Colorado</p>
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Memorial Service
Monday, February 16, 2004
Two O'clock in the Afternoon
Olinger Hampden Chapel

Officiant
Reverend Earl K. Hanna

Musical Selections
"On Eagle's Wings"
"How Great Thou Art"
"In The Garden"

Rose Croix Service
Performed By
Wise Master: Howard Montague, 33°
Senior Warden: M. Edward Johnson, 32° KCCH
Junior Warden: R. Gerald Screws, 33°

NILE KEESEY

Nile R. Keeseey, 65, of Commerce City. Former employee of Historic Frontier Airlines and United Airlines. Husband of Janet; father of Daniel (Lori) Keeseey, Tracy (Mike) Hess, Thomas Keeseey; grandfather of five granddaughters. Visitation Wednesday 4 p.m. to 8 p.m. Funeral services Thursday 12 noon. Both at Olinger Highland Mortuary. Burial to follow at Highland Cemetery. Memorial contributions to University of Colorado Hospital, Lung Transplant Program, 4200 E. Ninth Ave. Denver, CO 80262.

-Denver Newspaper Agency, February 10, 2004

I am sorry to send this note. Nile passed away at 4:30 pm on Saturday afternoon (Feb. 7, 2004). All the family was by his side. He really fought to make his transplant work but he really never had a chance.

-Janet Keeseey, Commerce City CO, jkeeseey@iopener.net





IN MEMORIAM RED DAVIS, ART STONER and CARL ZENTZ

Three well-known and respected employees of Frontier Airlines have passed away recently

Services for **Harold E. "Red" Davis** were held in April at Aurora, Colorado. Harold, who had been working as a mechanic in Denver, passed away at his home. He had been working for Frontier since May of 1947. His date of birth was December 16, 1917. He is survived by his widow Mary; a daughter, Norma Jean Pier; two sisters, Adeliene Davis and Mrs. Irma Hunt, both of Casper and a brother, Robert, of Basin, Wyoming.

Arthur C. Stoner, Foreman-Denver, passed away May 17 following a short illness. He was 61 years of age. Art joined Frontier in May of 1947 as a mechanic in Denver. Surviving are his wife, Katherine; daughters Nichola E. Stoner and Mrs. Arthur Hillis; brother, Collier W. Stoner and two grandsons, all of Denver.

Services for **Carl S. Zentz** were held Tuesday, May 16, in Aurora. He was 55 years old. Carl passed away at Mercy Hospital in Denver. During the past two years, Carl worked as a Denver based mechanic. Surviving are his widow, Carrie, and four brothers, Ralph and Reo Zentz of Colorado Springs; Mar-seine Zentz of Chula Vista, California and Harold Zentz of Ramah, Colorado.

All of us at Frontier Airlines extend our deepest personal sympathies to those who are close to these fine individuals.

-FRONTIER NEWS, July 1967

GARY THEOBALD

Just a note to inform you of the death of my good friend and fellow employee of Frontier Airlines, Gary Theobald. Gary was born at North Platte, Nebraska August 27, 1940 and died February 18, 2004 at Madrid, Nebraska. Gary joined Frontier in March 1968 and worked until it shut down in 1986, all the time as a line service mechanic. Thanks for your work putting out the Frontier News as well as the obituary lists. Thanks again.....

-Ernie Beaudrie, Wheat Ridge CO, ebeaudrie@comcast.net

What a shocker, I figured Gary would last forever. A quiet, unassuming gentlemen, who always did his job, never a cross word about anyone and earned the respect of everyone who came in contact with him. As we pass thru this life we endeavor to leave a mark and Gary did this to me. He was always a friend, we hired on about the same time and worked together on many occasions.

-Jim Taylor, Bend OR, jetdoc@bendcable.com

JULIE LEMER SMITH

Julie (Lemer) Smith died Oct. 30, 2003. She was a flight attendant from 1979 til the end in Dallas and Denver. She was only 45 and left behind 2 young daughters. She died of cancer.

**-Mary Ann Henderson, Englewood CO,
LVHenderson2002@yahoo.com**

LARRY MCINTOSH

I don't know if any one has told you or not, but Larry MacIntosh died last month some time. He was a station agent at Omaha. I haven't been able to find any other information about

it, except the family held a private service for him in Omaha. If I find out more about it I will send it to you.

**-Tom Blanchard, Grand Island NE,
TBBEAU@aol.com**

Obituary: Larry K. 'Mac' McIntosh, age 64 yrs., Millard, NE. Preceded in death by parents, Charles and Nola; brothers, Charles, Alfred and Marvin McIntosh. Survived by wife, Candy; brother, Donald McIntosh; daughter and son-in-law, Debra and Kevin Nabity, grandchildren, Kevin, Mikaela, Joshua and Nicole Nabity; daughter and son-in-law, Sherie and Jason Bryant, grandchildren, Tiffany Arkland, Mike and Tim Merritt, great grandchild, Austin Arkland; son and daughter-in-law, Ben and Shelli Reicks, grandchildren, Hayley and Renae Reicks.

-OMAHA WORLD-HERALD, January 21, 2004

TOM MORRIS

I have the obit of Tom Morris who just died here in Montrose. He was an inspector...with FL for 50 years.! Well, TWA & FL. We thought he was on his death bed when we moved here 11 years ago, and he outlasted Joe! He was, let's see, 2004 minus 1916 = 88....50 . I guess Ken can look it up in the Montrose Daily Press, Thursday, January 15. Thanks a bunch.

-Pat Craze, Montrose CO, jpcraze@yahoo.com

Thomas J. "Tom" Morris, a resident of Montrose since 1984, died Wednesday morning, Jan. 14, 2004, at the Montrose Memorial Hospital in Montrose. The son of Rosco L. and Lulu M. (Bryan) Morris, he was born on Oct. 23, 1916, in Memphis, Mo. He spent his childhood years in Memphis, Mo., and Omaha, Neb. He graduated from high school in Omaha.

On Jan. 21, 1941, Tom was united in marriage and a lifetime partnership with Bernice M. "Bea" Welliver in Olathe, Kan. Tom and Bea would have celebrated their 63rd wedding anniversary this month on Jan. 21.

They moved from the Denver area in 1984 to Montrose where they made their home until the time of Tom's death. Prior to his retirement, Tom was employed as an airline inspector, working for TWA and Frontier Airlines for over 50 years.

Surviving family members who were grateful to share in Tom's life include his wife, Bernice M. "Bea" Morris, of Montrose; three sons: Philip D. "Phil" Morris and wife Karen, also of Montrose; Thomas W. "Tom" Morris and wife Anita, of Yachats, Ore.; Jeffrey A. "Jeff" Morris and wife Cindy, of Mitchell, Neb.

-MONTROSE DAILY PRESS, January 15, 2004

GLEN HELVERSON

Capt. Glen Helverson passed away 26 March 2004. The family isn't going to have a service. Any information that I get I'll pass along. The family is requesting privacy.

-Jim Ford

Here's Glen's obituary from today's Kansas City Star (4/5/04).

Glen H. Helverson, Jr., 70, Bedford, TX, formerly from Independence, MO, died March 26, 2004, in Bedford. He graduated from William Chrisman High School in 1953, and served in the US Army 82nd Airborne. He was a flight instructor and a retired airline pilot. He is survived by his wife Jan of the home; stepson Chip Kiehlbauch, Cleburne, TX; sister Nita Hall, Cashier, NC; two brothers, Don Helverson and Bob Zion, Blue Springs, MO. Funeral services were conducted in Bedford, TX.

-H.A. "Frosty" Frost, Camdenton MO, frosty@usmo.com

MORE GONE WEST

ERNIE BELL

FL pilot Ernie Bell passed away February 14, 2004. Information came from Dan Gunn. He went to work 5/73 and medically retired 5/85 Unknown at this time the cause.

-Jim Ford

Obituary published: Feb 17, 2004: Ernest W. Bell Jr., 59, Port Charlotte, died Feb. 14, 2004. He was born March 6, 1944, in Weatherby, Mo., and was a member of the Punta Gorda Elks. Survivors include his wife of 29 years, Tina; and sons Ernest III of Fort Worth, Texas, and William of Georgetown, Washington, D.C. Larry Taylor Funeral and Cremation Services, Punta Gorda Chapel, is in charge. Memorial donations may be made to the American Cancer Society, 22107 Elmira Blvd., Port Charlotte, FL 33952; or to the American Heart Association, Attn.: Memorials, P.O. Box 21475, St. Petersburg, FL 33742

-Sent by Jim & Ace Avakian

JOE KILLINGER

My dad is Joe Killinger. He flew 737's for Frontier. He passed away ten years ago (February 25, 1994). I would love to have info on the old Frontier Airlines and be involved with them. Thanks for your time and consideration.

Here is a little info on my dad.

Joe Killinger - September 9, 1944 - February 25, 1994

Joe Killinger loved to fly. After graduating from the University of South Dakota he became a navel aviator and flew A-7's off the U.S.S. Midway. After the military Joe went to work for Frontier Airlines flying 737's. It really was his passion . . . he loved to be in the clouds. Frontier was his life and he passed on the passion to his family.

His family always came first and he showed it by how much time he invested in his wife, and two kids. All three are doing well. Both kids are married and all three are either in full-time ministry or volunteer in their local church. Joe lives on through his wife, children, and now grandchildren.

-Jake Killinger, jkillinger@hope-church.ws

DON OBERG

I'm sending you this e-mail to let you know that Don Oberg, from KC died on Tuesday Jan 6. I read about it in the St Joe paper and didn't know if it was Don or not. So I just called Fast Eddie (Mondt). He wasn't home, but I talked with his wife, and she told me it was true. I don't know much on details, except his wife found him.

-Pat Wildberger, St. Joseph MO

Here is the wording from the information provided at the funeral today, which was so full people were standing in the hallway. Born 7/27/1947 Salina, KS. only child of Estrell Q. Oberg and Wilma McCluggage Oberg. He grew up in Cherryvale, KS, and graduated from Cherryvale High School in 1964.

