

FRONTIER NEWS

FALL 2004

ISSUE # 17



A DC-9 MODEL IS INSPECTED BY AIRLINE OFFICIALS WHO ATTENDED THE 1963 SPRING CONVENTION OF THE ASSOCIATION OF LOCAL TRANSPORT AIRLINES IN FORT WORTH, TEXAS. FL PRESIDENT LEWIS DYMOND IS ON THE LEFT AND CN PRESIDENT AND FOUNDER KEITH KAHLE IS THIRD FROM THE LEFT.

CN WAS ALSO LOOKING AT F-28 JETS BUT ELECTED TO ORDER DC-9s AFTER BOARD CHAIRMAN JACK BRADFORD AND NEW CN PRESIDENT LAMAR MUSE, ALONG WITH OTHERS, TOOK A TEST FLIGHT AUGUST 30, 1965. MUSE ANNOUNCED IN AUGUST, 1966 THAT CN WOULD TAKE DELIVERY OF TWO DC-9s IN AUGUST AND SEPTEMBER OF 1967. THE ACQUISITION OF CN BY FL OCTOBER 1, 1967 CAUSED THE CANCELLATION OF THE ORDER.

FL ELECTED TO PURCHASE BOEING 727s AND LATER 737s FOR THEIR JET FLEET. FL ORDERED FIVE BOEING 727-100s WITH OPTIONS ON FIVE MORE. SERVICE STARTED IN SEPTEMBER, 1966 WITH 24 FIRST & 72 COACH SEATING. LATER, FIVE BOEING 727-200s WERE ORDERED AND THEY BEGAN ARRIVING IN FEBRUARY, 1968. IN APRIL, 1969 FL DEDICATED THE NEW HANGAR, ANNOUNCED THE ORDER OF BOEING 737-200s AND SOLD THE LAST OF THE DC-3s.

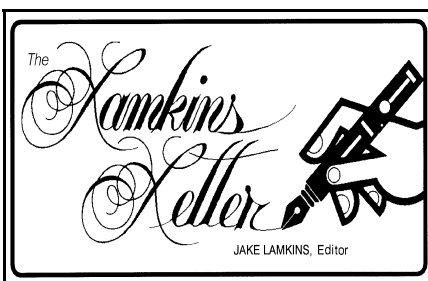
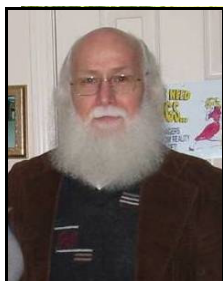
THE 737s STARTED FLYING FL ROUTES IN JULY, 1969 AND THE 727s WERE SLATED FOR SALE.

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.



I'm in Ken Schultz' debt once again. He sent some beautiful historic FL photos which are posted on the FL website and helped unravel the problem on Red Rickert's photo.

The photo on the front is from the May/June 1963 CN Skywriter employee newsletter. Thanks again to Phil Stallings for his generous gift of the Skywriters.

Two legendary pilots recently passed away: Emmett Spinks and Leonard Pratt. Stories about them could easily fill the entire newsletter. Jack Chambers sent two articles about them which I plan to print later. See the FL website (<http://FAL-1.tripod.com>) for even more obituary information on them & other departed FLfriends and co-workers.

Special thanks to Nelson Embleton for his essay on FL's last days when he represented the dispatchers on the Employee Coalition. His story begins on page 16.

Wells Fargo Bank in Denver is still looking for over 1400 FLolks who have money coming from the ESOP lawsuit. An updated list from Bob Reisig has been posted at the FL website. Check it out and tell any FLfriends you recognize to phone the bank. A list was also published in the Fall 2002 issue. A spokesman at Wells Fargo said there was no plan to distribute the unclaimed funds to those FLolks they've located. They will keep looking for the missing people.

Our masthead will change with the next issue. DEN graphic artist Craig Hansen donated mastheads of every logo FL used. This year we've featured the logo from the late 1950s. Next year will highlight the one few people recall or have seen. It was used only about a year and changed when the CV 580s started coming online in June, 1964. It became the familiar crescent and arrow logo that preceded the F logo which lasted til the end.



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

Saturday, October 30, 2004, at 6pm: Los Vaqueros Restaurant, 2629 North Main St., Ft. Worth, TX. Mexican Buffet \$12.50, includes tax and gratuity. (Non-alcoholic beverages included in price)

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

DENFL GOLF TOURNAMENT

Held 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

Was 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

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

MCI FLIGHT CREW REUNION & LAYOVER

May 13-15, 2005. Theme will be

"Viagra, Thunderstorms and Turbulence.....What They Have In Common"

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

Took place Saturday & Sunday, September 18 & 19, 2004

No plans for future events due to declining attendance, per Rusty.

FYV-FSM MEMORIAL PIGNIC

Held 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

Was held Saturday, September 25th, 2004 - 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

It was Sat-Sun, May 8-9, 2004, Green Valley, AZ. Make your plans for 2005 - Apr 30 & May 1.

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 posted on the internet at the FL website.)

REUNIONS

FYV-FSM PIGNic

A total of 32 FLolks showed up and attendees included Ralph Beecham, Jo Delle Burwell, Jack Chambers, Rod Downey, Paul Farris, Jerry Gill, Phil Green, Darwin Haudrich, Ed Jones, Joe Keys, Rusty Lambert, Harold Maxwell, Fred Perry, Ron Stone, Keith Sturgeon, Larry Thomas, Tony Worden, Jake Lamkins, Phil Stallings and Art Lewis.

BBQ, beans, salad & potluck desserts were enjoyed by all. A collection was taken up for the newsletter. Special thanks to Darwin Haudrich & Jo Delle Burwell who each donated \$100.

FRONTIER BASH

Here are the people who had a good time this year at the Bash: Bev & Del Bedsaul, Larry Bishop, Charlie Seefluth, Jim Wyche, Jo & Sam Clark, Sharon & Austin Henry, Sherril & Dick Kardell, Larry Thomas, John Matthews, Carl Scarberry, Mike McDonald, Phil Green, Jan & Jon Crouch, Gerald Underwood, Gary Mackie, Benny Stegman, Kate & Paul Allen, Mark Sullivan, Mac Howe, Carl Fletcher, Jeannie & Ed Birdwell, Rusty Lambert, Jeannie & John Tyler, Harvey Owens, Robert Parks, James Johnson, Kenny Tucker

Austin and Rusty announced that this was their swan song for the 'BASH'. "The numbers got too low to keep the price down so we decided to spend their time playing golf," Rusty said.

KANSAS CITY REUNION

Around 60 FLolks tuned out on a beautiful day for a potluck and lots of visiting. Luckily, name badges were furnished which helped since so many have changed so much.

Attending were Harold Maxwell, Paul Farris, Howard Petracek, Fred McDowell, Ray Engstrom, Reva Burke, John Morelli, Max Hunt, Carl Stinson, Dave Mann, Bob Welch, Richard Vlach, Bob Matlock, Judi Fenton Plumer, Ken Edmondson, Art Lewis, Richard Metz, Rose & Mike Dragen, Vic Preter, Wes Sarver, Pat Wildberger, Wayne Teakell, Frank Roe, Jack Brown, Henry Rankin, Jim McGhee(sp?), Franciene Gill, Frosty Frost, Mike & Arlene Hampton, Kenn Mast & Jake Lamkins. Mike Hampton had a cake for his birthday and recent retirement from CO. Jake got a card for his birthday too.

FL Memorabilia

Many FLolks are interested in FL logo embossed products such as canholders, glasses, etc. Beverly Allen of Allen Advertising in DEN has the FL and CN logos on file. She can get about any kind of product embossed with FL & CN logos. Tom & Marg Hushka used her when they ran the DEN Reunion. Phone her at 1-800-382-5701.

chard and Al think she is the former Ruth Agnew who flew for FL back in the late 50's or early 60's out of SLC. I tried to verify that she was the former FL stew from the mortuary but they said they could only give me a confirmation on the info in the article itself. Maybe if you put it out & someone else who knew her could confirm.

-Dee Martenson, Billings MT, AdSanta@bresnan.net

There was a notice of the death of Ruth Agnew in the SLC TRIBUNE some time ago. I'm not sure of the time, but she did fly out of SLC. I know she flew during the DC-3 period and, I think, when the 340s were operating. She left FL and worked for awhile for UA at their reservation counter at the Hotel Utah in SLC. She was an excellent flight attendant.

-Jack Schade, Salt Lake City UT, captainjack20@juno.com

(The McDonough obituary mentions nothing about FL or UA and so far I have been unable to confirm that Ruth McDonough is the same as Ruth Agnew. Does anyone have any info?)

Gone West

We salute these FLriends on their final voyage. They are not dead until we forget them. More info at <http://FAL-1.tripod.com>



WALLY FARRAR

Re obits: John Wallace (Wally) Farrar - PUB, DFW - he was 65.

-Lawrence Weeks, Grapevine TX

I knew Wally who was not in good health in the early '80's.

-Gale Moss, Lawton OK, GaleM@gprd.net

JOHN W FARRAR

Born 23 Mar 1933, died 10 Jun 1998, age 65, at 76051 (Grapevine, Tarrant, TX). SSN issued in Texas.

-SSDI

(Sol Lockett sent the pic of Wally. Does anyone have an obituary?)

RUTH AGNEW

I have attached an obit from the SLC paper about Ruth Ann McDonough. Roger Bor-



Gone West

We salute these FLriends on their final voyage. They are not dead until we forget them. More info at <http://FAL-1.tripod.com>



LYNNE DESSAUER

Lynne (wife of Chuck Dessauer) passed away Wednesday morning. Lynne worked in Frontier Airlines Reservations for about 23 years. Funeral to be on Friday @ 6:30 PM at the Prebyterian Church @ 56th & Independence in Arvada, CO. We will all meet at Lynne's house (8652 Garland Ct) after the ceremony to eat.

-Melba Birkett, melbabirkett@comcast.net

Lynne Joyce Dessauer passed away September 15. Survived by children Dennis and Debbie and extended family and friends. Memorial Service, 6:30 PM Friday, Arvada Presbyterian Church, Arvada. In lieu of flowers donations may be made to Hospice of St. John, 1320 Everett Court, Lakewood, CO 80215 or Rocky Ridge Music Center, 465 Longs Peak Road, Estes Park, CO

-DENVER POST-NEWS

JIMMY FANNING

He was a cleaner who got cut out of FSM in 1982 and was working in DEN but commuting. He died while back home.

-Phil Green, Fort Smith AR

JIMMY FANNING, Born 02 Nov 1951, Died Jun 1984 Age 32, At 72921 (Alma, Crawford, AR). SSN issued in Oklahoma

-SSDI

PAUL GLOVER

MR. GLOVER, 81, passed away Sunday, Sept. 19, 2004 in The Woodlands, TX after a long illness. He was born in Sanderson, TX on Sept. 2, 1923 to the late Thomas Worth Glover and Tula Rachael Moncrief. He was preceded in death by his wife Ruth Terna Glover. Loving husband of Nancy Glover of The Woodlands, Children: Larry Glover and wife Diane of The Woodlands, Ronnie Glover and wife Patricia of Magnolia, Fred Ryberg and Melanie Ryberg, both of The Woodlands; 10 Grandchildren and 6 Great-Grandchildren.

He graduated from San Jacinto H.S. (Houston) in 1941 and attended the University Of Houston. Mr. Glover took his first solo flight at age 16 and he served in the Army Air

DEATHS REPORTED

OR UPDATED SINCE THE SUMMER ISSUE

Ruth Agnew, SLC flight attendant, need info
 Harry Black, DRO station agent, 7/14/04, age 78
 Juanita S. Campbell, flight attendant, 7/14/02, age 77
 William P. Champagne, customer service rep, 6/27/04, age 63, need info
 Lynne Dessauer, DEN reservation agent, 9/15/04, age 69
 Lana K. Doll, DEN accounting clerk, 7/5/03, age 59
 Judith Bunn Eagle, 9/20/03, 63, need info
 Jimmy Fanning, FSM DEN cleaner, Jun84, age 32
 Wally Farrar, PUB DEN station agent, 6/10/98, age 65
 Paul Glover, DEN Director-Quality Control, 9/19/04, age 81
 Clarence (Dave) Edward Kleinhans, pilot, 1/8/04, age 71
 Paul Kreitman, GRI STL station agent, 7/22/04, age 78
 Dick Lowe, DEN a/c mechanic, 7/1/04, need info
 Leonard Pratt, GSW DFW DEN pilot, 9/11/04, age 89
 Anne Prentiss "Prensy" Marshall, flight attendant, 7/12/04, age 57
 Denny Parks, DEN pilot, Mar 1999, age 53, heart attack
 Floyd Rollins, Station Manager, 9/15/89, age 53
 John Shaffer, DFW aircraft mechanic, 7/27/04, age 92
 Emmett Spinks, GSW DFW DEN pilot, 7/11/04, age 88
 Fred Van Weerd, SLC cleaner, Sep72, need info
 Morris Vogel, AMA station agent, 2/20/03, age 73

Corps (WWII). His love of flying led him to the airline industry in 1945 with Trans Texas Airways (later to become Continental Airlines), Frontier and retired with Texas International Airlines. Services will be at Forest Park of The Woodlands, Wednesday, September 22, 2004 at 2:00PM.

