



THE END OF SN61442

SYNOPSIS: FRONTIER AIRLINES FLIGHT 32 OF MARCH 12, 1964, CRASHED AND BURNED DURING AN INSTRUMENT APPROACH TO THE MILES CITY AIRPORT, MILES CITY, MONTANA, ABOUT 2050 M.S.T. ALL FIVE OCCUPANTS, THREE CREW MEMBERS AND TWO PASSENGERS WERE KILLED, AND THE AIRCRAFT WAS DESTROYED. WEATHER CONDITIONS LAST REPORTED TO THE FLIGHT WERE THE OPERATIONAL MINIMA OF CEILING 400 FEET AND VISIBILITY ONE MILE. WET SNOW, STRONG GUSTY WINDS, AND NEAR FREEZING TEMPERATURES PREVAILED. INVESTIGATION REVEALED NEITHER MALFUNCTIONING OF ANY OF THE AIRCRAFT'S COMPONENTS NOR OF ANY OF THE PERTINENT AIRPORT NAVIGATIONAL FACILITIES INCLUDING THE VOR, WHICH WAS UTILIZED. ALL APPLICABLE FAA CERTIFICATION WAS IN ORDER. THE BOARD DETERMINES THAT THE PROBABLE CAUSE OF THIS ACCIDENT WAS THE DESCENT BELOW OBSTRUCTING TERRAIN, FOR REASONS UNDETERMINABLE, DURING AN INSTRUMENT APPROACH IN ADVERSE WEATHER CONDITIONS. - *CAB REPORT*

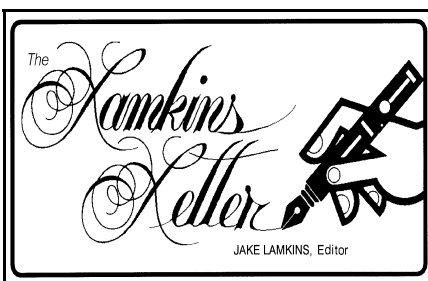
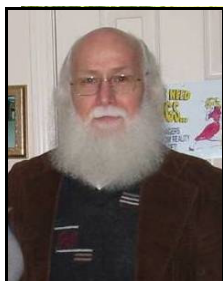
SEE RED BARRINGER'S LETTER ON PAGE 16

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.



After lots of web searching, I located and bought a 1978 edition of the American Air Mail Catalogue which has historical data on Frontier, Arizona, Monarch, Central and Challenger air mail routes and dates that service to various cities were started. It even shows the captain & pieces of mail carried on the first flight. The book covers activity up til 1977. There is a later 1998 edition which covers post-deregulation air mail routes. I am still looking for a copy. Meanwhile, I have made photocopies of the 20 pages of FL & predecessor airline info and they are available on the back page in Frontier Reports.

Also available is an upgraded 40 page packet on the MLS accident which is mentioned on the cover and page 16. Many thanks to Red Barringer for sharing his 40 year old photographs of the tragedy. Another new packet is 14 pages of articles from the Nov. 1986 AIR TRANSPORT WORLD. They are about DEN Stapleton airport and what deregulation did to DEN carriers. It's a very interesting retrospective about what happened and the reasons for it.

The Jan/Feb issue of AIRLINERS magazine has the Central Airlines article mentioned in previous issues. You can get it by subscription or at your local bookstore. AIRLINERS also did a great article on FL in the Jan/Feb 2002 issue.

Some FLOlks at SLC have decided to have a reunion this June. They hope to make it an annual event. It's in the planning stages so contact them for more info and to offer help. See next column. PHX is still looking for a coordinator. It would be nice if someone would help re-start this great annual event. BIL is another station that needs help in re-starting their FL event. If you know of FL gatherings that aren't listed, please send the info and who coordinates it along with their contact(s).



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

Held Jan. 8, 2005 at 7 pm at Deanna's house

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

DALLAS-FT WORTH REUNION

Was Saturday, October 30, 2004, at 6:pm: Los Vaqueros Restaurant, 2629 North Main St., Ft. Worth, TX. Contacts: Bill Blackmon, 817-788-1110, BBmon@juno.com or 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, (H)816/373-5647 (C)816/665-6023 or Phil Stallings, redrydertexas@sbcglobal.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, tnmillword@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. 2005 event will be in late August.