He started with FL in MKC in 1968. Don worked for W.W. Grainger from 1983 until 1999, leaving to take care of his mother and pursue other ventures. Married April 17, 1982 to Tracy L. Perry of Liberty, MO. Children Joseph born in 1986, Leslie born in 1988 and Nathan born in 1991.

Don was co-founder with about 14 other enthusiasts of the

Great American Croquet Association. He loved canoeing and fishing. Don was on experimental drugs for his arthritis that may have contributed to a heart attack.

-Rose Dragan, Kansas City MO, mdragen@juno.com

Those of you who'd been thru the old airport in Kansas City would remember Don or Obie as he was called. He was a great guy, a lot of fun. He worked operations with a guy named Mickey Mitchell. I will never forget working Christmas week one year and we got back late at night on a turn around to Denver on the 580. We were taxiing up to the gate when the pilots dinged me to come up to the cockpit. Up I went and, lo and behold, there was Santa Claus in the middle of a bad snowstorm, a flashlight in each hand, directing the 580 into its parking spot. We were laughing so hard we could hardly get our breath. We deplaned the people and Santa waved a flashlight wishing everyone a merry christmas. Santa was snickered out of his gourd but had elected on his night off, and I think it was Christmas eve, to come down and give his Frontier family a little kick - at least the ones that couldn't be with theirs. Obie was one of the good ones!! I'm sorry to hear he's gone.

-Barb Womack, Liberty MO, BWomack22@yahoo.com

FRED HART

My Name is Mike Hart, My father was Fred Hart who served as captain for Frontier for over 22 years. Mom (Virginia) was at my home last weekend when we visited the old Frontier web sites. I live just south of Springfield, Mo. Mom moved to Branson, Mo. in August of this year to be closer to my sister Merry Jo and my Family. It was the first time Mom had seen the website and she was very moved by the old photos and stories. I would like to hear from you again and any stories you remember about dad would be greatly appreciated. As a family we really miss old Foxy Fred.

-Mike Hart, Springfield MO, Fmichaelhart@aol.com

Hi Mike, I knew your father well. Shortly before his Flight West he was over at my home in PHX for a gathering of old Frontier folks. He was struggling with the emphysema a lot then, but would not let that stand in the way of having a good time. Your father was quite a fellow. You probably know about his heroics during WWII. He was one of the greatest DC-3 pilots EVER!

During his WWII, Fred was flying a C-47 towing three Waco gliders when he lost an engine on takeoff. The standing orders were to cut the gliders loose in an emergency such as this, which meant everyone in the gliders would likely be lost. This was necessary because a DC-3/C-47 is not flyable on one engine towing one glider let alone 3 of 'em. Undaunted, Fred refused to cut the gliders loose and somehow coaxed the ol' Gooney Bird around to get everyone on his airplane and the three gliders safely on the ground.

At FL, Fred was known as one of the best at flying the DC-3. We became friends after I came with Frontier. He told me that he learned to fly at my fathers CPT school during WWII. That was Plains Airways which was located in CYS and LAR along with a third school for pre-glider pilot training in Ft. Morgan, Colorado. Part of Plains Airways, a predecessor of FL where your father learned to fly, was Summit Airways. Summit was the predecessor of Challenger Airways which merged with Arizona Airways and Monarch Airlines to become FL in 1950.

Your Dad helped us find a house in Sun City for my mother-in-law a few years ago. Fred Hart was a great guy and I miss him.

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

(Fred Hart was born 29Dec1917 and died 7Feb1994, age 76. -SSDI)

MORE GONE WEST

DON DONALDSON

Don Donaldson suffered a heart attack while taking his FAA physical, last December and has undergone bypass surgery and is out of ICU. Don lives in Palmetto, Florida

-FARPA Newsletter, Feb 2004

With regret, the Gone west of Capt. Don Donaldson, this morning at 0100E. There will be a memorial service, Tuesday, Feb, 10th at Kacliter Funeral Home Palmetto FL. Don's wishes were that he be cremated and his ashes spread out at sea.

-Ace Avakian

Milt Altmark and I went to a very nice memorial service for Don today. Other FLers there: Jack Gibson, Ken Larason and Dan Farlin. Don was a friend of everyone and a self-taught expert in many endeavours. He will be missed. Here's the obit out of the Bradenton Herald:

Donald Ele Donaldson, 67, Palmetto, died February 6, 2004. He was born January 13, 1937, in Wichita, Kan., and came to Palmetto, 23 years ago, from Lewisville, Texas. He was a realtor with BMC Realty and had retired as an airline captain, after 38 years for Frontier Airlines and Continental Airlines. He was a veteran of the Navy and held a Coast Guard and Merchant Marine license. Survivors include his wife of 29 years, Gerri; a daughter, Penny Haight of Grandbury, Texas; sons, Richard of Flower Mound, Texas and Tristan of Sarasota; a sister, Susanne Bailey of Killeen, Texas; a brother, Jack of Killeen and two grandchildren.

-H. A. "Frosty" Frost

BOB SMITH

My Father, Robert B. Smith, worked for FL in SLC for about 20 years. Right up to the very last sad day. I may not be too old (31), but I sure do miss "The Real Frontier." I worked with Terry Hall at AA. He told me he was a former FL mechanic in DEN. He has since retired from AA.

I have attached a photo of my Dad with my kids at Disneyland 5 months before he died. I do not know exactly what year he started with Frontier, but I do know he was there to the end. Even I remember that last day. My Dad worked the ticket counter for a while, then moved into ramp operations. When FL decided to open BOI, he went up there to help set the station up and get things running.

He went to work for AA a few years later working on the ramp. After FL, he performed inventory for a few years at the Tooele Army Depot in Tooele, UT, and eventually got back into the airlines with AA on the ramp where he put in over 10 years.

He was born September 20, 1943, and died in a car accident on September 15, 1998. He was on his way home from doing something he loved to do. He had gotten off work from AA and decided to go fishing for a few hours. Jordanelle Reservoir is



close to SLC. On his way home, he was rear-ended coming down Parley's Canyon, at about the Lamb's Canyon exit. The truck left the road and flipped more than once.

The REAL Frontier will never die as long as we all remember.

-Darin Smith, Fort Worth, TX, ramprat@charter.net

(Bob started to work in SLC July 11, 1967 as a Station Agent)

KEN HUBER, DAN GOUGH, DOROTHY REIF and GAYLE BASSINGER

The following was published long ago. "[The Frontier Airlines] name is associated with a long history of safety and reliable service in the Western U.S. The original Frontier (and its predecessors) suffered only one passenger fatality while amassing more than 87 million flight miles between 1946 and 1986, when it ceased operations. That safety record was built in the High Plains and Rocky Mountain regions, which are known for erratic and violent weather, rugged terrain and difficult approaches to high-altitude airports." -Aviation Week & Space Technology, July 28, 1997, p. 17

-Mark Ingram, Purdy MO, markt@mo-net.com

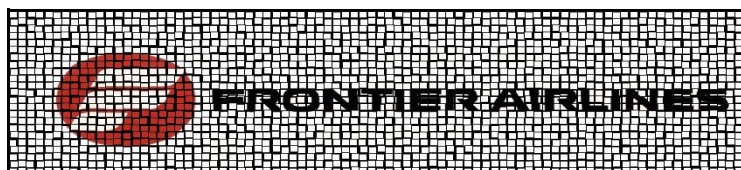
I have looked at the Stapleton website a lot and find it difficult to absorb all the changes. I moved from Denver in 1983 so wasn't there for the big events. My saddest memory was in early 1968 when, on a mezzanine (in hangar 5), I encountered the personal travel bags, briefcases and goods from the 2 DC3 pilots who died during that mail run crash in DEN in December, 1967. Guess the goods were being held for family.

-Darren Weeks, Inventory Control, dbweeksfla@aol.com

Even though I was with Frontier for several years (from 1958 through 1964), I wasn't aware of the stellar safety record. The MLS accident occurred two weeks before I left Frontier. I remember hearing through the grapevine that during interviews by investigators following the accident, a rancher who heard the crash was unable to open the door of his truck when he went to investigate due to the build up of ice on the doors.

**-Steve Horton, Moreland GA,
stevenhorton@compuserve.com**

(The only revenue passenger that FL ever lost (and this includes ALL FL's predecessor airlines) was Henry T. Swenson, 56, of Columbus, ND who died in the crash of FL DC-3 flight 32 at 8:50pm the night of March 12, 1964 at Miles City (MLS), MT. Also killed were Capt. Ken Huber, 42, FO Dan Gough, 25, FA Dorothy Ruth Reif, 22, and non rev passenger Gayle Bassinger, 27, who was a MLS station agent. Dan Gough's son was born not long after his death. He was a member of our online FL Club at one time. The CAB report on the accident mentions the possibility of icing being the cause of the crash, however, the final sentence reads, "The Board, therefore, is unable to determine the reason for the aircraft's departure below the approved minimum descent altitude." The report further notes that the flight crashed and burned 9900 feet short of the runway while making an instrument approach.)



Questions About The DC-3

Q: What was a normal passenger friendly cruising altitude for the DC-3 when crossing the Continental Divide?? Also what kind of Oxygen equipment was used by the crew? I have crossed the rockies many times in un-pressurized airplanes. I'm sure the flight attendants on these flights didn't feel too good after doing that a couple times in a day.

Q: In the DC-3, What was the trained procedure if you lost one of the R1830's at about the summit of say Monarch pass??

Q: Who was the crew on N73130, the Sunliner Navajo on the night of 12/21/1962 when it flipped over on it's back in GRI??? Any stories about that "Lucky" flight? What happened to the crew after all that?

Q: In the mid sixties, there were a lot of gear collapses on the piston Convair's. Were these attributed to any design issues or was it linked to Frontier's high density altitude operations of these aircraft?

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

Wow...as a former "stew" and "flatlander"...I suffered no ill effects from flying on DC3's with no oxygen...biggest problems were the stupid floor or cabin wall "heaters"....and people having to use the barf bags...I guess I was lucky I moved to Denver from sea level Nebraska when I was young enuf not to know anything about the effects? Only time altituded bothered me was when I was very anemic...but that was YEARS after I had to quit as a stew.