-HOUSTON CHRONICLE

Paul F. Glover was hired at Central as the new director of maintenance and quality control June 29, 1964. After the Oct 1, 1967 merger, he was Director of Fleet Maintenance - GSW, and then in Denver, Director of Quality Control.

-Ken Schultz, Wheatridge CO

(Ken sent the obituary too)

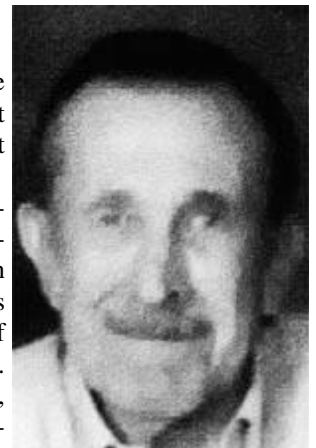
DAVE KLEINHANS

June 29, 1932 - Jan. 8, 2004 - Clarence (Dave) Edward Kleinhans died peacefully at home in Woodland Thursday, Jan. 8, 2004, at the age of 71.

Born June 29, 1932, in Seattle, Washington, Clarence had been a Yolo County resident for 30 years. Clarence was a Korean War veteran. He was a man of many talents and interests. His greatest love was that of flying. He learned to fly while in the U.S. Marine Corp. For the greater part of his life, Clarence was a pilot, flying for Frontier Airlines, self employed flying skydivers, and for D.E.A. Other occupations included salesman and security agent from which he retired.

Survivors include his wife of 29 years, Rebecca Kleinhans of Woodland; son, Mathew Kleinhans of Woodland; daughter, Michelle Kleinhans of Sacramento; daughter, Jacqi Drake of Paradise; son, Kevin Porter and his wife Susan of Victorville; son, Cary Porter and his wife Helen of Danville; grandchildren, Michelle Drake of Paradise, Bryce and Rayna Porter of Danville.

-WOODLAND DAILY DEMOCRAT





EMMETT SPINKS

Emmett C. Spinks Jr., 88, 1916 - 2004, a retired airline pilot, passed away Sunday, July 11, 2004. Memorial Service: 1 p.m. Friday in Greenwood Garden Chapel.

Emmett was born July 5, 1916, in Longview. He attended Arkansas State Teachers College and TCU. He played a "mean" trumpet in college and played with a local orchestra traveling around the country during the big band era.

He joined the Army Air Corps during World War II, where he got his pilot training, becoming a flight instructor.

His first cousin, mentor and friend M.H. "Pappy" Spinks was the founder of Oak Grove/Spinks Airport. (*Emmett's remains were scattered at the Spinks Airport. Afterwards, his daughter said, "Now you could always find Emmett hanging around the airport!"*)

He began his lifetime career with Central Airlines and retired as a captain on the 737 with Frontier Airlines.

He owned several clubs in the Fort Worth area, the most popular being the Bayou Club.

After retirement he lived on his sailboat, sailing from Miami to San Diego and passing through the Panama Canal.



He had a love of writing, and wrote many short stories and poetry.

Survivors: Daughters, Gary Martha Krell and husband, Michael, Charlotte Stears; son, Alan Spinks and wife, Susie; grandchildren, Scott and David Turner, Christina McGehee, Matthew Wiener, Nicholas, Jonathan and Katie Spinks.

-FORT WORTH STAR-TELEGRAM



PAUL KREITMAN

Here is the Obituary of Paul Kreitman, He was born Feb 8 1926 Died July 22 2004. Services for Paul Richard Kreitman were held at Our Savior's Lutheran Church in Chadron on July 27 with Pastor Peter Bertram officiating.

Mr. Kreitman died on July 22 after having dinner at the Legion Club with his family. Memorials may be sent to the First National Bank of North Platte, Chadron Branch

Paul R. Kreitman was born to William and Winnie Kreitman on February 8, 1926 in Long Pine. He was the youngest of nine children. He lost his mother at the age of seven. Paul grew up on a ranch braving the weather, chasing cattle, and riding bucking broncos. Paul heard the call to duty in 1943, at the age of 17, and enlisted in the Navy. Here he served on the escort carrier USS Corregidor in four major campaigns. He was a radio and navigation specialist

and served as a tail-gunner on carrier bombers. He crash landed twice. On one occasion his plane was shot down on a Japanese occupied island. He narrowly escaped capture after being hidden by the local natives.

Upon leaving the service he married Wanda Arlene Wedekind of Newman Grove on March 24, 1946. They moved to China Lake, Calif. where Paul worked as a security detective for the Navy at an ordnance facility.

Later, he attended airline school and received employment with Frontier Airlines and began his airline career in Alamosa, Colo. While working for Frontier Airlines (*GRI STL CDR*) for 28 years, the family lived in several different states prior to retiring in Chadron in 1986.

Paul also enjoyed crop dusting and flying charter flights. His greatest loves were his family and country. He was an avid fisherman, hunter, and outdoorsman. He was affiliated with V.F.W. and the American Legion for over 50 years.

He is survived by his wife of 58 years, Wanda, daughters Barbara Kreitman McCartney and husband Fred of Chadron, Karlene Well and husband Keith of Charlottesville, Va., brother Royce Kreitman and wife Mary of Ceresco.

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

ANNE MARSHALL

Dec. 9, 1946 - July 12, 2004: Anne Prentiss "Prensy" Marshall of Boulder died Monday, July 12, 2004, at Boulder Community Hospital. The cause of death is pending coroner's investigation. She was 57.

She was born Dec. 9, 1946, in Pittsburgh, Pa. She married Joe Franco in Boulder on Sept. 5, 1978. They divorced. She moved to Boulder in 1968.

Ms. Marshall studied communications at the University of Colorado for three years. She formerly worked as a flight attendant for Frontier Airlines.

Ms. Marshall was a member of Unity Church of Boulder and was a volunteer at the Colorado Humane Society.

She loved animals, traveling and gathering with her friends, her family said. Survivors include a daughter, Jessica Franco of Boulder.

-DAILY CAMERA

DENNY PARKS

Denny Parks, a former Frontier pilot, died from a heart attack in March of 1999. I believe that Denny was 53. Can't confirm his age but fairly sure. He had just gotten off a tread mill and was watching his daughter that is mentally handicapped work out. He just fell off the chair and died.

Denny was hired by Frontier Airlines in 1978. After the Frontier's bankruptcy Denny went to work with American Airlines.

-Randy Wright, Germantown TN, trunnnel@earthlink.net

D L PARKS: Born 26 Aug 1945, Died Mar 1999, Age 53, SSN issued in Illinois
-SSDI



SHERIE WHITAKER WHITLOW

7/12/47 — 12/14/98: Born in Topeka KS. She joined the Frontier DEN reservations family in June of 67. She married Ron Whitlow in the late 60's and they where divorced 72.

She lost her Mother to colon cancer in the 70's. Shortly after that she left Frontier.

She ended up in Eugene Oregon where she met John Buttloph and they were married in 1980. She had Zachery on 6/16/86 and Benjamin on 12/14/89.

In 1997 Sherie took her sons to church camp in Buena Vista CO. This was the last time I saw Sherie. I recently found out that she died of breast cancer 12/14/98.

-Anna Metzsch, Denver CO, MetzschAnna@aol.com

LANA DOLL

Lana K. Doll, 59, of Brighton, Colo., died Saturday, July 5, 2003, in Brighton. Services will be held at 10 a.m. Thursday at Rice Mortuary in Brighton. The Rev. Jack Eske will officiate. Burial will be at 1:30 p.m. in North Logan Cemetery, north of St. Paul.

Mrs. Doll was born Aug. 9, 1943, in St. Paul to Ray and Rhoda (Sonderup) Christensen. Survivors of the immediate family include her husband, Burel; a daughter, Deborah Doll of Denver; two sons and a daughter-in-law, Mark Sems of Greeley, Colo., and Brian and Kimberly Sems of Thornton, Colo.; her parents, Ray and Rhoda Christensen of Grand Island. Survivors also include five grandchildren.

Mrs. Doll attended Grand Island Senior High, where she graduated in 1961. Lana was united in marriage to Burel Doll on July 19, 1971, in Westminster, Colo. She had worked for Frontier Airlines as a revenue accounting clerk. Lana had also worked as a waitress.

She enjoyed animals, going to the flea market and traveling the world. Memorials are suggested to the Komen Foundation, P.O. Box 650309, Dallas, TX 75265.

-GRAND ISLAND INDEPENDENT

MORRIS VOGEL

Morris Vogel, 73, of Amarillo died Thursday, Feb. 20, 2003. Services will be at 10 a.m. Saturday in Boxwell Brothers Funeral Directors Ivy Chapel, 2820 Virginia Circle, with the Rev. Harry Babbitt, minister of pastoral care at Paramount Baptist Church, officiating. Burial will be in Llano East Cemetery with military rites by Disabled American Veterans Chapter 26.

Mr. Vogel was born Oct. 3, 1929, in San Saba, and had been a resident of Amarillo since 1961. He married his wife, Billie, on June 28, 1953, in Burnett. He was a veteran of the Korean War, serving with the Army in the 187th Airborne Division.

Mr. Vogel worked for Frontier Airlines as a ticket agent, retiring after 25 years. He was a member of St. Paul United Methodist Church in El Paso and was a Mason.

Survivors include his wife; two daughters, Suzanne Clifton and husband, Jimmy, and Betty Woodrell, all of Amarillo; a son, John Taylor and wife, Kathy, of Grapevine; a brother, Joe Thomas Vogel and wife, LaVerne, of Dallas.

-AMARILLO GLOBE-NEWS

FRED VAN WEERD

First Officer William Hines has been commended for his heroic efforts at Salt Lake City to attempt to revive Frontier's senior aircraft cleaner Fred Van Weerd when he suffered a heart attack. Fred died but Bill Hines did everything possible to save him.

Bill was still aboard our jet aircraft when it arrived and the cleaning crew came aboard. Fred was working and slumped over one of the seats. Bill Van Minde, one of Fred's assistants, called for help and Bill rushed to the stricken man.

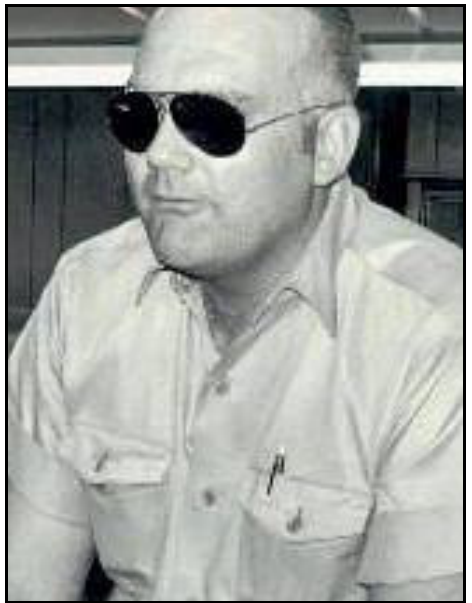
He immediately took control of the situation, directing others to duties including massage and he began administering mouth-to-mouth resuscitation. He did this for more than 15 minutes, but was unsuccessful.

Frontier has commended Bill for his prompt, diligent and humanitarian efforts and he has been relieved of all duty for seven days with full pay.

Fred Van Weerd was the father of six boys, one just six months old. He was born in the Netherlands in 1938 and had been with Frontier for six years.

-FL NEWS, October 1972

(Nothing in the SSDI on Fred. Does anybody have more info on him?)



CHARLIE BURGESS

(There are several reports that Charlie died of cancer in 1997 or so. He was a DFW station agent and his wife Ethel was a DFW ticket counter agent. There's nothing at the SSDI that helps - too many similar names. Need more info.)



LEONARD PRATT

Leonard Vernon Pratt, 89, died Saturday, Sept. 11, 2004, in Heber Springs, Ark. Memorial service: 4 p.m. Friday at Olmstead Funeral Home.

Leonard Vernon Pratt was born March 11, 1915, in Okmulgee, Okla. During World War II he was chief pilot of the South Pacific Division of the Air Transport Command. His career spanned barnstorming, crop-dusting, flight instruction and airline flying.

He earned a place in the Smithsonian Institute Aviation Hall of Fame for his contribution to motorless flight.

He flew for Slick Airways, Flying Tiger Airlines, Central Airlines and Frontier Airlines.