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.

SLC GET-TOGETHER

Saturday, June 18, 2005, details to be announced later.

Contacts are Don Anderton, 801-968-3225, DAnderton@qwest.net and Paul Farris, 479-770-6655, paulamos@yahoo.com

ST. LOUIS

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

TUCSON GOLF TOURNAMENT

Sat-Sun, Apr 30/May 1, 2005, Green Valley, AZ.

Contact: Ron Butler @ 520-762-5084, RButler24@worldnet.net

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

REUNIONS

DFW Reunion

Thanks for the interest in the DFW reunion. I think we had about 65 people to show up, but am not sure yet. I talked with Jim Ford this morning and he will sent an accurate accounting.

-Weldon Finney, Arlington TX, weldonfinney@sbcglobal.net

The party was great. It's fun to see old?? shipmates. We had about 65 people and they had a good time. Attending were Bill and Peggy Blackmon, Ken Vradenburg, Wes and Coke Davis, Phil Stallings, Ken Griffith, Mr. and Mrs Rusty Lambert, Bob McKesson and daughter, Hal and Cindy Fletcher, Jim and Mary Liddle, Linda Bratton Prince, Mr. and Mrs. O.K. Moore, Dan Gunn, Jim Harcrow, Jim Wyche, Tom Dewoody, Mack Howe, Weldon Fiinney, Bob Parcell, Jeanie Eller, John Peery, Kerby Rankin, Karen Fox, John Slauter, Vivian Nobles, E.B. Gross (Turk) and Sam Warriner

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

COS Gathering

Remember the 'Freight Apes' t-shirts? We had one at our gathering. (*Didn't Jim Shores' son Rocky sell these?*) Attending were Bob White, Ted Roybal, Leola & Ivan Spencer, Ruth & Harold Hopkins, Deanna, Tony Shepherd, Cordy Roybal, Jean & Chuck Borden .

Steve Galusha, Tom Clark, Gene Melton, Lee Johnston, Don Houdeshell, John Ager & Chuck Doudna are a few that didn't make it this year. Deanna may know of others that I can't think of right now who didn't make it.

-Chuck Borden, Colorado Springs CO, Airport22@aol.com



PENSION INFORMATION

ALEA:

Principal Insurance Company
Contact Vicki Prorock at 1-800-944-8631 x57274 or
Prorock.Vicki@Principal.com
Several options - you can start collecting at age 55.

IAM:

Travelers Life & Annuity
One Tower Square 7MS-C
Hartford, CT. 06183-6035
1-800-521-3099 fax 860-954-2472

We need contact info on the TWU, AFA & ALPA plans.

FLIGHT ATTENDANT STORY

A flight attendant on a flight announced, "I don't know how it happened, but we only have 40 meals for 102 passengers. We will provide free drinks for the remainder of the flight for those willing to give up their meals."

Somewhat later a second announcement was made: "We have 25 meals available for anyone who changes their mind."

PUDDLEJUMPERS

I remember riding flight 503 from Billings to Little Rock one time just to pickup a rental car and deadhead it back to Billings. If I remember correctly, the flight went BIL-COD-WRL-RIW-LAR-CYS-DEN-COS-PUB-LBL-OKC-FSM-LIT. Made a very long day out of it, with a long drive back to Billings. All on a CV580, of course.

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

I remember flying on those puddle jumper flights every day...and I'm sure that is where I got my love of flying...the take offs and landings could get very exciting...and most of my flights were in the DC3...the routes I had went mostly into Nebr. I did fly a lot of the souther routes from and back to Den...and the ride from Pueblo into Den was really a rough one...all the time.

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

When I was in RKS, the afternoon trip, DEN-HDN-RKS was known by the locals as "the one stop vomit comet".

-Steve Berger, sburger@14wfie.com

HIGH AIRPORTS

Just a bit of trivia. I don't know if anyone remembers, but ALS was the highest elevation airport on the FAL system. At least while the 580s were in service. ALS 7539', next highest FLG 7014'.