-Mary Pat Simpson, Arvada CO, diamond_stargazer@msn.com

These questions are answered very, very briefly; When crossing the Continental Divide and the maximum operating altitude for Monarch Air Lines was 13,000 feet. The crew 'sucked' on an oxygen tube - a rubber tube connected to the O2 bottle. I would venture to say, during daylight, we hardly ever sucked on the oxygen. We were at altitude a very short time when crossing say, Monarch Pass (11,315) 85% of our operation was either climbing or descending. Stewardesses never complained about altitude that I know of. There was no "trained procedure" for losing an engine at that altitude, say over Monarch Pass.' During training, generally, there would be a simulated engine loss during the take off run, say at rotation and/or some 'strategic' time during airwork, say when one was working a time/distance problem on an H marker - the engine 'loss' would generally come when approaching the radio station where timing was a necessity.

The scope of the Convair 340 at Grand Island is beyond the space of an e-mail message. I can tell you that the Capt. was Joe Romano who went west 7-30-92 - who incidentally, was a prince of a guy - and Carl Bancroft who, last I heard, is a Dispatcher for Sierra Pacific out Of Tucson.

I was the Air Safety Chairman for Frontier and frankly, never heard of a gear collapse problem on the Convair 340 or of gear collapse problems with any other carrier, for that matter.

-Ace Avakian

Many thanks Captain Avakian!! I always found that "Myth" about the Convair gear problems troubling myself. I spent many years on the ground around ASPEN AIRWAYS and Sierra Pacific's 580's. I know for a fact that it is a very stout and forgiving airplane. Your answer here gives me the ammunition I needed to continue an argument with a professed "Expert" on the

subject. He is an accident nut that has the entire NTSB data files memorized, it seems. Likes to argue with me Electra vs. Convair. This guy argues that FRONTIER brought the 580 into existence, and they were the ones that had all the problems with them. Well...when you operate the number of airframes FAL did and the amount of cycles put on each one, certainly problems will be encountered!! I'm one who believes that the CV-580 was the original 50 seat "Regional." 50 has been a magic number for the airlines for many many years, and I believe the 580 proved the profitability of the number FIRST!

I had seen a small photograph years ago from Carl Foster's son Gary of N73130 laying on it's back in GRI. The "full" story must be nothing short of miraculous. The fact nobody was killed and the airframe remained all but intact is a testament to Convair's engineering.

Thanks again for the insight... it is priceless knowledge when it comes to aviation history. People today don't realize the difficulties involved with making a living with airplanes like the DC-3 or the Convair. Everything today is so sterile and "Electric!" Still see a "Doug" once in awhile...but it has been a few years now since I've actually seen a 580. Sure do miss them.

-Jim Baumann

(Before World War II, 417 standard-model DC-3s were produced and were sold to America's airlines in this numerical order: American, 72; United, 39; Eastern, 35; Pan Am, 34; TWA, 29; Northwest, 12; and Braniff, 10. Initial Test Flight: December 17, 1935. Initial US. Operator: American Airlines, September 18, 1936. Following Pearl Harbor, 194 civil DC-3s were quickly impressed into U.S. military service; during the remainder of the conflict, another 10,238 were manufactured and were operated by U.S. and Allied forces as the C-47/Dakota.) -Passenger Airliners of the United States: 1926-1986 by Myron J. Smith, Jr.)



Stapleton Airport has been mostly torn down & plowed under. It is being developed into a complex of homes and shopping centers in an urban renewal project. Last month Denver announced it planned to issue \$200M in bonds to finance the second stage of the development. The tower above is one of the last standing structures - all alone

FRONTIER'S CONVAIR 580s

Reg S/ N	Mfr's S/ N	Version	Built	Delivered	To	Sold to FL	Convtd 580
N73102	2	340-31	1/15/52	9/2/52	United	9/9/66	12/11/66
N73106	7	340-31	9/3/52	9/11/52	United	4/16/63	3/10/65
N73107	8	340-31	9/16/52	9/24/52	United	11/8/67	3/23/68
N73108	11	340-31	8/25/52	8/29/52	United	1/67	4/27/67
N73112	16	340-31	9/24/52	10/14/52	United	7/12/62	7/1/65
N73117	25	340-31	10/30/52	11/25/52	United	3/31/66	6/17/66
N73120	34	340-31	12/5/52	12/31/52	United	8/9/63	12/30/64
N73121	35	340-31	12/9/52	12/31/52	United	6/17/59	10/25/64
N73122	41	340-31	1/6/53	1/31/53	United	6/7/67	9/28/67
N73126	53	340-31	2/13/53	2/27/53	United	12/28/62	4/30/64
N73127	54	340-31	2/18/53	3/6/53	United	12/28/62	4/30/64
N73129	57	340-31	2/27/53	3/30/53	United	12/28/62	8/27/64
N73130	59	340-31	3/4/53	3/25/53	United	6/27/59	"
N73132	69	340-31	4/6/53	5/22/53	United	6/13/63	12/30/65
N73136	86	340-41	6/4/53	6/19/53	United	5/22/61	5/6/66
N73140	94	340-31	7/3/53	7/23/53	United	5/22/61	11/10/65
N73143	132	340-31	11/10/53	11/28/53	United	11/6/64	8/9/65
N73145	145	340-31	12/29/53	5/26/54	United	11/20/66	5/22/67
N73152	170	340-31	3/30/54	4/21/54	United	6/29/59	5/29/65
N73153	179	340-31	4/30/54	5/18/54	United	6/18/59	9/24/65
N73155	119	340-48	9/24/53	10/12/53	KLM	6/21/63	2/2/65
N73156	186	340-31	5/27/54	6/24/54	United	11/17/59	4/17/65
N73157	312	440-77	12/14/55	1/26/56	Swifflite	6/24/67	6/24/67
N73160	336	440-12	6/18/56	7/17/56	Satena	12/10/67	3/28/68
N73161	354	440-12	7/20/56	8/16/56	Satena	1/5/68	5/11/68
N73162	361	440-12	8/24/56	9/19/56	Satena	10/10/67	2/26/68
N73163	366	440-12	9/12/56	10/5/56	Satena	11/10/67	3/28/68
N73164	367	440-12	9/17/56	10/11/56	Satena	1/25/68	6/4/68
N73165	368	440-12	9/20/56	10/15/56	Satena	4/21/68	8/20/68
N73166	374	440-12	10/24/56	11/14/56	Satena	3/4/68	7/10/68
N73167	381	440-12	11/19/56	12/10/56	Satena	5/6/68	9/21/68
N73168	382	440-12	11/21/56	12/11/56	Satena	6/5/68	10/9/68
N73301	80	340-32	5/19/53	6/30/53	Braniff	12/27/65	4/2/66
Totals - 33	340s - 23	440s - 10	580s - 32				

Information taken from THE CONVAIR TWINS by Gary L. Killion. (Thanks to Frank Meyer for the book)

*N73130 crashed GRI 12/21/62 - It was a total loss but parts were used to build the FL CV580 simulator.

AA ordered the first CV 240s (75 of them). The first aircraft took off on March 16, 1947. The large number of war-surplus C-47s kept sales figures down but airlines ordered 176 and another 39 were built for other customers, mainly the USAF. An improved 340 model first flew on October 5, 1951, featuring a fuselage stretched by 4ft 6ins, larger wing and uprated Pratt and Whitney R-2800 engines. The 44-passenger 340 was also well-received, with 212 bought by airlines and 99 by other customers.

Convair flew the 440 on October 6, 1955. It was similar to the 340 but featured redesigned engine nacelles, new radar and carried 52 passengers. 153 were produced for airlines plus another 26 for other customers. More than 230 of the three early models were eventually converted to turboprop power between 1955 and 1967. The conversion of CV340/440s emerged as the Allison-Convair, which became the Super Convair and then the 580. This featured Allison 501-D13 turboprops converted by Pacific Airmotive and first flew on January 19, 1960. A total of 130 aircraft were converted, 110 for airline use, with Allegheny, Lake Central and Frontier the major users.

FRANKLY SPEAKING

by Frank Meyers

This is a follow-up of the front cover regarding the CV-540 & Frosty's note on page 19 in the Summer 2003 issue. I taught the CV-580 from 1968 thru 1988 not only to Frontier Pilots but many other operators. John Lancaster (Aspen Airways), upon upgrading to Captain gave me a book: THE CONVAIR TWINS 240 - 640. (*Frank kindly made the book a gift and it is a goldmine of info. Thanks again, Frank!*) Frontier is given credit for the designation CV-580 but does not tell how this came about.

In my earlier years of teaching the CV-580 I was asked; How did they come up with the designation 580? I had no idea but I don't want to leave a question unanswered nor give a false answer. At that moment I came up with this, I said to the class that some higher math was involved. Convair first came up with CV-240 and improved it and called it the CV-340. Now if you add the two together the answer is 580. I confessed that I had no idea of how the designation 580 was made and I still don't know.

The Allison 501D-13 engines along with 606 props sure made the old 340 & 440 airframes a Super airplane. It sure kept our paychecks coming regularly. It was challenge to learn the Systems of the CV-580 as well as teaching it. I enjoyed teaching the CV- 580. For all you CV-580 pilots remember the old saying: "GANGBAR & PULL THE E-HANDLE"

I flew the F-86A after graduating from USAF Aviation Cadets June 23,1950. (June 25, 1950 the Korean War began) My assignment was changed from Japan to March AFB, CA where I became a member of the Famed "Hat In The Ring" 94th Fighter Squadron in which Capt. Eddie Rickenbacker became the WWI Ace. We were the first Fighter Wing to get the F-86. Our mission was to intercept unidentified aircraft along the southern California coast. We moved up to Victorville, CA & activated Victorville Army Air Base that was renamed George AFB. I was sent TDY to the All Weather Interceptor Instrument School at Tyndall AFB,FL where we trained (all under the hood) in T-28s, T-33s,B-25s (teaming up with Radar Observers) and finally in F-94s.