He invented the index method for figuring

ing aircraft weight and balance which is used to this day.

He was the union chairman through the most successful airline merger in airline history; the only airline merger in the United States that did not generate a single lawsuit, and positively influenced numerous young aviators as their aviation careers began.

After retiring from the airlines he circumnavigated the world with his family in a 40-foot sailboat.

Survivors: His wife, Betty; his son and daughter-in-law, Leon V. and Margo Pratt of Garland; his son, Leonard Michael Pratt of Golden, Colo.; his daughter, Shirley Ann McNutt of Glen Ellen, Calif.; and four grandchildren.

-FORT WORTH STAR TELEGRAM



RED RICKERT

(The photo of Red shown in the last issue was an error originating in the 1960s FL NEWS from which I got the photo. This is the real Red Rickert. Thanks to Jim Taylor for catching the error and Ken Schultz for the follow-up work & photo.)

DICK LOWE

Dale Wood, former FL mechanic, in Charlotte NC told me by phone that a notice on the hanger bulletin board reported that Dick Lowe former FL mechanic died 7-1-04 as result of a motorcycle accident. He didn't know where it happened.

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

I checked IAM seniority lists for several years and they list R. D. Lowe with a starting date of Feb 22, 1968. He worked as a mechanic at several locations, DEN Heavy Check, DEN Sheet Metal Shop, BILMM. He also is listed as Richard D. Lowe Jr.

-Ken Schultz, Wheat Ridge CO

(We need more info such as an obituary and a photo)

FLOYD ROLLINS

My name is Gary Rollins. I am Floyd Rollins' son. My father passed away on September 11, 1989, at the age of 53. He was working for America West Airlines in El Paso, TX at the time of his passing. It came as a total shock to all of us since he died at work.

He left behind his wife, Barbara, 2 daughters, Shari and Rhonda, and myself.

He started out with Central Airlines around 1956 or '57. He went to Topeka, Kansas for training. He was only there about a month. From there he went back to Lawton, Oklahoma, and worked there from 1957 - 1969. From Lawton, OK they (we) moved to Albuquerque, NM, and he was here from 1969 - 1975 with Frontier. From 1975 - 1980, he worked for Frontier in El Paso, TX.

In 1980, Southwest Airlines offered him the Station Manager position in Albuquerque, NM. So we moved back to Albuquerque. He was so thrilled to open up an airlines such as Southwest in the town he loved. He was ecstatic. We worked really hard getting that station put together before the inaugural flight.

After he left Southwest, he really moved around the US a lot trying to find good employment. He finally moved back to El Paso with America West when he died.

-Gary Rollins, DJGROLLINS@aol.com

HARRY BLACK

Harry Sylvester Black, of Farmington, died Wednesday, July 14, 2004, at his home. He was 78.

Mr. Black was born May 1, 1926, in Caney, Okla., to Walter and Edna Ewing Black. In 1938, the family moved to Allison. In 1957, Mr. Black and his wife, Gwendolyn, moved to Bloomfield and then to Farmington when he retired from an almost 30-year career with El Paso Natural Gas Co.

Mr. Black served in the Navy and Air Force. He was a 32nd degree Mason.

Mr. Black is survived by his wife of 56 years, Gwendolyn, of

Farmington; sister, Pearl Luis, of San Diego, Calif.; sisters-in-law Alla Black, Joan McCaw and Rosabel Lawson; and many



Harry Sylvester Black



cousins, nieces and nephews.

He was preceded in death by brother Otis W. Black and sisters Helen Seibel and Goldie Black.

Visitation is scheduled from 2 to 7 p.m., Tuesday at Cope

Memorial Chapel, 404 W. Arrington, Farmington. Funeral services are scheduled at 2 p.m. Wednesday also at Cope Memorial Chapel. Burial will be in Florida Cemetery in Durango.

The family requests that in lieu of flowers, contributions be made to the charity of choice, the Heart Association or the Diabetes Foundation.

I'm enclosing the obit for a real old time employee. He started with Monarch and for a short time with Frontier. I don't think he worked at any station but DRO. He quit working for the airline about the time I started - late 1950. I don't know if anyone will remember him or not. **-Vern Crawley, Durango CO**



JUANITA CAMPBELL

Juanita S. Campbell of Lakewood and formerly of Pueblo, left this world on Sunday, July 14, to be reunited for all eternity with her beloved husband, Charles G. "Chuck" Campbell, who preceded her in death 26 years earlier.

A native of Eaton, she graduated at the top of her class at Denver West High School. She was in the first class of non-nurse stewardesses for the original Frontier Airlines after World War II.

After their marriage, Juanita and Chuck lived in Pueblo where he was an official of CF&I Steel Corp. She is survived by her stepson, whom she considered her very own, Charles G. "Chuck" Campbell (Diane) of Pueblo; her grandson, Jason B. Campbell of Lakewood. At her request, no services. Cremation. In lieu of flowers, please make contributions in her name to the scholarship fund of the Pueblo Community College Foundation, 900 W. Orman, or to the Boys and Girls Clubs of Pueblo, 2601 Sprague.

-PUEBLO CHIEFTAIN

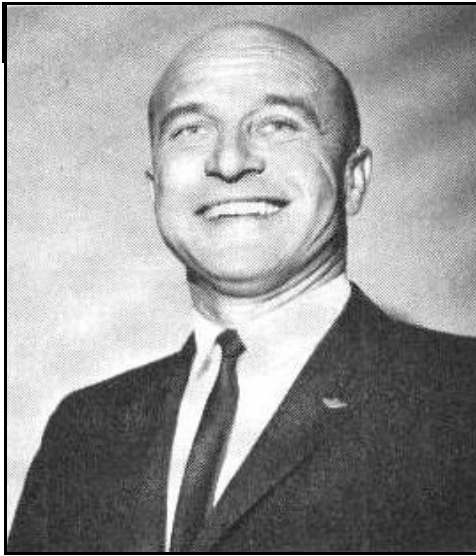
WILLIAM CHAMPAGNE

William P. Champagne, 63, died Sunday, June 27, 2004, in Caritas Holy Family Hospital in Methuen, Mass., following a lengthy courageous battle with cancer. He was born in Milton, Mass., the son of Thomas and Ann (Brennan) Champagne of Peabody, and was raised in Peabody, Mass.

He attended Peabody Public Schools and graduated from Peabody High School. He was a U.S. Army veteran serving from 1959 until 1962 as a Specialist 4.

Mr. Champagne was a customer service representative for Frontier Airlines and had previously worked for Signature Airlines and TWA. He was the former co-owner of Around the World Travel Agency of Marblehead, Mass., and former owner of Champagne Travel of Peabody.

He is survived by his wife, Doris (Daigneault) Vermette-Champagne; one son, Keith Champagne; one daughter, Kelly Murray of Lynnfield, Mass.; two stepdaughters, Linda Castano of Plaistow and Elaine Lawrence of Windham; three sisters, Marylin Laakso of Newburyport, Mass., Nancy Maney of Peabody and Kim Dolan of Burlington, Mass.



CHUCK SCHLENER

(Chuck's obituary was in the Spring 2002 issue with no photo. This pic was recently found in a Feb 1967 FL NEWS.)

JOHN SHAFFER

I was advised yesterday of the death of John

A. Shaffer who died Tuesday, July 27, 2004 in Ft. Worth, TX. He was born April 8, 1912, and hired by Central Airlines March 5, 1951. He worked as a mechanic at GSW and DFW, and retired in 1977.

-Ken Schultz, Wheat Ridge CO

John Austin Shaffer, 92, a retired pilot, mechanic, craftsman, and Christian in the best sense of the word, died Tuesday, July 27, 2004, in Fort Worth.

Funeral: 10 a.m. Thursday at Bluebonnet Hills Memorial Chapel, 5725 Colleyville Blvd. Burial: Bluebonnet Hills Memorial Park. Visitation: 6 to 8 p.m. Wednesday at the funeral home.

His career as a pilot led him from a flight instructor for the Army Air Corps to the owner of Graham Airport. John ultimately retired from Frontier Airlines as an airplane mechanic.

He was preceded in death by his wife of 55 years, Blanche Shaffer. Survivors: Brother, Mark Shaffer of Florida; son, John M. Shaffer and wife, Ginger, of Pittsburg; son, P. Joe Shaffer of Houston; granddaughter, Dehna Shaffer, and her mother, Betty Shaffer of Fort Worth.

-FORT WORTH STAR-TELEGRAM



JUDITH BUNN EAGLE

We lost our beloved Judy to cancer on Sept. 20, 2003. Born in April 21, 1940, in Denver, she was raised in Fort Collins, Colo., and Cheyenne.

At Cheyenne High she was a great cheerleader and graduated in 1958. After a year at Colorado State university, she spent a year at the University of Utah. Judy then moved to Denver to work for Frontier Airlines.

There she met her "to be" in 1965, married and moved with John to Santa Fe, N.M.; Denver; Houston; Austin, Texas; Dallas; and in 1976 they moved to the country near Andice, Texas.

Judy went to work for Georgetown Title in 1978 when John started his own business. Several months later, she was lured to First Texas Bancorp, Inc. where she worked until the cancer won. She was a prolific reader and the Georgetown Public Library knew her well, as much for the late fees as the number of books she borrowed.

She is survived by her husband John; two sons, John H. Eagle III and Justin P. Eagle; a brother, Michael Bunn; brother, Richard Bunn.

The family will have a private funeral service in Georgetown, Texas.

-WYOMING TRIBUNE-EAGLE

(Need more info on where Judy worked.)

LAVONNE PETERSON



Add to the obits, LaVonne Peterson (Petey) - she passed away May 17, 1995 of cancer. She was Chief Stew in Kansas City from 1967 to 1974. She had married and adopted two children who are now in college. She lived in Liberty, MO

-Mike Hampton, Kansas City MO

(Need more info such as an obituary)

Al Feldman's Death

*-Excerpted from **HARD LANDING: The Epic Contest For Power And Profits That Plunged The Airlines Into Chaos** by Thomas Petzinger, Jr.*

Al Feldman was part of a small group of high-level executives and professionals who enjoyed adventurous two-week vacations with their families out west each summer, often at a remote and exclusive fishing camp in Idaho. The vacationers were Feldman's dearest friends. One was Dick Ferris, the president of United, who had grown close to Feldman as they battled jointly in favor of airline deregulation. Another was Travis Reed, an aircraft broker and deal maker who had served as undersecretary of commerce in the Ford administration. Both Feldman, newly widowed, and Reed, then unmarried, were living in Los Angeles; they began spending many of their evenings together.

Over dinner, night after night, Feldman told Travis Reed how much he disliked Lorenzo and his tactics and how desperately he wanted to save Continental. "He was emotionally 100 percent immersed in it," Reed would recall years later. "It was a battle to the death." As the battle dragged on, Reed watched Feldman go from his usual two drinks or so to five "big drinks," as Reed would later describe them. Feldman became obsessed with fending off Lorenzo. But strangely, in the period when the employee takeover received its devastating setbacks in Sacramento and Washington, Reed observed a conspicuous change in Feldman's attitude. His intensity had diminished. His anxiety had melted away away.

Then President Reagan fired the air traffic controllers. Four days later, a Sunday, while everyone else in the airline industry scrambled over their flight cutbacks, more bad news arrived at Continental headquarters. The nine banks that had agreed to finance the employee takeover were withdrawing their commitment. The airline industry, the banks said, was in too much turmoil.

A group of employee leaders met with Feldman in his office. They were planning a trip to Sacramento - one last-ditch effort to lobby for reversal of the fatal ruling by the securities commission a few weeks earlier. Feldman told the takeover leaders not to bother; all hope was lost. The employees decided to go anyway.

Feldman reviewed a press release announcing the collapse of the financing. He then left his office, only to return later that evening carrying a package. Shortly before 6 P.M. a security guard stepped into Feldman's office, asking how long he planned to work. "A few hours," Feldman answered.

Phil Bakes decided that if the Continental employees were going to drag him back to Sacramento for one more round, then Frank Lorenzo could show up this time. Although Lorenzo had joined in the lobbying in Washington, he had resisted participating in the nastier and much lengthier legislative battle in California. Bakes felt strongly that Lorenzo needed to appear at a press conference in the California capital. Continental was headquartered in Los Angeles, after all.

Lorenzo's name had achieved too much prominence for him to miss out on this, the last political skirmish in the long battle to vanquish the employee takeover. Lorenzo flew into Sacramento late on the same Sunday that the employees financing had fallen through.

The next morning Bakes arrived first for breakfast and sat down to await Lorenzo. A group of the Continental pilots, making the trip from Los Angeles over the discouragement of Al Feldman, were having a breakfast meeting in the same hotel. One of the pilot leaders approached Bakes with a look of devastation on his face.

"I've just gotten word," he told Bakes earnestly, "Al Feldman has killed himself." Bakes stood in disbelief.