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

We can't forget Laramie, (I'm sure the 580s were used there), which is higher than FLG. According to airnav.com, LAR elevation: 7284 ft. / 2220.2 m (surveyed)

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

I worked in RKS from 1977-79, elevation 6,728. I think it was the third highest year round station, after ALS, and GUC, and just a bit higher than DRO. As I recall, FLG was a summer only operation in those days. In the summer at RKS, the 580 takeoff power setting was never an issue, it was always "972 wet".

-Steve Burger, sburger@14wfie.com

I remember when I worked in MVS (*Monte Vista CO*) in 1953 and 1954, we had a running contest with GUC as to which was the highest. MVS was 7770. I don't remember what GUC was.

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

(*The website Chuck mentioned is a goldmine of airport facts. It's worth putting in your Favorites: <http://www.airnav.com/> airports. Some of the FL high airports checked out at GUC 7678', MVI 7608', ALS 7539', LAR 7284', RKS 6760', DRO 6685', WYS 6644', HDN 6602' & JAC 6451'. MVI is the new Monte Vista airport east of town. Nothing on MVS as it was closed many years ago. It was west of town. Ed says it was 7770' which would make it the FL champ. The champ in North America is Telluride CO (TEX) at 9078'. How did Texas let that three letter airport code get away? It's supposedly the 2nd highest commercial airport in the world. MTJ is only 65 miles away but considerably lower at 5759'. The highest commercial airport in the world is La Paz, Bolivia at about 12,850'.)*

DEATHS REPORTED OR UPDATED SINCE THE FALL 2004 ISSUE

Ruth Agnew McDonough, SLC flight attendant, 7/11/04, age 67, cancer
 Harold Akens, DEN crew scheduler, 10/9/04, age 58, heart
 Ray Beall, DEN maintenance director, Mar86, age 65
 Bob Brooks, GSW DFW pilot, 11/23/04, age 81
 Butch Carr, DEN pilot, 10/13/04, age 66, cancer
 Roger Carter, DEN inspector, 12/30/04, age 66
 Wally Dahl, DEN maintenance manager, 11/24/04, age 60, cancer
 Mary Jean Gallagher, DEN reservation agent, 12/13/04, age 79
 Jim Haley, GSW DFW DEN reservation agent, Aug78, age 48, heart attack
 Marlena Harris, SLCTT & SATO, 11/3/99, age 59, heart attack
 John Kelly, DEN flight attendant, 11/9/04, age 54, heart attack
 Richard McMahon, DEN aircraft mechanic, 8/7/04, age 84
 Jack Mericle, DEN lead mechanic EOS, 4/1/99, age 79
 Bob Niejadlik, FLG BOI station agent, 11/23/04, age 61, cancer
 Don Wardman, DEN inspector, 1/11/97, age 81, alzheimers
 Ken Wells, DEN pilot, 10/9/04, age 76, cancer
 Ann Yanulavich, DEN lost/found, 12/19/04, age 65
 Jack Zweck, DEN inspector, 12/16/04, age 69

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 DAHL

Obituary for Wally Dahl: Dahl, Wallace B., United Airlines Operations Manager - Wallace B. Dahl, 60, of Parker, CO., passed away on November 24, 2004. He is survived by his wife, Carolyn. A memorial service will be held on Tuesday, at 2 P.M., November 30, 2004 at Parker Funeral Home, Inc., 10325 Parkglenn Way, Parker, CO. In lieu of flowers, donations may be made to the family in c/o Parker Funeral Home, Inc.

-The Denver Post

It is sad to inform you that Wally Dahl, Foreman in Aircraft Maint. at Old FAL and most recently Operating Manager at UAL, lost his battle with cancer. He passed away at 5:00 P.M. yesterday. (11/24/04) with his family by his side. Our prayers and condolences go out to his family and friends.

-Ed Schroeder, Thornton CO, edshars@aol.com

Wally Dahl died today (Nov 24, 2004) at his home in Parker, CO. Wally was a Manager - Line Maintenance in Denver. Wally's FL date of hire was Sep. 1, 1977.

He had previously worked at Rocky Mountain Airways in DEN.