All Take-offs & Landings were under the hood with the IPs monitoring. We made Touch & Gos under the hood because we were committed to intercepts in Zero Zero weather. Two weeks after returning to George AFB while returning from an intercept we were contacted by our CO to pack our bags & report to Camp Stoneman, CA for assignment to Korea. We left Travis AFB aboard Northwest Orient to Hawaii. Then from Hawaii to Japan aboard a MATS C-54 via Johnston Island, Midway, Wake Island & Iwo Jima to Toyko. In Toyko we received orders to units in Korea.

Was I shocked by my assignment to fly Recon RF-80s. NO GUNS ONLY CAMERAS (5 photos didn't make you an Ace). As it turned out it was a good experience. I soon found out how I wound up in Recon. The sqdn needed a faster airplane and mods were being made to install cameras in the F-86. This is where I became the first pilot to run camera tests in the RF-86. By the time the testing was completed I had flown 101 combat missions & was reassigned to the states. I again flew the F-86E & Fs from 1955 to 1960 & had a total of over 1200 hours in "The Last of The Fighters" It was the most favorite jet I flew & the C-47 my favorite of the recips.

I was in the 15th TRS in Korea & we have a websight cotton-picker.org. I think you might enjoy seeing this . I'll give the background of the cottonpickers at another time.

I learned to fly in 1945 in a J3 Cub, became a USAF pilot June 23, 1950, flew 101 combat missions over North Korea in RF-80s and retired from the Air Force in August, 1967. I was hired by FL September, 1967 as a ground school instructor in the B-727, CV580, Twin Otter, Beech 99, B-737 and MD-80. I had the best job in flight ops preparing the pilots to pass FAA orals or company orals. I really enjoyed working for the pilot group and was grateful to Boyd Stevens and Ron Rosenhahn for getting me type rated in the 580 and 737.

After FL, I was fortunate in being asked to join UPS as manager of ground training to help start up the UPS airline. After getting 121 certified I was assigned to the flight test division as flight test flight engineer on the re-certification of the 727 with Rolls Royce Tay engines. So, as you can see, I have had a great career working with so many wonderful dedicated men and women.

(Several FLolks picked up reports that Frank was ailing so I checked in with him. His response follows.)

I would like to clear up my situation. I have Parkinson's Disease which is not terminal. I retired from UPS flight operations in September, 1995 and in November was diagnosed with PD. medications were all okay until my neurologist in TUL prescribed bantzopine which resulted in severe hallucinations and numerous falls which damaged my head, neck and shoulder. That caused cervical dystonia which makes my chin rest on my chest due to neck muscles damage (makes it difficult to neck, too. LOL). I am recovering now with new treatment. My situation with PD is not difficult to handle.

To all my friends at FL, I thank you for your concern. And to the pilots, my thanks for being accepted as an honorary captain. It is a great honor. At age 75 now I have no regrets but great memories of people and planes. God bless to all and my prayers go out for my friend Butch Carr.

-Frontier News, Sep. 1972

Enid Agent Goes All-Out



Frontier Relief Agent Dave Coppock really goes all out to sell Frontier Airlines to travelers in the Enid, Oklahoma area.

As we see here, Dave proudly displays his special-ordered Oklahoma license plates.

LETTERS

Letters may be edited and paraphrased for space and clarity.

My name is H.V.(Scotty) Boggs Jr. I was hired on as a brand new A&P mechanic by Jim Kieding at the old Ft. Worth Southwest Airport, in 1965. I was flown bag, baggage and tool box to Kansas City Airport to work as a line mechanic on one of the old 240 Convairs. I recall some of the mechanics I worked with at CN in K.C. as follows: Earnest (Suck My Nose) Hartland Jr. That was his favorite saying!! Kieth Stielo, don't know if that is the right spelling, Dutch (get a bigger hammer) Ancel, Willie, can't think of his last name, was line supervisor, Clair Baer, was lead mechanic across the field in the big hanger, A super nice fellow named Marty, and I can't think of his last name, passed away while I was there in K.C. Marty worked on the ops crew in the big hanger. Earl Foote was an ex Ozark mechanic as I recall, and very sharp on the Convairs. There was a radio repair man that I can't recall his name, was part owner with Clair Baer, and another man I can't recall in a Stinson, I believe it was a station wagon, but that is all so vague. I left Central when they started to merge with Frontier, and came back to Ft. Worth, where I live today. One of my jobs was to alternate with Marty, and fly with the airplane to SLN each night during the winter months to run the engines to keep oil temp up and service check the airplane for the return trip to K.C. the next morning. All the new stews got broke in on that run. Some of the flight crew I remember are as follows: Phil Castelow, excuse the spelling, Tom Zorumski, Boom Boom McDowell, and I can still see faces but can't recall any more names. Now that I think about it, I have amazed myself as to what and who I can recall after nearly 38 years! I would love to hear from any of the Central exes.

-Scotty Boggs, Ft. Worth TX, outbackt@ix.netcom.com

I'm one of those ex-FL employees. I worked in Payroll 20 years - through the bankruptcy - and left in July, 1988. Merle Beeler brought the Winter 2000 magazine to me. I had not heard of it - glad he did. I would enjoy hearing from you. You may remember me helping Tom Hushka with the picnic every year as well as the employee club dinners & dances.

-Dorothy Ray, Johnstown CO, Bogiedlr@aol.com

I started with FL on Jan. 27th, 1961 til Aug. 1986 - all of it in RAP. I met a lot of good people in that time and had a lot of good times. Now I have a saddle & tack shop in my home and walk to work everyday.

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

Here is another valued FL employee of yesteryear I would like to see receive the Frontier News. I first met Joanie Fohn when she worked in our accounting department before her days as one of our best stewardesses. She had a knack for making every passenger she served feel that he or she was the most important person on the (her) flight. Joanie is still very effectively doing the same thing with people in need of a little TLC in nursing homes and hospitals. I am proud to say I have been a member of her fan club forever! I called her to see if she had read the article about Joyce Darby (another exemplary member of the Frontier family) and discovered that Joanie is not on your mailing list. Begin her subscription with the current issue.

-J.B. "Jim" Montgomery, Denver CO

I started as a flight attendant with FL in November, 1966. I was based in SLC until the FA base closed in '69 and moved to DEN. From '86 'til '94 I worked at several different jobs. I started with the new Frontier (F9) in March of 1994 in the GO. Another FL employee, Alan "Pete" Peterson", who also works at the new Frontier, shared his issues with me and now I will get my own subscription. It was so great to get information about other FL employees that I found in the Winter 2004 issue. I have sent messages to several and hope to get more responses soon.

-Lynda Lane, Aurora, CO, LLane@flyfrontier.com

Please add my name to the list. I worked in Denver from 1973 until post-bankruptcy. Started as a summer temp on the ramp and was Tower Manager when we shut down. Worked for a few years John Scott and all of the tower staff, starting with the crabby Pat and JD days. My big sister is Bonnie Dahl who started as a stewardess in 1961 and is still flying for Continental. I haven't seen John Scott for many years but my sister talked with him at one of the reunions. I think John and Howard had a travel agency. I am with United since 1986 and in sunny Florida for the past 8 years (7 years in Fort Myers and 1 year in Tampa). I would welcome your newsletter.

-John Dahl, Tarpon Springs FL, John.Dahl@united.com

I would like to join the FrontierAirlinesAlumniGroup. I worked ramp/counter in AIA in 1979 then air freight/ramp/res/CRC in DEN until 1986. Not sure if you remember David Rice or not. He was in BFF for many years then came to DEN when they shut down that station. He's back there selling cars now for the local Chevy dealer. His only son was killed last year in a horrible motorcycle crash in Arizona. He lingered in a coma for nearly a month before finally giving up. The son lived across the street from my parents. I see Dave fairly frequently when I get up there.

-Marvin Floyd, Centennial CO, mdffloyd322@earthlink.net

Sue (Judd) Evans here.....I'm the one in the middle.....left is Sonje Frederickson, right is Joy (Partin) Alley-Smith-Simmons. We flew together as often as possible.....had that wonderful relationship where one could start a sentence & the other could finish it....what crazy times we had...our "team" got many of those "orchid" letters....we actually called ourselves "The Truck Sisters", Semi-Pickup-& Dump!!! Don't ask how we arrived at that.....being in the airline business & all.....but I am quite sure it



wouldn't make any sense at all....which was made it all so hilarious!!!!

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

I just put a check for \$20 in the mail today for a couple of years renewal. My new address is Atascocita, TX. My granddaughter is now working for the "new" Frontier. She started in Dallas last year and has just recently transferred to Los Angeles.

-Bonnie J. Bias, Atascocita TX, bbias_y@yahoo.com

Hello to all the fine Frontier Folks that I haven't seen in many years. I am in Bend, OR semi-retired raising Alpacas on a small farm with a B & B run by this cute blond that I have been with for about 14 years. I often think of the good old days in Maint & Engrg with the best people that I have ever worked with. Cheers and good fortune to all,

-Fred Schubel, Bend OR, FiresideFred@aol.com

I am enclosing \$35 for a subscription renewal and for the PHX Accident report. I was on duty when the accident occurred on 4/21/57. I was a PHX station agent from 8/20/52 til the end. I am still working at Alaska Airlines reservations part time. I'm still working on retiring but just can't decide to hang it up. I will be 74 Feb 28 and, as long as my health holds, I will keep on.

-Charley Southerland, Phoenix AZ, CSoutherland1@msn.com

I didn't know about the FL NEWS. I enjoyed reading the last issue and will look forward for each quarter. I was hired by CN in 1955 and retired in October, 1984 from FL. I experienced some interesting action during those 29 years.

-Wes Davis, Fort Worth TX

(Wes was ALPA MEC Chairman when he retired)

I am an ex FL employee who just found out about this website. I would like to subscribe to the newsletter. Where do I send my money? I was a buyer in the Purchasing Department from June of '78 through August of '86. I rode her down and was sorry to watch her demise. Lots of good memories and experiences.