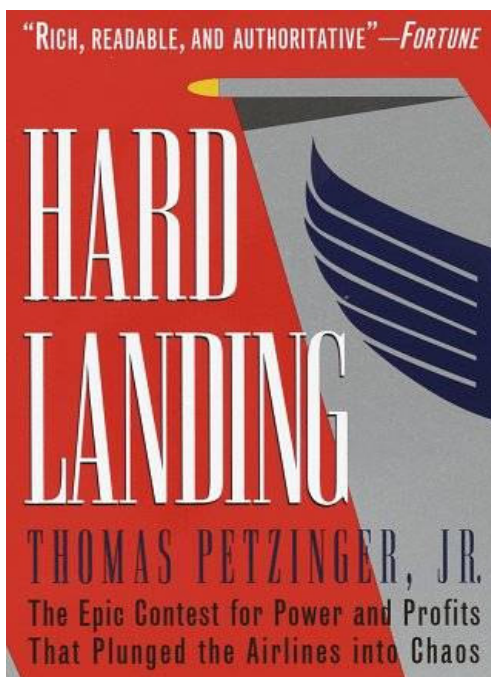
The other members of the Continental group were filing in from their conference room. Another one of the pilot leaders saw Bakes. He thrust his finger in the air. "You killed him!" the pilot cried. "You killed him!"

Bakes was still in a state of shock when Lorenzo arrived for breakfast a moment later. "Frank," Bakes said. "Al Feldman's dead. He killed himself."

Bakes watched the color vanish from Lorenzo's face. Lorenzo, it suddenly appeared, was losing his breath. He had to sit down. Then "Frank was on the next plane out of Sacramento," Bakes would later say.

Alvin Lindbergh Feldman had shot himself with a Smith & Wesson .38 special purchased two weeks earlier, on the same night that his friend Travis Reed had noticed an easing of his countenance. Feldman had not been able to pick up the gun until California's 14 day waiting period had lapsed. According to the coroner's report, Feldman had been "despondent since the death of his wife" and "concerned over attempts by Texas International to take over Continental."

Al Feldman was buried near San Diego, with the members of his summer fishing group serving among his pallbearers. As they carried the remains of their friend, Travis Reed heard an anguished cry behind him. He turned to see Dick Ferris of United Airlines striking the top of the casket with a fist, tears streaming down his cheeks. "Damn you, Al!" Ferris cried. "Why did you have to do this?"



In all the attention that Feldman's death received, few were aware that the former head of Mohawk Airlines had likewise taken his own life nearly a decade earlier, also in the midst of a takeover encounter with Francisco Lorenzo.

(This is another good book about airline deregulation that gives a different perspective from RAPID DESCENT, mentioned in the Spring 2004 issue. Read both of them for a more balanced look at the period. Both are available at the online bookstore Amazon.com. Ferris was forced out of UA in June 1987 after 12 years as UA president. He was 50 years old. Robert Peach was the MO head mentioned above. It seems unfair to blame Lorenzo since Peach killed himself with a shotgun after the AL merger was approved in 1971 - sometime after Lorenzo tried to take over MO.)

Notes From FLolks

Letters, emails, cards & phone calls may be edited and paraphrased for space and clarity.

I started with FL in 1955 until FL bankruptcy, and service suspended.

When I was in INW, (WINSLOW, AZ), FL 10 was enroute from INW to PHX, via FLG and PRC. When leaving PRC, the plane encountered a heavy line of thunderstorms., as there was no radar those days the plane just tried to go around the storm. In doing so, he got caught in a severe down draft, which pulled him down into a narrow canyon. It become so narrow the planes right wing tip caught the side of the canyon and tore off 12 feet of the wing, and took off the belly antenna. However the plane was able to pick itself up and go on to PHX with no one injured. It goes to show one just how versatile the old DC-3 or (C47) was.

Since the days of FL, I have been with the Uintah School District, in the Transportation department.

-Don Jorgensen, Randlett UT

I'm Don Osmundson and I was a pilot with FL. I'm now a VP with Comair based at CVG. My wife Nancy and I live in KY.

-Don Osmundson, Union KY, DOsmundson_8317@fuse.net

I read the newsletter at my brother-in-law's house. He's former FL also. It took me back to the good old days. I couldn't put it down. I'd like to subscribe.

I started in 64 for CN in TBN, transfered to GBD in 65 and was transfered to ABQ in 70 when GBD closed. I bid EUG when we started flying into here in 79 and have been here ever since.

Since 1988, I've worked for Lane County Circuit Court in the cashier/intake/data entry units. Working for the Court is not as enjoyable as working for Frontier but it's interesting work. I still meet a lot of unusual characters!

-Bob Dietz, Eugene OR, RErichDietz@aol.com

In June '03 my wife & I attended our high school reunion in N. Ft. Worth. I was enjoying a cool drink of water while my wife was talking to old friends. I noticed someone had sat down next to me. Lo & behold if it wasn't Fred Walsh from DEN. He has always been one of my favorite people.

Fred was a Central line foreman when I arrived in 55.

-Brady White, Ft. Worth TX, ontopavia@aol.com

A slight clarification to Roger Wallace's account about Alfredo Sandoval and his marvelous Burritos which appears on page 18 of the Spring 2004 issue.

The "restaurant" which Roger refers to as taking exception to Alfredo selling Burritos in the Stapleton Terminal Building was none other than the huge flight catering and Airport Restaurant Division of American Airlines known as Skychefs. Their position was that they held the exclusive right to be the only vendor to run restaurants catering to the general public at Stapleton International Airport. Therefore, Alfredo was infringing upon their exclusive domain.

Alfredo very conclusively convinced the court that he had acquired a License and paid the tax to the City and county of Denver to conduct his business at the Airport. That he very definitely was not running either a sit down or a take out restaurant at the Airport..That he was not selling to the general public, or advertising for the patronage of the general public...Nor encouraging the general public in any manner, shape or form to buy from him. I am thrilled and delighted that the Court ruled in Alfredo's favor.

It is my understanding that Alfredo did financially "very well" in his burrito business. He was doing so well and was so busy in this enterprise that he had to acquire a production Kitchen and a crew to make the quantity of burritos he was selling every day. And he was the very first and only FL station agent to own & drive a Mercedes Benz to work.

-Bob Pearson, Rockport ME, penobscotbob@verizon.net

I will put an article together about the last days of FL. There is no story line just a history. However, because of prior commitments, writing, I won't be able to get it started until late summer.

-H. Lee Davis, Peyton CO, vdavis1@attg.net

(I asked Lee to write about FL - especially the time from 1986 - 1990 when he was working to settle FL's affairs.)

I helped close DEN station down which took until November, 1986 and then I went to work at LAXCO. That only lasted about 3 months and I got on with Hudson Aviation in LAX which did contract ground handling.

A year later I returned to DEN as Aspen station manager where I stayed 5 years until Air Wisconsin bought them. I decided I had enough of the airline business and started working as a poker dealer in a casino in Black Hawk, CO. I figured it would be a nice change of pace for a few years. Now, 12 years later, I'm still doing it and really enjoy it.

Six years ago I married Nancy Siebert who worked in DEN reservations.

-Mike Salensky, Aurora CO

My name while I was at Frontier was Mary Henderson (I have since gotten married and am now Mary Hardey). I was with Frontier from 1979 until the end, starting in DEN Res, Help Desk, station agent in HOU, back to DEN in Customer Relations, where my last position was as Manager.

I ended up working for the bankruptcy court at the GO until Dec. '86. During that time I got to know some of the CO people and I was offered a job with them in HOU. I was supervisor in Customer Relations then went on to become Manager of Marketing Automation. When I had my second child in 98 I decided to take a leave of absence the next year and then eventually resigned in 2000. Right now I'm home with my kids.

-Mary Beth Hardey, The Woodlands TX, mb@hardey.com

Just want you to know the little girl in the photo (*Spring 2004 issue, page 12*) of Sonje, Sue and Joy is my granddaughter. She is Mindy Mc Lellan, and lives in Dallas. The day the Frontier News arrived I also received her wedding announcement, for June 19, 2004. She is in her second year at SMU Law School. The picture was made at the DEN airport on my retiring flight. This flight arrived from Mexico. My select crew for the last flight was Sonje, Sue and Joy. Wanda, my wife, was also on the entire flight to Mexico and return, I think the whole crew enjoyed that trip. Vic David was F/O. That flight was a most memorable flight. As you know Vic was hit by a car here in FSM several years ago I have the original photo in my retirement book, Thank you for printing the picture.

-Warren Mc Lellan, Fort Smith AR, wandw62@earthlink.net

My father was Ronald L. Farquer. He passed away in 1984 as a B-737 captain, but came up through the ranks as a DH6 copilot. I thought I'd check in and see who is still around.

-Byron Farquer, DVM, Oakdale CA, animaldocs@hotmail.com

Hi... West Sanders here... Son of Capt. Richard Sanders .. Dad passed away in FEB 2000 I'm flying for the "new" Frontier.

-West Sanders, Fort Worth TX, wsanders@flash.net

I recently retired CA State Civil Servant - - - - eff 07/30/2004
Yeah!!!!!! I finally made it!!!!

-Charlie Clark, Rancho Cordova CA, CHClark@cwnet.com

Enclosed is \$10 for another year of your great FRONTIER NEWS. We might not fly anymore, but the old Frontier is still very much alive.

-Bob Malody, Tucson AZ

I had a ceremony in my garage and recycled all of my bankruptcy papers, ALEA papers, FFLEG papers, all the stuff on PEX and ESOP. It was just sad to look at how hard so many people worked to try and keep us afloat, and stand up for our rights after we sank. I had nearly two boxes of misc. papers and forms, etc. that I could just not justify taking up space.

It will only be right if this all gets recycled and is resurrected as a roll of TP on a A320 flight from ORD or BWI to SFO. Keep the spirit, and may FL live on forever at the FL Club inside Yahoo.com!

The years at FL in ICT were the best years of my life - those 737's in a row bring tears to my eyes every time I look at it. I worked hard to get hired by FL when I lived in GEG prior to service start up. I thought for certain that I would get hired when service began, but then I did not know about system seniority at the time. Whoa, you needed about 18-20 years to open GEG.

I hired as a temp in PHX to backfill for the guys that went to WYS and JAC for the summer. Bob Fish taught me cargo that summer. When I got to ICT, I was ready to work Cargo, except Ora was doing that and the only chance I got was evening weekend relief. Not a lot going on there Saturday at 9pm. So, I could work Counter, Gate, Ops (a/c types), Ramp, Supv, you name it.

I worked for HP in ICT & SEA and ground handled F9 (for Shirley Shakelford & co.) in Seattle and never felt loyal to my airline to the extent I did to FL.

Thanks for all your hard work and the memories you bring out for us all.

-Dennis Casadoro, Kent WA, Casadoro1@comcast.net

Even though it's been many years since those "good old FL days", reading the FL News brings back so many great memories of the airline and even more so, the people...we were a family!

I am looking forward to reading Hank Lund's essay.

-Kevin Porreco, Gainesville VA, KAPorreco@Hotmail.com

I worked for FL in MCI from 1968-85 & in DEN 1985-86. I then worked for CO from '86 to my retirement on 12/31/2001.

I have been able to contact some of my old co-workers that I didn't know were still in DEN and MCI. I sure enjoyed seeing the pictures of the FAs at their reunion. I worked in MKC commissary for almost four years and got to know many of them.

I called Wells Fargo about my ESOP money and they are sending a check. I knew nothing at all about it. Thanks again and keep up the good work.

**-Richard Vlach, Houston, TX
RVlach2000@yahoo.com**

I'm now now a FA at USAirways. I saw FL pilot John Bell last week and he told me he had just flown his last flight and was retiring.

-Pat Williams-Harter, Gilbert AZ

The TWA people have a darn good display in a hanger at the old KC airport. I have donated my old FL uniform and several other items to them and they display any airline materials as long as it came from the prop era. Several other airline are represented. In addition they have the Connie, Martin 404, and a DC-3.

When I brought my uniform out, the lady that runs the place was helping me put the thing on a dummy and she said that she had tailored the uniform. Come to find out that she did all the MCI Base for FL as the local tailor. Small world.

The Museum has a small case with FL & CN items and they would love to have more. The whole building excluding the hanger is about 800 sq. ft.

-Henry Rankin, Kansas City MO, hprcmr@att.net

(All you MCI area FLolks take note - a good place to donate items from your collection and/or leave in your will FL things your family doesn't want.)

My name is Richard James, a former Frontier employee from 1968-1986. I recently retired from Continental airlines in Florida and have moved back to Greeley, Colorado to live. I want to attend this year's reunion party at Quincy Reservoir. Earl Fischer of Aurora was my next door neighbor for years.