-Ken Schultz, Wheat Ridge CO

JIM HALEY

When Jim died he had a apt in Aurora. He had diabetes and had a heart attack. He was alone when he died. His wife lived in Lawton, where he commuted to. He was buried in Ft Worth where the funeral was.

I am almost sure that was 1978, 1979 because I went to Jackson Hole and on to Spokane in 1980 and 1981.

-Shirley Shackelford, Palm Springs CA, shirleyshack@aol.com

This must be the right SSDI entry since Jim's widow was at Lawton:

JAMES HALEY, Born 13 Jul 1930 , Died Aug 1978, Last benefit to 73501 (Lawton, Comanche county, OK) SSN issued in Texas

-SSDI

BOB BROOKS

In the Ft. Worth Star-Telegram November 24th: Robert S. Brooks 81, a retired pilot, passed away Tuesday, Nov 23, 2004. Memorial services: 2:30 p.m. Wednesday at Bear Creek Bible Church in Keller.

Robert S. Brooks was born March 16, 1923. Bob flew for Central and Frontier.

-Jim Ford, jeford15@comcast.net

JOHN KELLY

I received word from Lisa Sachetta-Ison (via Susie King-Mahoney) that John Kelly passed away suddenly yesterday, presumably from a heart attack, while jogging with his wife, Pam (Ortega) Kelly, also a former F/A for FAL.

For those who would like to send a card or flowers to Pam, her address is: Pam Kelly, 128 Park Forest, Davidson, NC 28036. The Charlotte Observer published

the following obituary :

John Frederick Kelly: John, age 54, of Davidson, NC, died suddenly on Tuesday, November 9, 2004. The family invites friends to share their memories of John on Saturday at a service at 4:00 p.m. at Raymer's Funeral Home. After the service, everyone is welcome to Marilyn and Irv Dix's house to celebrate his life.

John was born on April 26, 1950 to Irene Matthews Kelly and Jack Edward Kelly in Toledo, Ohio. He graduated from Shawnee High School and Miami University, Oxford, Ohio. He achieved Eagle Scout as a young man, flew helicopters in the Army, helped countless souls as an air medical pilot for Guthrie Hospital in Sayre, PA, and University of Tennessee Medical Center in Knoxville, TN.

Most recently, he piloted a Citation 10 for Netjets Aviation. John and his wife Pam were world travelers who never missed an opportunity for a new experience and a chance to make a new friend. John lived for any challenge and embraced every day with an exuberance and joy that was irresistible to everyone he met.

John leaves his wife, Pam Ortega Kelly of Davidson, his brother, Gary Kelly of Stuart, FL, and his sister, Judi Kelly Bost of Portland, OR. John also leaves many, many dear friends.

John had many passions, but among his greatest loves were his dogs, Tucker and Max, rescued from a shelter in Knoxville, TN. As such, the family requests that in lieu of flowers, donations be made to either your local animal rescue organization or Best Friends Animal Sanctuary at 5001 Angel Canyon Road, Kanab, UT 84741 (www.Bestfriends.org).

MARY JEAN GALLAGHER

I have been informed that Mary Jean Gallagher had passed away on 12-13-04 in Phoenix. Cause of death unknown, she will be cremated and her ashes sent to her sister in Denver. No information on services.

Mary Jean was hired 07-03-1967 as a reservation agent in Denver and stayed until the hands of fate ended her career.

She had lived in Denver until about a year ago when she moved to Phoenix; she was planning on moving back to Denver on 12-13-04.

Mary Jean was born 12-12-1925.

-Trish Swanson Hawk, Henderson NV, Cbuckhawk@aol.com

Obituary: Mary Jean Gallagher

Survived by sister Noreen Lott, and numerous nieces and nephews. Memorial Service Tuesday, 10:00 a.m., Fairmount's Mortuary Chapel. In lieu of flowers, donations may be made to Odyssey Hospice Care, attn. Connie Harbaugh, 202 E. Earll Dr. Suite 160, Phoenix, AZ, 85012

-Denver Newspaper Agency



ANN YANULAVICH

Ann was expected at an event today (12-19-04) and when she didn't appear, a friend went to her home in Estero, FL, and found that she had passed away in her sleep. Arrangements are pending. We will all miss her -she was one in a million.