-Rod Prentice, Broomfield CO, rprentice@nilenet.com

Joe Max Johnson here, saying hello. I am in Reno (23 years) retired from AA. I have a little contract job I do for IBM Corp. Otherwise, I am just enjoying doing whatever I wish. Haven't seen any of the old FL gang since Sam Cales died a couple of years ago, but I am thinking of going to the FSM-FYV event this coming summer. Be happy to hear from any or all of you.

-Joe Max Johnson, Reno NV, Joejanj@aol.com

I just found Barb Carroll and she shared the most hilarious story of flying with Phil Stallings and Ray Damato.....they rigged the cockpit door with string and set a cup of water on top so that, when she walked into the cockpit, the water would fall on her head!!!!!! Bwaahahahaha.....those pilots did some of the craziest stuff to us!!! We just laughed and laughed on the phone for the longest time.....she's coming in may, so we just have to find all the MCI pilots to "crash" our reunion! she (and many others) indicated how much fun it'd be to see the guys again.....so let's do it!

Jo Delle Davidson Burwell

(See Jo Delle's reunion ad on page 3)

Barb must be thinking of another crew.....Ray and I would never have done that to her <GRIN>. Not us.....

-Phil Stallings

I worked for Central for 2 years at MHK and then resigned to continue my education. I have just retired after 35 years from UA. I guess once airline gets into your blood it stays. I worked with a carload of good people and if any are listening please contact me.

-Gary James, Lincoln NE, garyjames1966@aol.com

I would like to subscribe to the newsletter. I flew the CV-580 as First Officer for a few months at MCI in late 1978.

John "Jack" Bozarth, Columbia MO,

JackBozarth@cancerresearchcenter.org

I am Roger McCullough. I started with FL on December 1969, but was furloughed three times and never really started a full months work until April 1970. I started in DEN but was transferred to LAS. From there I worked in CDR-Chadron, NE., STL, back to DEN, then MKC and finally JAC. This was my last station - all in 18 months. I then went back to DEN where I worked for Bill Hogan, in the treasury department in statistics and audit control. This was from 1972-1973. I then transferred to the Maintenance Control Center, 3rd floor, in the same room with dispatch. With a heavy heart, I left FL in May, 1986, but I went to the first re-union, 1987 and several after that, the last one being at the Old Elich Park. Great times, memories and life time friends. I have worked with Ken Schultz most of my years with FL and know of his ever lasting pursuit of Frontier keep sakes. I too, have collected and obtained old Frontier items over the years.

I was a station agent in JAC from November 1971 to February 1972 and Jim Johnson bumped me out and that was my last place. I was furloughed and while driving back from JAC to DEN, my fiancé got a call from personnel that they had a job for me in the maintenance scheduling, which was still an ALEA position. Worked out great, and was there a few months when they asked me to work for Bill Hogan, did that a year and a half, then went back to maintenance control and that's when I worked with Ken. In fact, one day I was telling him about an old route map that use to be behind the ticket counter at JAC that was in storage in the basement. The agent, I forget his name, but was a local, older gent, (*Stan Needham*) sent it down to me on a flight and Ken and I picked it up at the baggage claim. Ken, as usual, was in heaven, he sure loves the old Frontier stuff.

One of my best friends and still is, is Roger Sorensen, he and I went through station agent training together and then decided to go to LAS. Roger was in our wedding in 1972, is God Father to our youngest son and still remains a close friend. He was station manager in West Yellowstone one summer, Steamboat a couple of years and his last station was station manager in BOI. He was operations director for the new Frontier here in DEN for awhile and now is out in SFO as station manager.

-RogerMcCullough, Franktown CO,

Roger.McCullough@Siemens.com

Mark Warinner retires as a Capt. from CO April 19th I think. Hard to believe we are getting that old. I'm back on disability, Dr. advises that the kidney and liver numbers need work. He felt the large amount of stress on the job plus the commuting wasn't helping, and that he may have let me go back too soon. I don't really feel too bad, just tired a lot.

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



I worked at the "old" Frontier from 1978 through the shutdown in August 1986. My history at FAL: 1978-1980 - Stn agent MEM, 1980 - Stn agent LEX, 1980-1985: Stn agent DEN - ramp, Comm Tower, W & B (forms), 1985-1986: Data Services - PC Support & Automation. My favorite work at DEN was in the Communications Tower, working with John Dahl (now Stn Mgr TPA UAL), Bob Kunde, Gary "Lumpy" Lundberg, Geoff Morneau, and others. I'm a native of DEN, but to get the job at FL I had to go to MEM I had a great time, met some great people. I was there when Steve Michel was there - I enjoyed working for him. Yep, and Billy Towns, Richard Dratty (sp?), Jack Payne, "Big John" Kelly, John Stewart, Mike Hudson, Jeff, Stan Smith...more but can't remember their names. Four of us took the move to LEX when that station opened, because FL was cutting back flights to MEM and we saw RIFs coming. Plus Air Illinois started staffing MEM themselves, so we weren't going to be working those flights any more. Then I went to work at DEN as the Infax (FIDS TV screens) engineer for CO. About a half year later, I was called to Los Angeles and went to work at System One (Continental's and Eastern's Data Services, formerly CSS), designing and developing Weight and Balance Automation systems for British Caledonian and other airlines. That, unfortunately, was the end of my airline-related career... It will be good to get in touch with folks again. Working at FL was the best job of my life, hands down. Sigh..

-Gary Wingert, Fairfax CA, wingo@well.com

One midday as one of our CV580s pulled up to the gate at the old terminal one in PHX, a group of "Arizona Gunslingers" dressed in 1880s attire and packing Colt .45 caliber single action six guns went out onto the ramp and surrounded the deplaning side of the CV580 and fired loud blanks into the air as the passengers deplaned. Must have been some Hollywood movie people on board.

One of our DC-3s came in from INW (Winslow) one day and in the rear pit was a scarred up and uncased Winchester 30-30 lever action rifle with a bag tag attached to the lever. I had a feeling that I had better check this rifle out to be on the safe side and sure enough when I jacked the lever open a live round came flying out of the chamber.

I used to do a lot of hunting around the foothills of PHX. One afternoon some of the pilots (E.P. Lietz, George Graham, Andy Hoshock & George Sims) and I took out some tin cans and targets and with our large caliber hand guns we made a lot of noise and had a great time.

I'll send some articles on refueling incidents next time. I was a station agent and senior station agent with FL for 33 years, Mar. 1953 - Aug 1986. 1/2 year on the job training in WRL, 1/2 year at ELP and 32 years at PHX.

-John Koehler, Sun Lakes AZ

My name is James W. Burman and I'm a former Frontier employee. I was hired 9/19/78 as a pilot and was with the company until the end. My employee number at FL was 14586.

-Jim Burman, Jwjlburman@aol.com

I was trying to go through the Frontier Airlines (old) memorabilia and was trying to access the Frontier Online Club just to see what is going on. My name is Cindy Carter and I was a flight attendant from 1973 - 1986. I would like to go to the Frontier picnic in the summer. Get in touch.

-Cindy Carter, Wheat Ridge CO, Ccartier777@aol.com

Hi Steve, (P. 8) A voice from the past. We were in class



headed up by a gentleman named Jerry (something) back in the fall of 1958 in DEN. If I remember correctly you headed north after

leaving FL. I last spoke with Roger Lienau about 4/5 years back. He was considering or had retired at that time. He originally went to CYS and sometime later transferred to MSO. I left FL in 1963 and went back in 1974 until the closing. I met and married my new wife, she was Director of Revenue Accounting, in 82. She received a job offer from AA after the close down in 86. We moved to Tulsa in 1987 where we still reside. I'm with Thrifty Car Rental in our World Wide HQs. Retirement is coming this year, but at 66 I still don't know if I'm ready. I'm good at my job and have a great amount of fun going to the office each day.

-Bill Thiets, Tulsa OK, OKpapabear@aol.com

Hello to anyone who remembers me! My name is Kim McCaleb...now Austin...and I was a flight attendant with FL from 1980 til the end. I flew with CO but only for a few months. Wasn't the same. My father Gene McCaleb is doing great too! He flew back with CN...until FL....he was well liked and he was a very safe pilot! He is 75 going to be 76 in May. He has a r.v. and takes trips with a few other retired pilots. I guess they have seen it all from up above - now its time to see it from the ground. Dad also flew the DC-3 that was refurbished for CO for the historical society. He was one of the few left that had the instrument rating in it. He also flew the papa ex-pres. Bush and his wife on it...pretty impressive...well, I am biased!

I was based at DFW 1st, displaced to DEN, then all the hubs closed except DEN....I lived in DEN for awhile...but commuted mostly to DFW...and I was very junior. I also commuted to ALB 1 yr. My mother Ann was a F/A with CN way back when you were not allowed to marry...thats how she met my father....they are 10 years apart in age...and they are still married...45 years.

Today at the lab where I work, I met a new patient whose husband used to fly with CN and FL. His name is Guido Benivido(?) I may have the spelling on the last name wrong, Dad remembers him.... Guido flew co-pilot with my dad on the DC-3 back in K.C. They once had an electrical fire and had to land in MHK. We would love to hear from you!

-Kim Austin, Bonham TX, kaustin59@hotmail.com

I enjoyed the FL website and the pictures are great. Brought back some good memories. I am a former pilot of CN, FL, and CO. Ann Skidmore was my wife's maiden name. She flew with CN from 57 thru 58. We were married in Jan 59. Ann and Judy Worden (Tony's wife) in FSM were school friends from MAF and went to work at CN at the same time. I'll pass this FL info along to some of the guys. Thanks,

-Gene McCaleb, Montgomery TX, ann_gene@hotmail.com

I just pulled up the pictures from FYV & the photos of the football game in 1965 (<http://FYV.tripod.com>). That brought back memories. I was working for Beech Aircraft out of ICT and took a group of 3 guys from GCK-Garden City, Ks. where I was living at the time. We couldn't get into FYV either and went to FSM, - no rental cars available within a 100 miles. They hooked a ride with a gentleman that was headed for the game also. I didn't see them again until about 6 the next morning - they were still just a bit on the side of a rather large hang-over.