-Richard James, Greeley CO, Jm9Mart@aol.com

I liked the information that Hank Lund gave in his article. Is that the end of his writings, or does he still have more to contribute? Anyway it was good reading.....later!

-Jon Sluder, Carrollton TX, jdsluder@att.net

Excellent article in the July issue by Hank Lund.. There will never be another airline like the original Frontier, because of the personalities involved in every department and the life long friends we all made. I really liked working for the present Frontier — and especially the opportunity to work for Hank again. I retired from the current Frontier (F9) in 2000, but went back to work again last November for 4 months as temporary VP of Customer Service until another person was selected to fill the position again. Thanks for keeping all of us updated and bringing up good old memories.

-Red Barringer, Missoula MT, RedBarringer@hotmail.com

I worked in Spokane, WA for 9 years as a Sr. Agent. After FL went under I took the job of Airport Mgr. at Lake Havasu City, AZ from 1987-1989. I had a major heart attack on the job and took a medical retirement. In 1997 I took treatment for cancer and I am now cancer free for the past 5 years.

Terry Hansen moved from Spokane last year and he is building a new home in Lake Havasu. Vince Davis moved from Reno last year and has a nice new home in Havasu. We all get together quite often had have a pool party and play a few cards.

-Darwin Kerr, Lake Havasu City AZ, djkerr@citlink.net

Past History w/FAL - Hire date 3-3-73 emp # 11385 (who can forget HUH?) Start city..Hastings NE...bounced around (included JAC was great time) after demise and reincarnation (That sucked) still in BIS and loving it - have a few "old cronies" left that party hardy yearly

-Ken Wolbaum, Bismarck ND, bizfolks@myway.com

Here's a gift subscription for Jewel Davis in ICT. Jewel and I spent a lot of time together working in the "Freight Shack" in DEN back in the early mid-70s. Everything comes to a complete stop in our home when the NEWS arrives. I read it cover to cover. I retired from Thrifty Car Rental on June 30 this year after 17 plus years.

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



What happened to the 580s?

I am in the process of completing a "photojournal" slide show, showing the aircraft and other memories from my days at the old Frontier Airlines. I worked in Inventory Control from summer of 1967 until early 1970. My purpose is to share this FL era with my children and grandchildren - as looking back in time, it was probably the most exciting of my varied careers. I am forever grateful to the people who have shared their photos of FL, Central, Stapleton etc.

My next research adventure is to try to track the location of the CV580 fleet, the Dart fleet, and the DC3 fleet AFTER THE AIRCRAFT WERE SOLD OR OTHERWISE DISPOSED OF. Is there is national listing that tracks the current whereabouts of aircraft by "tail number"? I have snooped a little and for all I know the information is right under my nose.

I would appreciate hearing from anyone who can point me in the right direction to trace aircraft by tail number. The assorted e-mails, photos, memories, stories, obituaries, animals on airplanes, and the many other contributions from former old FL employees have really touched my memory bank. Thanks for any help. Perhaps, if I succeed at this, I will make a CD available to share and give to others.

Darren Weeks, Destin FL, dbweeks-fla@aol.com

This is from the info I have tried to



keep over the years. Some of these airplanes are actually still flying while others have simply disappeared. I think more ended up at DHL in Europe that I am aware of, although I do have a few listed. Hope this is the type of info you are looking for.

As for the DC-3's...I had heard a long time ago from a gentleman who was a DC-3 mech for Frontier in the 50's - That several of FL's 3's were lost aboard a ship that sank in the pacific while transporting them to an operator in the far East. Don't know if that is a myth or not?

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

(See Jim's list at bottom. See also the chart on page 10 of the Spring 2004 issue. The SN numbers on Jim's list denote the manufacturer's serial number.)

The registration directory of US aircraft (N numbers) is available online at www.faa.gov, but keep in mind that registration numbers can be changed and quite often are. I don't know how you handle aircraft sold in foreign countries and re-registered there.

-Steve Horton, Moreland GA stevenhorton@compuserve.com

ERA Aviation in Anchorage Alaska is currently operating many of the old FL CV-580's.

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

(I think this is a great project. The final information would be a great adjunct to the webpages listed at the FL Index on FL's Convair fleet. Darren, please be sure to share with us what you come up with.)

N73102 SN- 2 WENT TO ASPEN AIRWAYS-OPERATED AS N580AS BY HONEYWELL **STILL FLYING!!!!**
 N73106 SN- 7 WENT TO SIERRA PACIFIC - BELIEVED SCRAPPED
 N73107 SN- 8 SCRAPPED IN MIAMI IN 1996
 N73108 SN-11 WHEREABOUTS NOW UNKNOWN
 N73112 SN-16 WENT TO SIERRA PACIFIC - BELIEVED SCRAPPED
 N73117 SN-25 WENT TO SIERRA PACIFIC - THEN SWIFTAIR (DHL) EC-GDY**STILL FLYING**
 N73120 SN-34 WHEREABOUTS NOW UNKNOWN
 N73121 SN-35 WENT TO SIERRA PACIFIC - BELIEVED SCRAPPED
 N73122 SN-41 CHEVRON HAD A/C IN EUROPE FOR AWHILE - NOW UNKNOWN
 N73126 SN-53 1ST CV-580 CONVERTED - WHEREABOUTS NOW UNKNOWN
 N73127 SN-54 WHEREABOUTS NOW UNKNOWN
 N73129 SN-57 WHEREABOUTS NOW UNKNOWN
 N73130 SN-59 SIERRA PACIFIC - WHEREABOUTS NOW UNKNOWN
 N73132 SN-69 ERA JET ALASKA AS N569JA **STILL FLYING**
 N73136 SN-86 WENT TO METROFLIGHT OF LAWTON, OK -
 LAST KNOWN FLYING WITH KELOWNA FLIGHTCRAFT C-GKFQ **STILL FLYING**
 N73140 SN- 94 WENT TO METROFLIGHT OF LAWTON, OK - AMERICAN EAGLE WHEREABOUTS NOW UNKNOWN
 N73143 SN-132 WHEREABOUTS NOW UNKNOWN
 N73145 SN-145 WENT TO METROFLIGHT OF LAWTON, OK - THEN TO SIERRA PACIFIC - SOLD FOR PARTS
 N73152 SN-170 WENT TO METROFLIGHT OF LAWTON, OK - AMERICAN EAGLE WHEREABOUTS NOW UNKNOWN
 N73153 SN-179 SIERRA PACIFIC - CONAIR AS A FIRE BOMBER C-FFKF **STILL FLYING**
 N73155 SN-119 WENT TO METROFLIGHT OF LAWTON, OK - AMERICAN EAGLE WHEREABOUTS NOW UNKNOWN
 N73156 SN-186 WENT TO METROFLIGHT OF LAWTON, OK - THEN TO SWIFTAIR(DHL) EUROPE EC-GHN **STILL FLYING**
 N73157 SN-312 WENT TO METROFLIGHT OF LAWTON, OK - THEN TO SIERRA PACIFIC - BELIEVED SCRAPPED
 N73160 SN-336 WENT TO SIERRA PACIFIC - BELIEVED SCRAPPED
 N73161 SN-354 WENT TO METROFLIGHT OF LAWTON, OK THEN TO SWIFTAIR IN EUROPE - CRASHED IN 1995 IN SPAIN
 N73162 SN-361 WENT TO METROFLIGHT OF LAWTON, OK WHEREABOUTS NOW UNKNOWN
 N73163 SN-366 WENT TO METROFLIGHT OF LAWTON, OK - AMERICAN EAGLE WHEREABOUTS NOW UNKNOWN
 N73164 SN-367 WENT TO METROFLIGHT OF LAWTON, OK - AMERICAN EAGLE WHEREABOUTS NOW UNKNOWN
 N73165 SN-368 SIERRA PACIFIC - SCRAPPED FOR PARTS
 N73166 SN-374 WENT TO SIERRA PACIFIC - BELIEVED SCRAPPED
 N73167 SN-381 ERA JET ALASKA AS N566EA **STILL FLYING**
 N73168 SN-382 WENT TO ATLANTIC GULF AIRLINES IN 1984 WHEREABOUTS NOW UNKNOWN
 N73301 SN-80 WENT TO SIERRA PACIFIC - BELIEVED SCRAPPED



The Coppock Question

(Dave Coppock, #2 on the CN agents seniority list right after Bill Sharkey in 1967, phoned & asked if I recalled when CN pulled out of Ada and Ardmore, OK. I don't know - maybe some of you old CN hands can help. Dave's 79 now and still living at WDG. He retired from FL in 1982 with 31 years service.)

I think they quit serving Ada & Ardmore when they start serving SLN and the other Kansas and Colorado cities in 1961

-Buddy Griffin, El Paso AR, brgriffin@centurytel.net

DEN had a DC-3 that went thru Ada & Ardmore from Denver to GSW when I hired on in 1961. It left DEN and went to COS, PUB, LAA, GUY, LBL, WDG, ADA, ARDMORE, SHERMAN-DENNISON, OKC, MLC, maybe somewhere else and maybe not in that order and then DFW and terminated in GSW. Seems like it was flight 91 and it returned to Denver and was our overnight a/c. That flight was already in operation and the flights from Denver to MKC via SLN were new.

We had 2 flights from DEN to GLD, HYS, SLN, MHK, TOP, and terminated in MKC, one in the morning and one in the afternoon. Our 4th flight went from DEN via COS, PUB, LAA, GCK, DDC, GBD, HUT, ICT, and MKC.

I had a woman one morning wanting to go to DFW and I suggested she try BN rather than spend the whole day on CN's DC-3. She said she'd rather fly CN to DFW than ever fly on BN again. Hope she enjoyed her trip, I don't remember the total flight time, but we laughed about it being our "milk run"

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

CN FLT 91 went from DEN to COS, PUB, LAA, GUY, LBL, WDG, OKC, LAW, DUC, DAL, AFC and returned as FLT 92. You could

make connections in LBL for ICT or OKC for ADA, ARD, PRX or east from OKC to SWO, TUL etc. I don't remember a direct through plane going from DEN to ADA to ARD. I use to work that flight in 56' and 57' at DEN and 58' at LAA before I went into the army for 3 years and took a MLOA. After that I came back to DEN and stayed till 1969.

-Paul Overdier, Westminster CO, odier1@juno.com

(I appreciate the responses to my query. It caused me to look up some of the old codes from those days. Paul, you mentioned Flt 91 terminating at AFC when I think you meant ACF - Amon Carter Field. That 3 letter code got changed to GSW in 1960 or so when the name was changed to Greater Southwest Airport. Take a look at http://www.airfields-freeman.com/TX/Airfields_TX_FtWorth_NE.htm for a fascinating look at the saga of that airport and the politics that doomed it.

Looking through the 1953 CN seniority list that Joe Max Johnson sent me, it shows Ada as ADH and Ardmore as ADM. And before Enid, OK was WDG (Woodring Field) it was END. Others that CN was serving then were Norman - NRO, Borger - BGD, Shawnee - SHW and Stillwater - SWO - that's where Dave Coppock was based then.)

I remember the man that was editor or publisher of the OAG coming thru DEN sometime after I hired on in 1961. His hobby was flying to every station listed in the OAG and he was flying CN at that time, maybe from DEN to ACF so as to being able to say that he had been in some of those small out of the way stations that CN flew into at that time. I had forgotten about Borger but I don't remember NRO, SHW, and SWO were being

served after I hired on.

Those who worked in the small stations had some interesting experiences. I flew thru LAA on a very windy day enroute to GBD to pick up a rent a car for delivery to DEN. I was air-sick most of the way and deplaned for the short ground time in LAA. The wind was blowing so hard the tail wheel on the "3" was off the ground as much as it was on.

Seems like I remember the story of some of the convairs coming from a foreign carrier and had been used to haul not just people but animals, perhaps a custom among the people of that country.

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

Jim, those were probably the 2 "Watusi's" CEN bought from Ethiopian Airlines which were equipped with animal pens in the area between the cabin and the cockpit so the natives could bring their goats, etc. along while traveling to market.

The original CV-240 A/C and pressurization system was a notoriously poor design and in the Ethiopian heat would probably not support life for long, especially when you had to share the hot air with the goats! So they de-activated the pressurization and A/C system, cut a large opening above the animal pens and installed a big airscoop and that was the ventilation system. The goats had first crack at it but at least some air moved through! CEN removed the air scoops and pens and re-activated the original Convair system when the Watusis came on line but that A/C system just couldn't do the job in the summertime. One of the engineers that designed the system became Mrs. Al

Feldman and Big Al good-naturedly took a little ribbing about that.

-"Frosty" Frost, Camdenton MO, Frosty@usmo.com

(Those two CN CV240/600s from Ethiopian Airlines were SNs 74856 and 74857 purchased by CN 10/64 and 12/64 respectively. Both were built in 1950.)