-Claire Hagemeier, Newark CA,

dncchgmr@pacbell.net

Ann Yanulavich passed away unexpectedly in her sleep on December 19, 2004. A memorial service will be held for Ann on January 22nd in a beautiful butterfly garden in Bonita Springs, Florida. Ann was a passionate participant in Angel Flight. Donations in Ann's memory may be sent to: Angel Flight Southeast, Inc., 8864 Airport Blvd., Leesburg, FL 34788

A Catholic Mass and Ann's internment will be in Albany, New York. These plans are still pending. She will be buried in the plot with her parents and younger brother Tommy.

Ann was my cherished friend since I started with Frontier in 1958. Ann, Claire (Carver) Hagemeier and I (Jeanne Gahnstrom Rowell Hanson) recently celebrated our birthdays together in July. We were all born in the same year and have been celebrating since we were teenagers and in our 20's. We will miss her dearly.

-Jeanne Hanson, Denver CO, jhanson839@msn.com

In April, 2004. Ann emailed: "Made the big decision recently to accept a full time job again. I'm now the Manager at Fifth Avenue Executive Suites in Naples FL. It's a job I really enjoy - have been working part time here for a few years while still doing private computer classes.

Strange feeling that as I near my 65th birthday, I've been offered three jobs. Still devoting my volunteer hours to Angel Flight Southeast.

I'm still determined to find the time to send you a story about the early days of Frontier and some of the interesting people who made it so special. Ann"

(Ann held several positions in DEN at FL, 1956-1979, notable Manager-Customer Relations. She was 65. Sadly, she never sent the stories.)

MARLENA HARRIS

Marlena Harris, SLC agent and SATO agent, passed away at age 60

-Jan Root, JRoot@carlsontravel.com

Marlena died several years ago. I will try to find out exactly when it was. I found out about it months after her death. I am pretty sure she died before I retired which was in 1997. It was a real shock.

(Thanks for the info, Marlene. I found this at the Social Security Death Index: MARLENA HARRIS, Born 18 Apr 1940, Died 03 Nov 1999, Age 59, At 84403 (Ogden, Weber, UT) SSN issued in Utah. That appears to be her, don't you agree? -Jake)

That's her. She lived in Ogden and was a few years younger than me. (Of course everyone I worked with in the 80's and 90's were younger than me.) I think someone said that she died of a heart attack. Marlena never married. She was one of the sweetest people you could hope to meet.

RUTH AGNEW MCDONOUGH

I happened to pull up your website to see my friend Ruth in the obit column. This certainly surprised me. Ruth and I were good friends, we were in the same graduating class of '58. I flew out of DEN for awhile, then was transferred to SLC. While there, I lived with Ruth and her family on Hubbard St.

Ruth married Tom McDonough and they lived in Bountiful for as long as we kept in touch. Over the years, I moved and lost contact with her. So it was with great surprise to see that she has passed away. If anyone has further info, please let me know. I would love to hear from them.

-Lila (Twite) Hayes, Mesa AZ, lilamh@cableaz.com

(See the Fall 2004 issue for more info)

DON WARDMAN

Don C. Wardman died Jan. 11, 1997 at Broomfield CO at age 81. He was hired by FL on May 25, 1957 and was born Apr. 16, 1915.

-Ken Schultz database

(Don was a DEN aircraft mechanic and inspector)

I am writing to request an invitation to the Frontier Airlines Yahoo

group. I have never worked at Frontier, however, I am the grandson of a longtime mechanic and later inspector, Don Wardman.

My grandfather passed away some years ago due to Alzheimer's and I have since been very interested in all that he had been involved with and accomplished in the aviation industry though his great life. He is the reason that I have since been attracted to aviation and earned my pilots license four years ago and am about to graduate from the Aviation Management Department of the Metropolitan State College of Denver.

I have always looked for whatever I can on the internet about Frontier and find it to be one of the great Airline stories. In fact my goal has always been to one day work at the new Frontier.

-Corey Verseman, Commerce City CO CoreyVerseman@Centura.Org





BOB NIEJADLIK

I'm sorry to relay to you the death of Robert Niejakalik. Bob worked here in BOI, having transferred from FLG, from the opening in May of 1979 until its demise. Bob died of cancer on Nov 23, 2004 and was cremated. I don't know how old he was but Cliff Maggard who lives here in BOI and knew Bob in FLG thinks he might have been 61 years old.