In July, 1965 I got hired at FL and in Oct we merged with CN. My next visit back to FYV was in Dec of 67. Loved the pictures, especially the D-18's, got about 300 hours flying those on a mail run out of LBF down thru MCI-JLN and some strange airports at night. Scary way to make a living, luckily - I was only furloughed from FL for 2 months in 69.

American Airlines purchased Air Cal in late 1986 and for about a year they had a bunch of airplanes with the old Air Cal paint with just American painted on them. You might remember or saw some of FL's 737s and MD-80 with the same type of paint job. CO pressed our 737s and MD-80 into service in Nov of 86 and painted over the Frontier on top of the stripes of the fuselage and painted in Continental in large black letters until they were brought in for heavy check and repainted to the CO scheme. I left CO for America West in April of 1989 and there were still quite a number of old FL aircraft in the "new" CO. look. Wish I had taken some pictures - it always looked a little pitiful.

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

I am a former employee of FL, although I only worked at FL for about 10 months I did grow with the airline. My father, Ardell, was also a pilot for FL

-Ron Arfsten, Brighton CO, Ron.Arfsten@americawest.com
(Ron's now Director of Flight Standards, America West)

Is my name on your list? The Bill Blackerby in Keller TX is my oldest son & was a mechanic for FL. I am in Aurora CO with my wife Ollie Ann who also was CN & FL. I am the one that worked radio shop @ CN and simulator @ FL. Ollie Ann worked counter @ LAW & Res. @ CN & gates in DEN for FL.

By the way do you remember Charlie Cole - limo driver? Or Mitchell who sold home made bricks from his back yard? Or Dell Cottle (sp maybe), he had a stroke while building a house, I always wondered if he recovered.

-B J Blackerby, Aurora CO, OABBJB@cs.com

(Charlie Cole operated the FYV limo service until his death just a month before he would have been 91 in 1998. He finally quit driving the limo after an accident when he was 89. He had the FYV air mail contract from 1954 til he was 88 (1995) when he dropped it in a dispute with the USPS. He was an iron man! Del Caudle survived many years after his stroke but always had health problems. He was with FL up til the end - working in MAF by then. He died at age 56 on 2/18/92 and is buried about 2 miles from the FYV airport in a cemetery off the end of runway 34. Raymond Mitchell took a medical retirement around 1980 and started an oil business where he was very successful. He's in his 70s now and does PR work for his oil company which he sold several years ago.)

For about 15 years now, I have been searching for model kits to build to remember Frontier. I have found models and decals for the Sunliner Teton DC-3, and a 737, and MD-80 with the Red "F" Livery. I was just wondering if any of you might know where I could locate decals and models in both liveries for the

CV-580, and crescent decals for the 737, and 727-100, -200. If you have any information for me, I would really appreciate it.

-Darin Smith, Ft. Worth TX, ramprat@charter.net

I would like to write a short story on Frontier some time because I saw the situation a little different than Billy Walker. (Billy's essay on FL's last days was printed in issues 1-3 and is available in the packet **FL's Death** on the back page.) I always believed the Airline could survive because of a one on one statement in a rest room with Gerry O'Neil and his statement to me was simple. "Rocky, I want out of the airline business and I do not care how I get out or get my money. YOU CAN BUY IT, FIND A BUYER OR I WILL TAKE IT INTO BANKRUPTCY AND GET MY MONEY. I WANT OUT AND I DO NOT CARE HOW I GET MY MONEY." To this day I believe we blew it. I believe the deal could of been done at the Landmark Hotel in Denver. I think we were closer to a deal than at any other time. Everyone wanted one and everyone was tired and the employees were willing.

I believe the IAM International and the Pilots blew it. The IAM had more representatives at the table than anyone else and a request was made to scale down the group and to make people happy I chose to leave the room although I had put together the meeting. I believe to this day it was one of the worst decision I have every made. Later I realized that the the pilot representatives and the IAM would not go that extra inch to cut the deal and there was an impasse. From that time forward the Coalition could not and would not operate the same.

I believe that until that time everyone on the Coalition gave everything there was to give, including relationships and in some cases marriages and much need time that we should of spent with our own children as I have come to learn. Believe me when I say I do not know of anyone in the coalition that didn't try everything in their power to save the deal along with Hank Lund. I personally spent late hours with Hank trying to raise money out of budgets while our wives were calling and wondering where we were at. Hank always put the employees first and of course he proved that by creating a newborn Frontier when he could not save the old one.

-Bill "Rocky" Patterson, Denver CO, Bill@ColoradoCut.com

(I would love to have you write up an essay about the Coalition and print it in the NEWS. I'm trying to get Hank Lund, Nelson Embleton (Nelson emailed just before presstime that he is working on one too) and Carolyn Boller to do the same.)

I met two former FL'er's last night at the F9 MCI new maintenance base welcome dinner....Bill and Rhonda (formerly "Stielow") Wagner...Bill was a mechanic for us from 1978 (?) through the end....Rhonda was a cleaner, starting in MCI and then moving to DEN, from 1978 (?) through the end...Bill started in DEN....moved to GEG....and then back to DEN....he is now one of our F9 mechanics here in MCI.

-Jo Delle Burwell

Bill Wagner and Rhonda Stielow-Wagner here. Yes, we are still alive and living in Smithville Missouri. We've been kicked around the airline ghetto for awhile. Rhonda works for MCICO and I just went to work at the "new" Frontier in MCI. God, its good to see these pics at Mojo's website. (Pix of the DEN ramp at the FL website) Let us know whats going on.

-Bill & Rhonda Wagner, Smithville MO, wwagner128@aol.com

I just ran across the FL Family story while surfing the net and I am interested in joining the FL Club. I am now retired, but still interested in our FL Family. I joined FL in March 1968, after leaving UA, what a blessing that was. I stayed at FL until August 1986. I worked in the Instrument Shop as an Instrument Technician. After the closing of FL, I went to CO as a line mechanic for six months, then became an Aircraft Inspector. I was later the Inspection Department Instructor. I retired from CO in December 1995.

The wife and I now live in Tennessee on a little mini-farm. We have managed to travel extensively since retirement and we often remember the pleasant days of FL and the many good people we knew there.

I was so sorry to hear of Bill Hines passing away. I was instrumental in getting Bill to join the Colorado Wing of the Civil Air Patrol. At the time of Bill joining the Colorado Wing, I was the director of operations and he was a great asset to the organization. What a true gentleman, he will surely be missed by the many who knew him.

**-Levi R. Bobo, Jr. (Lee), McMinnville TN ,
relee33@yahoo.com**

Seeing that I'm a relatively junior FL employee, I would sincerely love to get an invitation to re-join that magnificent bunch of people. I'm Fred Watson; I was hired on in November 1968 and was on TDY in JAC in 1986 when the company ceased flying. I am currently employed by the new Frontier in DEN as a temporary supervisor for their Jet-Express operation. Looking forward to hearing from you

-Fred Watson, Denver CO, flw028@aol.com

My name is Keith Stielow I joined Central Airlines in 1961 and was at FL thru 1986 - was with CO till 1994 . I was in MX Dept. I would very much like to join the FL online club.

Kieth Stielow, Stielow1@aol.com

I worked for Central Airlines for about 10 months in the mid-60's. I worked in TUL as a Customer Service Agent. I remember being acquainted with a Jack Waginald (?) who worked at the Fort Worth home office in the publication of the employee newspaper (I think). He later went to work for Hertz. I am not for sure, but I think I first met him in Kansas City. I would sure like to find him again. If anyone has any information, please contact me at:

-Dwayne Collins, 2933 Downing St., Flower Mound, TX 75028, 972-355-3215, dwamar.collins@verizon.net.

(His name was Jack Wagnild and he was the editor of SKY-WRITER, the CN employee newsletter. He left in mid 1965 since the March 1965 newsletter shows him as editor and the September issue shows Ed Fowler as editor. I have never heard anything else on him. If you have info, let me & Dwayne know.)

I would like to join the FL Club. My hire date was April 1963 & I worked until the demise of FL. My name is Edward Catron. I worked as station agent in the following locations: TBN STL DFW CID FAT JAC RIW & SGF. I was in SGF when the demise came!

It is so neat to be able to communicate with fellow employees after all these years. I hope I can attend the FYV/FSM picnic the next time. I have a daughter who lives in FYV and I go down there frequently to visit the GRANDKIDS! Yes, I am grandpa 10 times now and a great-grandpa 1 time...WHEW those kids were like throwing them duffles at TBN....ha ha Well I still get out the ole mementos now and then and think of the GOOD OLE

DAYS! I would welcome e-mails from other employees & I look forward to hearing from the gang! LUV THE MEMORIES OF my 24 years with CN & FL

-Edward Catron, Springfield MO, hoschap@earthlink.net

My name is Jeffrey Alan Suboter and my father's name is Gary Suboter. My father was the district manager for New Mexico for Frontier Airlines in the late 60's. About two years ago he suffered a major stroke that has left him paralyzed on his left side. Slowly recovering, I recently bought him a webtv to hook up to his TV so he could access the internet again. I would like to include him in the FL Club at all possible.

My memories of my father working for Frontier are few because I was only a small kid when he worked for Frontier. But I do remember one day he dressed me up in a suit and tie and had me hand out tickets at the ticket counter at Albuquerque's airport and say something to the effect of "Thank you for flying Frontier." I couldn't have been more than 5 years old at the time. My dad said he remembered flights 512 and 515 going from Albuquerque to El Paso via Alamogordo and that it was a tough sell to get people to fly Frontier to El Paso when Continental was already providing jet service on that route. Frontier was a great airline and we tried to fly on it even after my father left the company.

He worked for Central Airlines in Manhattan, Kansas, around 1963/1964 to 1965 - first as a baggage claimer, and then as a ticket agent. He was promoted to Sales Agent and we moved to Dallas, Texas in 1965 (around September). When Frontier bought out Central, my father was taken on and remained in Dallas for a few months until he was transferred to Albuquerque where he was later given the position of Regional District Manager from 1967? to 1969. If anyone remembers my father, they can email him at: **garysuboter@webtv.com** He may not

reply right away as he is still getting used to how to work the keyboard and all. He was real excited to know such a Club existed.