I was working for Beech in GCK from 63 till 67 when I went with FAL. I remember both the DC-3 and the Dart 600 -we nicknamed it the dog whistle because of the high scream from the engines. We had a fueling contract with CN for both the 3 and Dart.

After the merger in Oct of 67 with CN and FAL, GSW was a maintenance base for the system for a period of time. I looked in my log & found that on May 5, 1968 Capt. Don Carmen and I as F/O took ship #107, a new bird for us, from DEN to GSW for a paint job and new interior. When Don and I picked up the bird in DEN it had zilch interior and had no outside paint, just the number 107 painted on the nose. We flew it to GSW to have the interior and the paint job put on it.

Some of the maintenance guys may remember when we got about 5 or 6 new Convairs that went to GSW for the final completion to put them on the line. The birds were purchased from a foreign carrier & were of the 340/440 vintage. They were taken to San Diego where the new turbo engines were hung on them to become 580's-then sent to GSW for paint and interior finishing. The maintenance facility at GSW was a booming place, as the darts and 3 of CN were being painted to the FAL colors and the 580s were coming in to be completed in the FAL upgrades.

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

(FL bought ten convairs in 1968 - 9 from Sabena and 1 from UA. Don Carmen passed away 3/21/01, age 67 - his obituary info is on the pilot obit webpage.)

ANIMAL & JAC STORIES

There was a regular white mouse/rat escapee colony on the STL airport when I worked there 1968-70. REA Air Express handled most animal shipments in those days. One day when we drove down to the REA building to pickup the DEN flight's freight we noticed a howler monkey in a cage. When we got closer to take a look at him we noticed mouse heads littering the floor around his cage. Further investigation showed the floor on the opposite side of his cage to have mouse bodies scattered about.

No good FL agent would let such a mystery go unsolved -those mice might be for FL cutomers and we needed to find out the source of decapitation. It didn't take long because the monkey went back to what he was doing before we distracted him.

REA had stacked his cage near several crates of white mice - close enough that he was reaching into the mouse cage, grabbing a mouse then biting off its head & spitting it out on the floor. Then he tossed the body the opposite direction. The varmint was down to the last few mice by then but we reported it anyway to the REA agent who didn't act too concerned.

-Jake Lamkins, West Fork AR, ExFAL@Yahoo.com

Elton Dial and someone opened the CV580 rear cargo door and an unkenneled hound dog of some breed came out of the cargo pit so fast I am not sure he even went down the steps that were being used at the time (before the high-lift trucks) but leapt off onto the ramp and was never heard from again.

Then there was the little lady waiting to claim her small pet on arrival when the cargo guys brought the little box and opened it for her and he was stone dead. We thought we were going to have two dead bodies, dog and owner, for a while.

-Ken Stewart, Fayetteville AR, arkstewart@prodigy.net

In 1976 the great JAC PIG ROAST was held and I had to go to DEN to get the guest of honor. Couldn't send AF as we had no health papers, so it had to go as checked baggage. Needless to say, about 20 minutes into the flight the pig started making some noise and a peculiar smell wafted on the breeze. When we arrived in JAC I had to wait till all the baggage had been claimed as the passengers were not a happy lot what with the smell and some of the physical evidence left by the pig. Jake, were you in attendance at that years event? I remember Stan Needham brought out some of his famous wine to go with the pig.

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

That's a good story, Ron. I attended the JAC Pig Roast in '76 and was there when Stan Needham excavated that pig from the pit oven. That was some delicious eating.

Your story reminds me of the time HRO was weathered in a few days. We had a pig in a crate going there and it got to stinking so bad we stored it outside the FYV terminal. The day we sent it over to HRO, one of the guys got a magic marker and wrote on the crate, "My name is Jerry Parkhill - take good care of me." Jerry was the HRO manager and quite a character.

He once held a large hunting knife to a FL VP's throat and made him drink moonshine. Then he gave the knife to the VP and said, "Now make me drink it."

Anyway, we didn't hear from HRO but when the return flight arrived from HRO later that day, there was a glove hanging from the ceiling of the rear cargo pit with all the fingers taped down but one.

-Jake Lamkins, West Fork AR, ExFAL@Yahoo.com

Reading these stories about JAC sure brings a lot of memories

of my 7 summers there and I remember the pig roasts and the fish fries of Stan's.

The time I remember most with Stan Needham was when he and I were the 2 senior agents on duty one day when the flight (a 737) from BIL to SLC landed in JAC with 50 overbooked passengers going thru to SLC. This was before the computer reservations and we had a party of 50 confirmed passengers which were all very small oriental children which spoke no english and we had to get them ALL on the flight period...

Stan and I went on board with our OAG's and he made an announcement explaining our dilemma and also explained that the plane was not taking off until we had 50 people willing to get off the plane and miss their connections in SLC. (Stan was such a Cool guy).

Very few people volunteered so then Stan started at one end of the plane and I at the other and we looked at each person's ticket at a time and worked with them one at a time looking up what would be the next connection out of JAC and hoping we could get charters etc and promising almost anything to get them off the plane. Needless to say it took a few hours but mission accomplished and a day never to forget. Never a dull day in good ole JACKSON HOLE!

There was a lot goin on besides eatin and drinkin but at our age, who remembers much else, HuH?? Hey, at 69 I'm still playing music 2-to 3 jobs a week. I still remember music.

-Ron Herring, Tucson AZ, ron-herring@msn.com

As you know we shipped a lot of coon dogs out of FSM. We got a shoebox from HRO once with a note saying " all thats left of one of your guaranteed Ozark coonhound." Inside the box was a big dog turd.. Of course it came from Jerry Parkhill.

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

I was a F/O on the 580 and remember vividly the coon dogs from FSM, we stopped in FYV and JLN and then MCI, those dogs raised he** all the way and then sometimes we had a load of chickens, and they all had to go in the forward cargo comp. in the 580, right behind me, by the time we got to MCI they were not a happy bunch. Some of the passenger comments were very good and some were very unprintable as they go off in MCI. The dogs weren't too bad, just noisy, but the chickens did have somewhat of an odor.

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

If memory serves me correctly, JAC was also the place where Captain Ron Litton ejected country singer Johnny Paycheck from the aircraft with a swift karate chop. Paycheck was drunk and disorderly and just plain obnoxious, harassing the FA, etc. He was asked politely to behave, but ignored the warnings. Ron handled the situation rather quickly. I believe this was the flight from BIL to SLC via JAC.

-Darrell Robson, Billings MT, drobson_98@yahoo.com

Lori Espinoza-Day (MCI) can surely attest to the details of this particular flight.....she was the F/A he harassed!

-Jo Delle Burwell, Lees Summit MO, jodelleburwell@comcast.net

I worked the JAC Station during the summer of 1970 or 71. We had a 3:25 PM flight to DEN that was usually booked to capacity. Well I remember this one particular afternoon, I was working the T/C and we had a passenger come running into the terminal. The flt was not full on this particular day. We had the O/B engine cranking at the time but the A/C door was still extended. The passenger was so bent on catching that flight, that he walked/ran right through the glass door from the building to

to loading ramp. You would think that the door would have stopped him, but it didn't, it just knocked his hat off. He bent over, picked up his hat, brushed off the glass and ran for the flight. Everyone in the terminal just stood there amazed.

Lots of stories can be told about JAC. Those were the days when the airline business and job was just plain fun and rewarding. Ah!!!the memories of good ole FL.

-Charlie Clark, Rancho Cordova CA, CHClark@cwnet.com

How well I remember the flying passenger (thru the glass) you mentioned. I was at the bottom of the steps of the plane and saw him run thru the window and you're right it hardly slowed him down. I think the briefcase he was holding shattered the glass because he didn't have a scratch. ----and he caught the flight!!!!

-Ron Herring, Tucson AZ, ron-herring@msn.com

I remember (kinda) FL593 the morning trip MCI-FOE-MHK-SLN-ICT-WDG. Most of the time it did not go to WDG due to no MPX (mail, passengers,etc.) . It came in to ICT to connect to ATL, FL120 I think. Anyway this thing came in pigged out with mail every day. The aft pit was full of cargo and mail, the belly pit full of flats and heavy small green bags of mail, and the forward pit saved for baggage.

This particular morning, I was filling in for Ora Nestleroad in the freight house. We off loaded the mail which included a box of white mice some hungry snake owning cowboy in ICT ordered regularly. We stacked the mice on top of the full cart of mail and through my erratic driving at 12mph to the freight house, things shifted and fell over, and the box of white mice split open, and them little buggers were all over the cart of mail. I was in a hurry cuz the jet from Denver was bearing in on us, and I was needed back at the ramp. The mice crawled out as fast as I stuffed them in. I tried onion bags and they only gripped the sides and I got nowhere. Then I tried a plastic bag, but that was a bad idea in the warm tropical humid air of summertime ICT. I only know that I was sure sweaty by the time this ordeal was over, and the owner of that box of mice was none too happy either. I just wonder how many mice made an involuntary reroute (Rule 240, right!!!!) to the Post Office. What fun in those days!

Dennis Casadoro, Kent WA, Casadoro1@comcast.net

Does anyone remember the dog that CYS put in the belly compartment on FL521, (they had watched to see which crews got to DEN in the shortest time either Remono or Aden was selected) The dog was caught on the airport in CYS put into the compartment (no kennel), Lots of excitement when DEN opened the door and that dog was almost out of air to breath, and jumped out. Sometime later DEN caught the same dog and sent him back to CYS, understand that when the jumped out, hit the ground on the run and was never seen again.

I remember once in JAC Ralph Beecham and I were working an inbound flight, he opened pit 3 door to the growl and hiss of a bobcat (in a cage). He didn't know the cat was in a cage. I can't describe how we both reacted. I am sure it would have been great to had that on film. You will just have to picture how we both reacted to the noise and the door blocking our view.

That same year, Ralph and I lived in a house behind the old drive in theater JAC, it was a great place to live, the house sat right next to flat creek and the fishing was always good. (Daily routine was, after we got off work, we went home, fished, then went to the Silver Spur to eat, just before they closed at 9 pm then off to the Silver dollar until it closed at 2 am.) After the

fishing we often cleaned the fish and threw heads/guts over the creek or into it.

One night Ralph was fishing by himself, and went into the house to clean the fish, the window was open. (We didn't know until this night that a bobcat had been hanging around to clean up after our cleaning fish.) The bobcat had caught the smell and was right outside the window, it was dark, no outside lights, Ralph went out the door to throw the cleanings towards the creek and almost stepped on the bobcat, It snarled and hissed at him, I got home a half hour later and Ralph was still white as a sheet and talking so fast you could hardly understand him... If you know Ralph he is an easy going type guy... until you get him around bobcats!

-Roger Greenlee, Cheyenne WY, WYRealEstate1@aol.com

I read about Abfalter bringing the pig up to JAC for the pig roast. God we did some stupid things back in them days. Wonder any of us lived through it.

Meri and I are shooting for one year from now that we are going to put the knife shop up for sale and hope to sell by 2006. I will be 62 then and can draw social security if there is any left by then. We are thinking about going over around Sundance to retire.

-Ken Wientjes, Jackson WY, Kjwientjes@cs.com

I was an agent in K.C. from 1966 until 1972. Worked in ops during the Central merger.....

Dave Mann, Kansas City MO, David.Mann@opkansas.org

I was based in MCI 1977 to 1979 as a CV-580 FO, and had a great time!

-Steve Tidler, Parker CO, tidlers@comcast.net

I started with CN in 1966 and was with FL til the end. Now with DFWAA as a ground mechanic. I saw one of FL's 580s recently at DFW. Talked to one of the crew who said an ex FL FA worked on the crew. 580 belongs to Teledyne and is used to test equipment. It was the 2nd CV580 converted by FL.

-Sam Warriner, Ft Worth TX, SamWarriner@sbcglobal.net

I was born and raised in OK, and have been gone for 50 years, and widowed for 10 years, and have re-married to my wife's best friend, and my children's God Mother. So I have returned to OK, and am very happy as I still have Friends and Family here, and probably happier than I have been, for many years..

-Bill Blackmon, Oklahoma City OK, bbmon@juno.com

I'm Steve Ensrud, employee number 15113, agent in fargo 79 to 83 - OAK 83 until the end....what a ride! I am leaving CO now....still getting flack cause I was OLD FL and got some seniority.....can you believe after all these years there is still hate and deceitfulness....it is just crazy.....so good to hear from old FL people. What a great airline.....nothing like it since. CO - I never have trusted them.

-Steve Ensrud, Phoenix AZ, sme0954@msn.com

Thanks for all your help and information while I was putting the Central Airlines history story together. 18 months of research. The magazine put a limit of 5000 words and I easily had 6500. It was tough to choose what would stay in the story and what would get cut. I really had enough to do a book but airline biographies don't sell very well. I expect it to be in AIRLINERS December issue. Enclosed is \$10 for a subscription to the Frontier News. Also, \$20 for an ad.

-Dave Nichols, Richardson, TX

(See Dave's ad on the back page.)

The Death of a Dream

The end of the original Frontier Airlines

by Nelson Embleton

I have been asked to give my thoughts and opinions of why, after many years of successful service, Frontier Airlines ceased operations and effectively disappeared from the airline scene.

May I briefly tell who I am and what my interest in that affair was. My name is Nelson Embleton and in the years before, during, and immediately after the bankruptcy proceedings I was the chairman of the Frontier Airlines Section of Transport Workers Union, Local 540. This local represented many of the Flight Dispatchers at other U.S. airlines in various cities

Our group was never very large. At most the airline never employed more than 35 to 40 people as dispatchers, assistants and flight operations coordinators.

In the Frontier Employees Coalition, we were the tail of the dog. And I have never heard of the tail wagging the dog! So much for our influence on the events that followed.

I would say that there were four major factors that led directly to the end of the old Frontier:

1. Deregulation of the airline industry.
2. The sky rocketing fuel costs.
3. Mis-management by Glen Ryland, after Al Feldman departed for greener pastures.
4. The inability of Bill "Rocky" Patterson (the I.A.M.coalition rep.) to convince Dean Ames and the rest of the machinists hierarchy that some concessions were necessary if the airline was to survive.

There were other factors that affected the continuation of Frontier as a viable entity, of course. One that I can't forget was my sense that O'Neil was convinced that the employees could never operate a profitable airline. And though he voiced a willingness to listen to our proposals, he always seemed to be able to throw roadblocks in our path.

I will not rehash all of the many small and tedious steps we (the coalition) took in our efforts to preserve Frontier. I'll just cite an instance or two concerning each of the major factors.

When A. L. Feldman took over as president of Frontier (1971) we were flying a mixed fleet of aircraft. We had DC-3s, Convair 580s, Dart 600s, old Boeing 727s. We also had a couple of the smaller Boeing 737s.

Feldman decided to standardize the fleet. He realized that a one type of plane fleet would require fewer spare parts to be kept in stock, that maintenance checks and overhauls could be simplified. The trade off was that we had to abandon many of the smaller towns that did not have the capability of handling jet aircraft. Goodbye to Gunnison, Santa Fe, Cortez, Fayetteville, Ponca City, Liberal, and a host of other towns that had supported us as much as they could. But that's progress.

"Al" was an operations oriented president. He also kept his employees in the decision loop so they could comment as required and intelligently perform their jobs within the frame work of company policy and be aware of the long term goals for Frontier.

In the early 70's the country experienced a severe fuel crisis. The country's position had been that oil was plentiful, the price per barrel was low so why worry? Then the oil producing countries decided that they wanted to join the ranks of the wealthier nations. The oil producers cut back on production and

raised the price. Naturally, the airlines had to raise the ticket price to help offset higher operating costs and the cost of doing business started it's upward spiral. This was manageable in the protected environment we operated in at that time. But, when deregulation became the law, in 1978, all bets were off. Frontier was hard put to match our strongest competition in Denver, United and Continental. In an attempt to generate more passenger traffic they cut prices and put on additional flights over most of the routes where Frontier was in competition with them. We, Frontier, applied for new routes and cities but the story was repeated as other carriers operating in and out of major "hub" cities did what United and Continental had done out of and through Denver. The paying public loved it. Lower fares & more flights to choose from.

Before deregulation (pre 1978) there were many airlines serving the flying public: Local service carriers provided air service to many small communities. Regional carriers provided service to larger cities and "fed" passengers to the Transcontinental and International carriers at most of the major population centers throughout the United States.

Now what has happened to these local carriers and most of the regional carriers? Where is Capitol Airways? Where is Ozark Airlines? What happened to Mohawk, North Central, Pacific Southwest, Pioneer, Southern, Trans-Texas Airlines and where is Braniff, Frontier (the real one) Western, Eastern, and other regional carriers? So, too, have many of the great international airlines vanished from the skies. T.W.A. Pan American, Pan Agra and others.

In the rush to be number one in the industry, mergers were consummated, absorptions took place and more than one airline just went out of business.

What have we today? A shaky American, a shaky Continental, a bankrupt Delta, a bankrupt United, a bankrupt U.S. Air! And, as always, they are trying to return to profitability on the backs of the employees who have been and will be the backbone of any business. Management, however, is NOT alone to blame for this sorry state of affairs. Year by year the "Unionized" workers had made and, generally gotten pay raises, enhanced benefits, modified work rules that give them more time off, more vacation time and a pervading sense that this would continue forever. It could not and it came as a shock when the money tree ran out of green leaves.

It was inevitable that some other airline that was struggling made" Al " an offer he couldn't refuse. He departed in January of 1980. Glen Ryland, who came to Frontier with" Al " from --wherever--, took on the presidency of our airline.

To say that Ryland's style of management was quite different from what we were used to under "Al ", is putting it mildly. "Al" was able to communicate effectively with his employees, Glen seemed aloof and reluctant to tell us what was going on. Part of the problem was that Glen's field of experience was in finance and other paper shuffling. He knew practically nothing of the intricacies of airline operations. This created a muted, but real friction, among the employees. This friction was carried over into the ranks of his upper level management team. It was well known that Hank Lund disagreed with Ryland's autocratic style.

Glen's plan to bring profitability to Frontier was to "Diversify". (This was the popular buzz word of the day.) Two, or more, subsidiaries were to be formed. The first was Frontier Services which was to acquire or begin aviation related activi-

ties. The second subsidiary was to be involved with non-aviation ventures.

Hank Lund, who was close to retirement and not wanting to jeopardize his benefits, accepted the position of president of Frontier Services. In a very short time Frontier Services acquired an agent training school, an aviation maintenance training school, started an aviation training school and started a maintenance base in Denver. The new company also landed a very lucrative contract with the Saudi Arabian government to train their commercial pilots.

I do not know what activities the second subsidiary engaged in. They would have done well to buy into a pharmaceutical company and concentrated their efforts on the production of tranquilizers. We at Frontier Airlines could have made them rich by the end of August 1986.

Some time in the early 80's (1982 or 1983) a plan was developed and put to work to begin a non-union airline, it was to be a "sister" airline to the real Frontier. The new airline was to be called Frontier Horizon and was to operate with 5 - 727's into 6 new cities providing a feed to and from Frontier Airlines and in so doing retain traffic that would have gone to other carriers. Hank Lund was asked and accepted the presidency of Horizon.

Naturally there was a lot of opposition from the unions at F.A.L.

I disagree with Hank's assessment that while Frontier made many concessions to the pilot group, A.L.P.A did not step up and deliver any substantial concessions of their own. I know Billy Walker and I know that with a little bit of patience an agreement would have been worked out.

I also know that the dispatch group would have been pleased to provide dispatch service to Horizon. We had the space and personnel to do the job at no extra cost to Horizon. We just wanted to keep the work" in house

I am sure, too, that agreements could be reached with the Flight Attendants Union and with the agents and ramp workers union as well. However, it was the machinists union - I.A.M. that no one could be certain of.

Despite all the seeming roadblocks, on a cold morning in January of 1984, Frontier Horizon was launched on it's brief career.

Meanwhile, back at the ranch, frantic efforts were being made to rescue the "heroine - Frontier Airlines"

We set up an employee stock option plan (ESOP) Then came a TRASOP and many other types of OPS. There were plans laid to sell "Junk Bonds" to raise some capital. The only trouble with this was that we would have to pledge all our assets to back the bonds. So it went throughout all the "White Knights" , the buy-outs, the mergers, the out right buying of Frontier by another carrier. All of these plans sounded good and looked good when put on paper, but when you got to the bottom line, the employees were getting the shaft and the "saviors" controlled all the assets.

We, the coalition reps, were kept running from coast to coast. Our heads were filled with wild promises and a lot of B--- S---. We all met in Los Angeles and at 5:00 A. M. we were walking through an un-lit alley in the heart of Beverly Hills to meet with Michael Miliken, the Junk Bond King. The early hour was so that he could be in his office before the start of the stock trading day in New York. His presentation was most impressive, but, once again, away from the glitz and glamour of the great man,

the plan left us with little more than a shell of an airline and a lot of worthless bonds to be redeemed should the airline tank.

Jerry O'Neil was becoming antsy over the dollar hemorrhage that was occurring at Frontier. It was worse than anyone dreamed. What was supposed to be a shortfall of a few million dollars for 1984 turned out to be between 25 and 30 million dollars. The favorable results expected from Ryland's management did not occur, and O'Neil fired Ryland. The next man to occupy the "hot seat" was Hank Lund.

O'Neil, Lund and most of the officer group and employees were aware that rapid and drastic measures were required to salvage the airline. Lund opposed O'Neil's proposal to try and negotiate a deal with Frank Lorenzo, (Texas Air Corp.). Lund's strong belief was that Lorenzo would only liquidate Frontier and he wanted no part in that. Lund approached the union workers with a request for severe pay cuts from them. That was when they finally realized that the "Money Tree" had run out of green leaves!

Officers and non-contract employees did step up to the plate and made monetary concessions. The flight dispatchers group deferred raises and over the next 2 years gave up approximately 25% of their annual salary. I know, because I am the one who negotiated the give backs and took the heat from the other members of T.W.U. The Agents, Pilots and Flight Attendants all tried to work with the company. The Machinists, however, took their orders from International headquarters and headquarters wasn't going to give back one single thing. I recall "Rocky" Patterson trying to talk some sense into Dean Ames - the "Local" president and Dean telling him that the I.A.M. would sooner see all of Frontier's mechanics be out of work before they would agree to any concessions - period.

The above mentioned strategy and the search for a "White Knight" proved to be too little and too late. Hank Lund departed in April of 1985.

Next to try his hand at running an airline was Joe O'Gorman. A likeable person, who (I think) was a shill for United. He suggested that a deal could be worked out with United Airlines and that he (O'Gorman) would use his good offices to give it a shot.

A series of meetings took place between the Frontier pilots and their counterparts at United. Since both groups belonged to A.L.P.A. there should be no problems, right? Wrong? This is where the rape occurred that Billy Walker speaks about in his recollections. The flight attendants from both airlines met with what success I do not know. Nor am I aware of what transpired between United's and Frontier's agents and ramp personnel. The mechanics were in fat city. Both airline's mechanics were represented by I.A.M. United's Dispatchers were a part of I.A.M. while we were T.W.U. as the survivor of this, so called, merger. I was waiting to hear from their dispatch section chairman. I waited and waited and finally, in a desperate attempt to find out what was happening, I called Chicago to try to see how we could integrate the seniority lists. Imagine my chagrin when I was told that United's dispatch group had heard nothing of a merger and why the hell should he want to send me a seniority list?

The buyout by Don Burr (Peoples Express) was doomed from the start. It was like trying to mix oil and water. The operating philosophies were diametrically opposed to each other. Peoples Express gave minimum in-flight services, on board ticketing, or sparse meals for sale in flight and it was rumored that before the

crew would open the door for the passengers to de-plane, they were made to clean the cabin for the outbound flight. This is just a rumor. Frontier was used to providing excellent service. Excellent meals, lots of leg room and flight attendants that really cared for the passengers needs. They (the Flight Attendants) were always happy to help passengers with their travel plans.

What a fiasco that plan turned out to be.

The union coalition and management kept trying to find any way of salvaging something of Frontier. But as the months went by, and we were well into 1886, it became painfully obvious that Frontier was already way, way down the tube.

I went on a much needed vacation and was in Grand Junction, Colorado when I got the news that Frontier Airlines had declared bankruptcy and had closed their doors. I was stunned. My wife and I returned to Denver as quickly as we could and my first stop was at the Frontier offices in the main hangar. It was a darkened building that greeted me. There were guards stationed around to check I.D.s and to prevent unauthorized persons from entering the premises.

Billy Walker was in contact with Frank Lorenzo, head of Texas Air Corp. Lorenzo along with Phil Bakes, president of Continental Airlines came to Denver to meet with the employees and union reps. What emerged was a takeover, coupled with a severance package that offered a little something to every one.

We could accept employment at Continental fitting in at the bottom of the seniority lists or accept life-time passes on Continental plus a reduced severance pay or take \$10,000.00 and forego any further claims against Continental Airlines and Texas Air Corp. Before making my decision, I went to Houston and interviewed for a dispatch position. There were too many ifs connected with the job offer. Several of the dispatchers did accept employment at Continental. Several went to American Airlines. A very few accepted the reduced severance pay and pass offer. I and a couple of others took the \$10,000.00, pinned the mistletoe to our coat tails and walked away. A couple of the fellows went with FedEx and a couple went with UPS. Wherever they are I wish them a long life and much happiness.

I was not completely through with the business of liquidating Frontier. There were matters of pension funds to be distributed through the bankruptcy court, so Bill Hilbert and I, along with John Osterberg, played nursemaid to the fund until it was all settled and the funds were distributed and allocated according to the wishes of the recipients.