-Jeffrey Alan

Suboter, alansuboter@hotmail.com

I grew up with the old FL: my Dad (Weston McEwan) was a pilot from 1958 to 1984. I would love to have access to the FL Club to help him keep in touch. Dad's doing well, still teaching Gulfstream simulator in Long Beach CA, (commuting from Ft. Collins CO). I'd love to see your newsletter, let me know how to send something for expenses and postage. I'm sure Dad would like it as well. He's not online - (hates computers).

-Steven L. McEwan, Las Vegas NV, Slmtlm1@aol.com

I saw a CN DC3 pic that was given to Keith Kahle and I remember Sam Cales had a big one like that over his desk in DEN when I hired on there in '61. I was emailing him about a copy when he died so I never got one. I have several pics of N74858 - a CN Dart taken somewhere on the system and a pic of a DC9 model above a black background showing what the 9 would look like in the new paint scheme. The Dart is also in the new scheme. I also have a large print of the Dart supposedly on



the ramp in SLN according to Chuck Murray, the DEN district sales manager at the time of the merger. It is framed and Chuck had never hung it. I have a postcard of the Dart in flight...same 4858.....shown looking down at plane. The first Christmas I worked for CN in 1961 the company gave all employees a set of 6 old fashioned glasses with the route map printed on them. I have only 2 left after 43 years....maybe I'd have been more careful if I had known how long CN was going to last. When I hired on Sam Cales was manager and the other agents were Rudy Skeen, Fred Krebs, Vern Bennett (he quit before the merger), Errol Klein (eventually JAMTO in DEN), and me for a total of six. I think about the time of the merger there were 12-15 but not sure. Vern was a good friend of Buddy Fennell in BVO. The rest started in DEN and went over to FL in 68. Sam and Rudy are dead, don't know where Vern is. Fred & I are retired and maybe Errol is too but he was younger than the rest of us. Are you in contact with Dave Nichols, an editor for Airliners magazine? He's doing some history on CN and FL.

-Jim Lane, Colorado Springs CO,
jim-marylane@interplus.net

I'd like to join the FL Club if that's o.k. - my name is Karl McElhaney, and how appropriate that I had to click on the picture of a FL flight flying over Shiprock, N.M., since my dad Jim worked with FL in FMN for many, many years.

My dad started with FL in FMN in 1966 as an agent and lived and breathed FL until the bitter end. He truly loved FL and what it stood for. My brothers and sisters and I grew up non-revving on the CV-580's, which certainly gave us an education money could never buy. My Uncle, Wayman "Mac" McElhaney, worked for FL in ABQ for twenty plus years as well. Believe it or not, my dad is still in the action, working operations for America West in ABQ, where he's been for about 14 years. Of course, it's not the same, not even close, but at least he had the chance to work for the best.

-Karl McElhaney, kmcelhaney@elp.rr.com

Did your Dad not work for FL elsewhere than FMN? Seems I remember a Jim McElhaney from either FAT or TUL. There are McElhaney's in the FYV, AR area - if I recall Jim told me he had relatives over this way. If it is the right Jim (and I think he is as he came from FMN) tell him I said hello.

-Ken Stewart, FSM/FYV/ICT/FAT/SCK/TUL/HRO,
Fayetteville AR, arkstewart@prodigy.net

My dad did work in SCK and RNO towards the end, but you are right, he is from Oklahoma and my granny was from Arkansas. Back in the "good 'ol days" we used to love flying into OKC to visit - the folks there were always great. After retiring, my Uncle Wayman moved back to the old homestead in Wynnewood, about an hour south of OKC, and still lives there. I will pass along your hello to my pop this weekend.

-Karl McElhaney

I bet your dad brought out our food orders when we flew through FMN! The station restaurant had the BEST burritos I've ever had, and the pilots would call in our orders with the in-range call. When I dropped those stairs, there was our FMN agent (likely your Dad) with our food order. It never got any better for a flight crew! Say "hello" to your Dad from a CV580 flight attendant who remembers the friendliness of the FMN agents (and those yummy burritos from his station).

-Jo Delle



My dad will get a huge kick out of this when I tell him. The burritos were from the Skyliner restaurant, and you're right they were excellent. The FMN people, including my dad, so enjoyed working with the crews coming through,

because they were not only the best professionals in the business, but just plain good people. Hope all is going well with you, and my dad will no doubt pass along his best!

-Karl McElhaney

INW-Winslow had the best burritos ever.

-Lorraine Loflin, San Diego CA, lorraine.loflin@ncr.com

I agree with Lorraine. Winslow definitely had the best burritos anywhere! However, there were no two better fellows than Mac and Jim McElhaney. Keith please pass along our greetings and best wishes to your Dad and ol' Unc.

-Billy Walker

Fried chicken & doughnuts were favorite food orders from the crews flying through FYV. The morning flights liked their doughnuts. If John Stark had doughnuts waiting, he would land no matter the weather. The afternoon and evening flights ordered fried chicken boxes from a place in town called Nick's and later Hoot's after Nick retired. There was no restaurant at FYV back then. Charlie Cole, the limo driver, would pick up the meal orders.

-Jake Lamkins

That FYV fried chicken was the BEST. Remember picking up a box on our way to HRO. We'd open the cockpit window on that ole DC-3 and throw the bones out as we cleaned them. You could find your way from FYV to HRO just by following the trail of chicken bones. Great people to work with.....great food.....great fun.....I'd go back in a New York minute!!!

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

Since we're discussing good eatin' on the airline, how about the burgers and home made pies at RIW? And then there was the flied lice....er, fried rice at LBF!

-Frosty Frost

RIW homemade pie....WOW.....you're right Frosty, they were great. I'm sure most every crew did what I did. As soon as I set the parking brake, I'd go inside, buy a whole pie, bring it back to the cockpit and the whole crew would gather and finish it off before the station started boarding. Another great memory. AND, how about those Enid hamburgers?

-Phil Stallings

The Riverton pie was the best ever, but don't forget the Scottsbluff hamburgers, they were so big that the lady that ran the place baked her own hamburger buns because the store bought were'n't big enough. North Platte did have great chinese food, Rapid City had the best breakfast, delivered to the crew in covered hot plates with real live silverware. I remember a great evening trip that was a day turn out of MCI to MEM and back to MCI, we'd order the chicken and biscuits and gravy and when I got to MCI race for the apartment and put it in the micro, great chicken with a cold beer. Not going to get into the mexican stuff, never rated high on my list of wanta gets, and Lorraine, remember that Jo Delle was not on board for the Winslow stuff, we quit serving Winslow before she got onboard, but do remember something about Jerry Francis buying his whole plane load of people Burritos one eve, the F/A just misunderstood him a bit, she thought he was buying for the whole plane load.

-Skip Pennyweight

I remember Alfredo and those DEN burritos well. I must have eaten a ton of them. Alfredo made enough money off the burritos he would even come in on his days off to sell them. The restaurant tried to have him shut down because they claim he didn't have an approved kitchen. That backfired big time in the restaurant's face. The ruling was Alfredo could sell them and the restaurant couldn't do a thing about it. I once complained to Alfredo that the burritos had peas in them and he was ripping us off. He took it in stride and said those were pods in the seasoning. They were extremely yummy in my tummy. Alfredo made a mean burrito.

-Roger Wallace, Phoenix AZ, rwallace@ap.org

Everyone loved Alfredo's burritos. He always sold out of them. However, I still think the Winslow burrito's were a tad better. They were huge and sure made the milk run from Phoenix to Denver palatable! We used to buy a bunch of 'em to deliver to other crews on request. Alfredo opened up a little restaurant too for a while over by Elitch Gardens. Cheryl and I stopped in there several times. I wonder what happened to Alfredo. He sure was a nice fellow.

-Billy Walker

Alfredo burritos even made it to Missouri. I would bring home several on my commute. My son and his school pals loved em. They were even written about in song. My son Ben had a R&R band back then and the alfredo burrito was in the lyrics of one of their original tunes. To me they were quite tasty but pretty high on the hot chart. Guess I'm a lightweight. I had heard Alfredo was sending his kids to Catholic school and the tuition was really high. The burrito sales were to subsidize that tuition.

Alfredo was a TCA and a really stand up guy, too. It upset me when I heard about the petty political stuff. Glad to hear that backfired.

-Chuck Tiskos, St. Charles MO, CTiskos@hotmail.com

When CO started using the old FAL Pilot crew room at DEN, Alfredo brought the burrito box back again. But this didn't last very long, though. It was a different clientele. These people liked his food but didn't want to pay for it. They even stole the money that the honest folks had paid. I was there one day when Alfredo came in to check his stock. Most of the burritos were gone and the money bag was empty. He told me that this was happening very often.....that was about the end of the burrito business.

-H.A. "Frosty" Frost

Since we're talking food, how about those gargantuan cinnamon rolls in GTF that we used to order the night before and pick up on the way to the airport the next morning? They were the size of a plate!! Literally an "all-day dessert"! Ha! Yep, those Enid hamburgers/cheeseburgers were pretty awesome, but my personal favorite on the system was the clam chowder from the restaurant at John Wayne in Orange County. Wow! What I wouldn't give for a big bowl of that stuff today! We never could talk them out of the recipe, but we used to carry it out of there in huge cups and couldn't wait to chow down on it. Yum-yum!!! Hey, I forgot about the ABQ tamales! He used to carry them up to the aircraft in a little cooler, and they were great!!

-Donna Harrison, Ewa Beach HI, mightymo@starsfan.com

I have an old Frontier Flight Kitchen Manual. Have been able to recreate the old steak and lobster meals as well as the crab salad. Never could stomach the old 580 burgers though.

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

Can anyone send me the recipe for the CRAB SALAD, that was served HOT or COLD? OUT of the clear blue, I just decided I would like to TRY it AGAIN!

-Sandy Matthews, Phoenix AZ, MsPhxSandy@aol.com

I have some recipes from the Dinning Service Operating Manual dated 3/27/81.