It was then that I locked the door on the ghost of what had been the "dream": Frontier Airlines. I hid the key and began a new life for myself and family.

I cannot change the past, nor do I want to. It is over.

(Nelson started at CN in January, 1952 as a purser flying military charters with DC-3s. In the fall of 1953, CN went to stewardesses. He was offered a job as a station agent, a co-pilot (if he had a commercial pilot's license but he only had a student pilot license).

He asked if he could go into Flight Dispatch if he could get that license. He worked as a teletype operator while studying and when he got the dispatcher's license was put on the seniority list in Jan. 1954 as number 5 on the list. Nelson worked as a dispatcher through the acquisition by FL and moved to Denver in Jan. 1968. He became the TWU union chairman for the dispatch group in the early 70's and was chairman through the bankruptcy.

Nelson began acting professionally in January, 1987. He's done T.V, Movies, Commercials and worked on stage. He spent 7 years doing "Perry Mason - Movies of the week".

He says, "Not much going on in Denver for an old guy, but I still audition now and then."

More Notes From FLolks

I still live in Grapevine at the same place since 86. I worked at DFW for Dick until Oct. 86 when we closed DFW down. During that time thanks to Lawrence Weeks, Ray Hall, and some others smarter than me we were successful in bankruptcy court in gaining a little revenge on Frankie boy. After that I worked for SMB Stage Lines which was bought out by Evergreen in April 88. I stayed with Evergreen until 2000 when I went to work for Emery Worldwide Airlines which shut down in 2001. Now I work as the receiving manager for a small hardware chain called Home Depot. I also still work part time for Airborne/DHL since Sept. 89.

There are several of us still in this area and once in a while we run into each other. I go to the bash every year but our numbers are dropping and it gets harder for Rusty and Austin to hold the event. We lost Wayne Holder and John Stultz but Larry Thomas and Phil Green still show up.

-Butch Solignani, Grapevine TX, Butch.Solignani@verizon.net

My name is Ted Pfau - I started with FL on April 10, 1956, and worked the following stations. BIL, GDV, SLC, MLS and ABQ as a Station Agent until Aug. 24, 1986. I am interested in joining the Frontier Club.

-Ted Pfau, Albuquerque NM, tedpfau@aol.com

Just to let you all know I am now working for USair in Las Vegas. I started with them in 1987. Kathy, my sister, is working in St. Louis (Kathy Eckert) now Kathy Benoist, for a major corporation.

I worked on ramp/ticket counter in TUS. My sister Kathy worked in DEN and STL as a ticket counter agent. Kathy was in St. Louis in 1970. I worked revenue accounting for 1 year. I worked from 1971 to closing.

-Greg T. Eckert, Las Vegas NV, Gregteckert@aol.com

My name is Ken Meyer, I was a FL employee for 19 years, mostly in NE. I was in OMA, CDR, GRI, LBF and finally OMA again. I was an ALEA Rep while I was in CDR. I was at Paul Kreitman's funeral yesterday and was talking to Tom Blanchard. We started going over "old" times. They were some great years!

In 1986 I got a "great" job with a lumber yard (family owned) and about starved to death with a wife and 3 kids. Then in 1988 I started selling insurance and been doing that ever since. I don't make a lot of money, but enough to keep going.

-Ken Meyer, Creighton NE, kenmar@bloomnet.com

Late News On Deaths

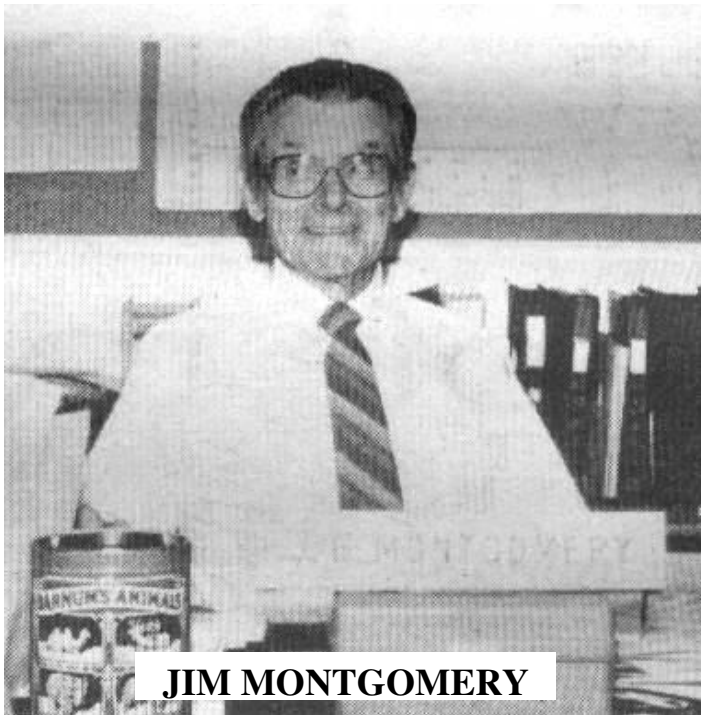
At presstime, news was received on the deaths of

Marlena Harris, SLCTT

Ken Wells, pilot

Harold Aken, pilot & flight scheduler

More info in the next issue.



JIM MONTGOMERY

Jim Montgomery, Assistant Manager of Customer Service, has never called in sick in his 39 year career with Frontier Airlines.

Jim has come a long way since his first day as an Agent in 1947. He was hired by Summit Airlines, predecessor of Challenger Airlines, as a Station Agent in Cheyenne, Wyoming.

In 1950, Challenger, Monarch and Arizona Airways merged to become Frontier Airlines. Over the years, Jim has taken advantage of the opportunities the merger created. Jim's list of achievements is impressive and demonstrates his dedication to Frontier and his fellow employees.

He was instrumental in the development of the Frontier Credit Union serving on the Credit Committee and the Board of Directors as Treasurer and Chairman of the Board.

He remembers a time when he was sent to open the Greybull, Wyoming station. When he arrived, he discovered there was no ticket counter and no work desks! Using some ingenuity, Jim went out to the highway and knocked down enough road signs to make a ticket counter and some work tables.

Another move took him to Powell, Wyoming in the dead of winter. He arrived during a howling blizzard and couldn't find anywhere to live. So, he lived in the furnace room at the station! Jim helped many people during that blizzard. "The blizzard was so bad that when a flight landed, it would stay on the runway because the snow on the taxiway and the ramp was too deep. They had to ferry the people and the cargo back and forth. It must have been quite a sight to see, but believe me, not much fun to work."

When he is not working, he is an avid golfer. His most memorable moment was landing a hole in one at the Wellshire golf course in Denver.

With a career as colorful as Jim's, there have been peaks and valleys, but he was never a quitter or complainer. There isn't enough space to write about all the times Jim has lent a helping hand to those in need.

-FL Flight Plan newsletter, August 1986

(Thanks to Frank Monheiser for the newsletter. Jim still lives in Denver and his FLriends can contact him at 310 S Race St, Denver, CO, (303) 722-0630.)

Storm at GRI

I don't believe anyone has ever written anything on The Air Fairs that were held at cities to show appreciation. We held such a Fair at Grand Island, NE just prior to our starting regular flights. We would give free rides over the city for 15-20 minutes then back for another load. This was held in June or July 1959. (*GRI service started 7/1/59*)

It was our first chance to work a actual flight and brush up on the new weight and balance, this was a CV-340 no less. Capt. Ed O'Neil and Capt. "Ev" Aden were the pilots for all the flights. FL Officials were in town for the day to meet the City fathers. Elton Snoke, the Supt. of Stations, was there too.

After all the flights we were invited down to the Yancey Hotel for a meal and a welcome to the City. We were just finishing up when an announcement came over the speaker that a hailstorm had went thru the airport, with lots of damage.

So out to the airport we went. Our new CV-340 was pretty well beat up, Most of the windows on the terminal side were all broken, plus all the inspections ports on the tail were beat in, plus a lot of other damage. The aircraft was out of service for some time.

The windows on the west side of the terminal were all broke - the glass and hailstones were almost a foot deep in front of the ticket counter and water 2-3 inches deep in all our offices. Every phone had someone on it calling Denver to advise of the storm. One of them had Mr. Snoke on it setting on a stool barefoot with blood dripping off his toe as he had taken his shoes off and had waded into the glass and hailstones. A couple of band aids fixed him up ok. Later that evening the aircraft was put in a hanger as another storm had been in the forecast.

GRI manager was Menth Dexter along with agents Dean Head, Paul Kreitmann, Tom Blanchard and myself. That was our welcome to Grand Island, NE I believe that same aircraft was also in the accident at Grand Island (SN73130 on 12/21/62).

-Arnie Hadler, Pine AZ

The First Jetways

UA is credited for placing the world's first order for Jetway passenger boarding bridges in 1959. The contract for 60 bridges included 16 units to be installed at LAX, 14 for SFO, 18 for ORD and 12 for IDL (New York-Idlewild).

A joint-design effort between Jetway Systems and UA, the program was initiated in response to the challenge of efficiently boarding and deplaning new, larger-capacity jetliners. UA and TW initially used two Jetways for jet aircraft, one each for first-class and coach passengers. These telescoping corridors provided direct passage from the gate lounge to the door of the aircraft.

The \$65,000 investment for each Jetway was considered well worth the investment because the system not only streamlined the boarding system but also kept passengers out of inclement weather and away from ramp congestion. The need to better utilize gate space prompted a switch from parallel to "nose-in" parking. Airline managers quickly found that boarding from a single door was nearly as efficient as using two Jetways.

Since building the first Jetways for UA, Jetway Systems has built approximately 4,500 boarding bridges with installations at more than 190 airports worldwide. In addition, several other companies build covered loading bridges for the airlines.

-AIRLINERS magazine, Sep/Oct 2001

FRONTIER NEWS



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

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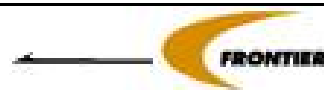
ADS

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

More on the oldest flight attendant

I just received the summer edition and noticed the item on the back page re: oldest flight attendants. I just had our, (UAL), number 1 flight attendant commuting home on my flight last week; she was hired in 1946 and is 84 years old. She'd just worked a Shanghai-San Francisco nonstop and was on her way home to Seattle. Her name is Iris Peterson
-Steve McEwan, SLMTLM1@cox.net

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



Thank you former Central employees!

The research is done and the Central Airlines history story will publish in *Airliners* magazine probably in December. *Airliners* is always found at Barnes and Noble Books and Borders Books. Special thanks to Jake Lamkins, "Frosty" Frost, Bill Blackmon, Val Hague, Rosemary Orton Byers, Dave Coppock, Warren McLellan, Fred Walsh, Jim Lane, and Tom Lamb.

Your enthusiasm still shows after all the years. Now it is time for aviation readers around the country to learn about Central Airlines.

All the best,

-Dave Nichols, feature writer.

Airliners magazine did the great history on FL in their Jan/Feb 2002 issue. They recently did a history of Republic Airlines. The magazine also features beautiful color photos of aircraft. Single issues at bookstores go for about \$6.50 + tax. A year's subscription is \$25.95 & two years is \$46.95. Back issues, when available, are \$2.95 + shipping.. Phone them toll free at 1 800 875 6711. Their website is www.airlinersonline.com.

FRONTIER REPORTS

Challenger Airlines Employees Directory, 7/15/48, 25p, \$4
Challenger Airlines Prospectus, 9/3/47, 37p, \$6
Challenger Airlines Prospectus, 8/4/48, 40p, \$6
Challenger Airlines Stockholders Report, 9/30/49, 8p, \$2
Central Airlines Packet, Articles & seniority list, 21p, \$3
Convair Aircraft Packet, Articles & charts, 73p, \$9
DC-3 A/C Roster (inc. predecessors) & Check List, 10p, \$2
DEN Accident (12/21/67) Report & news clippings, 11 p, \$2
FL 1955 Timetable/Srty-Personnel Lists, 42p, \$6
FL-CO Job Preservation & Litigation packet, 10/2/86, 66 p, \$8
FL History, articles, photos, etc. , 47p, \$6
FL NEWS printed back issues \$2.50 each
FL NEWS all back issues on a CD \$5 (plus Jake's FL Files)
FL newsletters, two from 1969 introducing 737s, 20p, \$3
FL Files on 2 CDs (includes NEWS back issues), 800+ meg., \$5
FL's Death, articles & essays, 50p, \$6
GRI Accident (12/21/62) Report & news clippings, 14p, \$2
Ken Schultz' Obituary List (Rev.1/1/04), 10p, \$2
MLS Accident (3/12/64) Report & news clippings, 35p, \$5
PHX Accident (4/21/57) Report & news clippings, 25p, \$4
(Costs are to cover postage & copying.)