Crab Salad (A)

Crab meat 1 lb
Mayonnaise 3/4 cup
Sweet pickle relish 1/4 cup
Diced celery 1/4 cup
Salt & white pepper taste
Blend all ingredients.

Crab salad (B)

Crab meat 1 lb
Mayonnaise 3/4 cup
Dill pickle relish 1/4 cup
Fine dice celery 1/4 cup
Salt taste
White pepper 1 tsp
MSG 2 tsp
Tabasco sauce dash
Worcestershire sauce dash
Blend all ingredients.

I also have recipes for FL's Sautéed Crab Meat, Snow

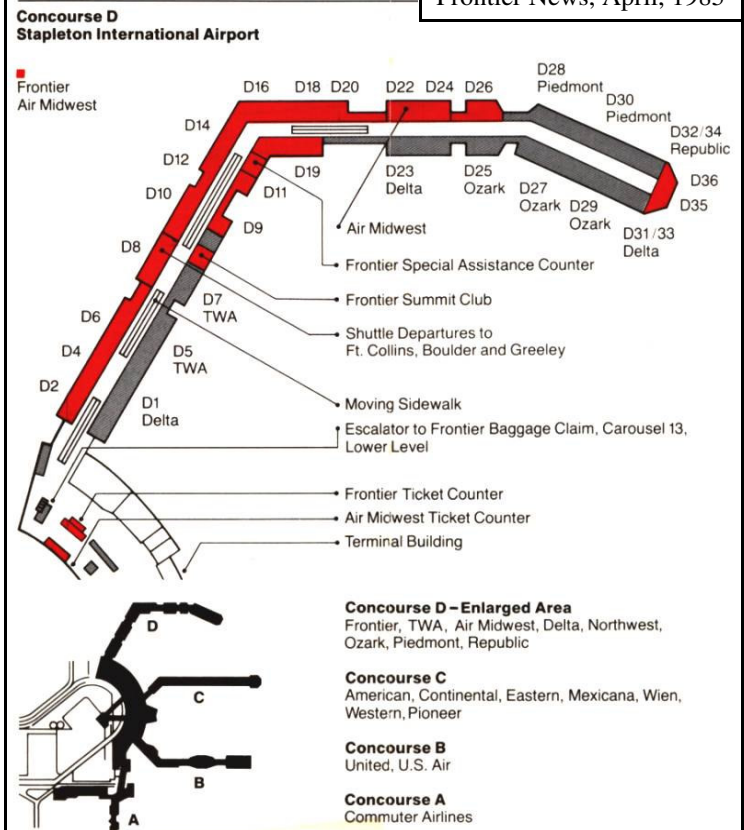
Crab/Hollandaise, and Snow Crab Coquille. I can also send fax of more recipes and the set up of the trays if anyone is interested.

-Ron Abfalter



A guide to gates and service areas at Stapleton International Airport

Frontier News, April, 1985



A BRIEF HISTORY OF FRONTIER AIRLINES

By Scott Dial, *THE STAPLETON INNERLINE*, Aug. 29, 1986

Below is a brief history of the building of an airline which became a major influence in the airline industry and a stepping stone for Colorado as it moved from 'that place somewhere out West.' into the high tech 80's. A Cinderella type story with what appears to be an unhappy ending.

1946: Denver-based Monarch Air Lines, Frontier's predecessor, begins service on November 27 on intra-Colorado routes between Denver and Durango with stops in Colorado Springs, Pueblo, Canon City and Monte Vista/Alamosa. Fleet consists of five 21-passenger DC-3 aircraft, which carry 28,062 passengers in the first year of operations. Initial staff was 150 employees.

1950: Monarch is surviving corporate entity in June 1 merger with Arizona Airways of Phoenix and Challenger Airlines of Salt Lake City, both founded in 1947. Under the new name of Frontier Airlines the company combines some 400 employees and a fleet of 12 DC-3s.

1951: On fifth anniversary, operating former Arizona Airways and Challenger routes, Frontier's service lines stretch to 40 cities in seven states from Montana to the Mexican border. Company carries 138,000 passengers in 1951.

1956: With 28 more cities on its routes. Frontier has carried 1.5 million passengers during its first 10 years of service. 1956 passengers: 306,000. Employees: 700.

1959: Expanding high-altitude operations and traffic growth lead to introduction of pressurized Convair 340 aircraft seating 44 passengers.

1961: Fifteenth anniversary year concludes with historical accumulation of 3.8 million passenger boardings. 1961 passengers: 601,000. Employees: 1,000.

1964: Frontier begins conversion of piston-powered Convair 340 aircraft to propjet-powered Convair 580 models capable of carrying 52 passengers. Route network has been expanded to link 11 states.

1966: Marking its 20th anniversary, Frontier becomes the first regional airline to introduce Boeing 727 tri-jets. seating 99 passengers in first-class and coach sections. Airline carries 1.6 million passengers in 1966, bringing historical accumulation to 9.2 million boardings. Employees: 1,600.

1967: Merger with Central Airlines of Fort Worth on October 1 extends Frontier's routes to a total of 14 states. Central, founded in 1949, was serving 46 cities in six states at the time of the merger.

1968: Frontier becomes an all-jetpowered airline as the last DC-3 is retired.

1969: Airline begins phase-in of twin-engine Boeing 737 jetliners.

1971: Celebrating a quarter-century of service, Frontier breaks the 21-million mark in accumulated boardings, including 2.5 million passengers carried in 1971. Employees: 3,200.

1972: Phase-out of Boeing 727s is completed.

1974: Frontier becomes an international airline on July 1 with inauguration of service to Winnipeg, Canada. Fleet size: 15 Boeing 737 jets, 32 Convair 580 propjets.

1978: When airlines are deregulated on October 24, Frontier is serving 89 cities in 20 states and Canada with a fleet of 32

Boeing 737 jets and 27 Convair 580 propjets. On November 3, Frontier becomes a three-nation carrier with inauguration of service to two cities in Mexico, Mazatlan and Guadalajara.

1979: In first full year of deregulation. seven domestic cities are added to Frontier's routes along with new service to Vancouver, Canada, and Ixtapa/Zihuatanejo in Mexico. Service is terminated on low-density routes to 10 U.S. cities.

1981: Frontier celebrates 35th anniversary with boardings of 4.9 million passengers, bringing historical total to 61.4 million. Route network: 86 cities in 27 states, Canada, Mexico. Fleet size: 45 Boeing 737 jets, 15 Convair 580 propjets. Employees: 5,800.

1982: Frontier Airlines becomes primary subsidiary of newly created Frontier Holdings Inc. on May 6. On May 20, Frontier introduces service with 147-passenger McDonnell Douglas MD-80 twinjets, and on June 1 goes "all jet" with the retirement of 15 remaining Convair 580 propjets.

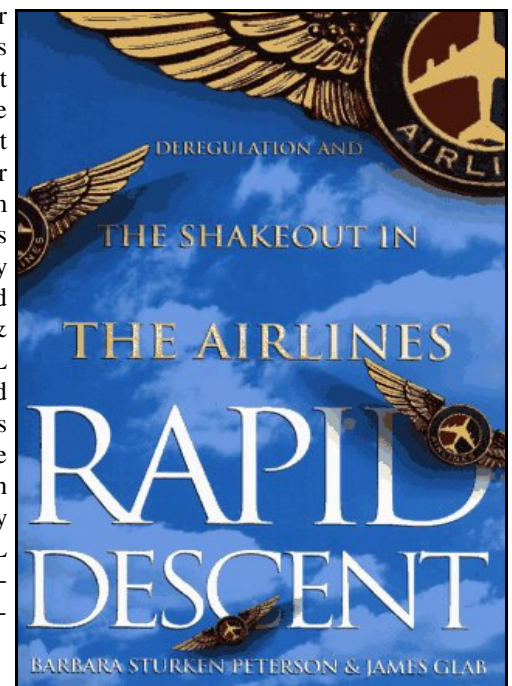
1984: At the conclusion of its last full year of operations as an independent airline, Frontier was serving 58 cities in 22 states, Canada and Mexico. Fleet: 48 Boeing 737s, 5 MD-80s. 1984 passengers: 7 million. Employees: 5,100.

1985: Frontier becomes a wholly owned subsidiary of Newark-based PEOPLExpress on November 22; together the two carriers comprise the nation's sixth largest airline. At year-end, Frontier was serving 55 cities in 22 states and Canada. Employees: 4,600.

1986: In the wake of mounting financial losses and unsuccessful merger negotiations with United Airlines, Frontier ceases operations on August 24. Historical passenger boardings (since 1946): 87 million.

More Frontier History

(*RAPID DESCENT: Deregulation And The Shakeout In The Airlines* is a 352 page book written in 1994 by Barbara Sturken Peterson and James Glab. It is fascinating reading and gives one an overview of the entire airline environment in which the tragedy of Frontier was played out. I'm now convinced that even if the Employee Coalition had been successful and the employees had bought the airline it would not have survived. At best, another larger carrier would have gobbled us up. There is quite a bit about FL in the book and it's enlightening to see how we were pawns in the hands of larger forces. This book is now out of print but used copies can be found online at Amazon.com for prices ranging from \$3.75 to \$8.95 plus shipping. I highly recommend it and have excerpted & photocopied the FL portions and added them to the FL's Death packet on the back page. You can also view them by visiting the FL Website Index online at FAL-1.tripod.com.)



FRONTIER NEWS

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

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Fly The Wing

"Fly The Wing", 3rd edition, is finally available. I am the co-author of this book which is a modern update of the late Jim Webb classic. If you know of an aspiring aviator who would like to expand their knowledge base with an airline pilot aviation career goal, this would be an excellent choice. The book is offered by Blackwell Publishing at <http://store.blackwell-professional.com/0813808545.html>.

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

FRONTIER REPORTS

Challenger Airlines Employees Directory, 7/15/48, 25p, \$3
Challenger Airlines Prospectus, 9/3/47, 37p, \$5
Challenger Airlines Prospectus, 8/4/48, 40p, \$6
Challenger Airlines Stockholders Report, 9/30/49, 8p, \$2
Central Airlines Packet, Articles & seniority list, 21p, \$3
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
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