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

(Bob's photo cropped from a Sep. 1974 article in the FL NEWS when FLG won a station competition while Bob was acting station manager there.)



BUTCH CARR

Funeral service for LLOYD D. CARR, 66, will be 2:00 p.m., Saturday, October 16th at Tree of Life Lutheran Church in Conroe with The Reverend Dr. Luke Bouman officiating. Family will receive friends from 6:00 p.m. to 8:00 p.m., Fri-

day, October 15th at Addison-Smith Funeral Home.

Mr. Carr was born September 24, 1938 in Imperial, Nebraska and passed away October 13, 2004 in Montgomery, Texas. He is survived by his wife, Donna Carr; children, Tammy Joyce and husband, David, Robert Carr and wife, Julie; grandchildren, Daniel Carr, Cassandra Joyce, Dalton Joyce; mother, Pauline Carr; brother, Bruce Carr and wife, Mary Ann; sister, Phyllis Dickens and husband, Irvin; numerous other relatives and friends.

-HOUSTON CHRONICLE, Oct. 14, 2004

(Butch was a pilot and his battle with cancer was long and courageous.)

RICHARD MCMAHON

Richard A. McMahon Obituary from the Denver Post, August 11, 2004:

6/14/1920 - 8/7/2004. A Parshall, CO. native and Walnut Creek, CA. resident, age 84, Richard served in the U.S. Navy during WWII, 1941-1945.

He worked as an airline mechanic (Frontier Airlines), and retired in 1987. He was an IAM member and loved the outdoors. Richard was a dedicated father and loving husband and is survived by wife of 59 and a half years, Loyce; daughter Patti McMahon; sons Michael and Thomas McMahon, and two grandchildren. Services will be private. Memorial gifts to Kaiser Permanente Hospice, Walnut Creek. (He started to work for Frontier in DEN, Jan 28, 1963, and worked in Heavy Maintenance.)

-Ken Schultz, Wheat Ridge CO

HAROLD AKENS

Harold passed away at 2:35 AM on October 9th. 5/9/46 - 10/9/2004. A routine angioplasty gone wrong. Services will be held on Friday, the 22th of October, anyone wishing to attend is welcome. Internment will be in Denver at the Fort Logan National Cemetery. The Ceremony will be at 1:00 PM and will last approximately 20 minutes. There will be a gathering immediately following the ceremony at VFW Post Hall.

-Robin Akens, rgakens@comcast.net

I recall Harold Akens working in Crew Scheduling and found him listed in an ALEA Seniority List dated Dec 29, 1981, Group A, with a Seniority date of 05/26/73.

-Ken Schultz, Wheat Ridge CO

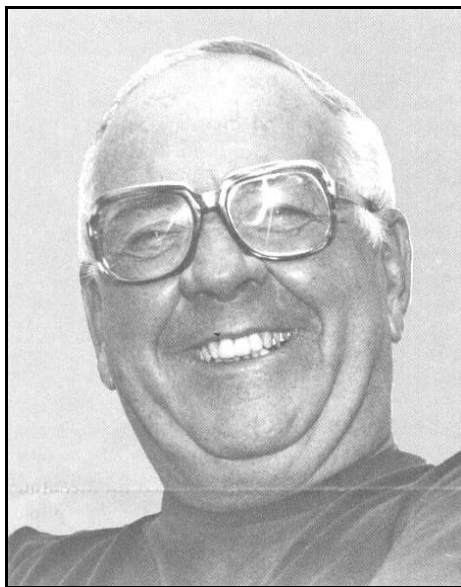
So sorry to hear of Harold's death. I wanted to be at Fort Logan for the services however when I received the information as to the date etc., it was too late. Harold was a friend and I will miss him. Kathy and I send

More 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>

our condolences to the family.

-Ron White, Aurora CO,
R4849@JUNO.COM



JACK MERICLE

Born 07 Dec 1919, died 01 Apr 1999, age 79 at 80010 (Aurora, Arapahoe, CO), SSN issued in Nebraska

-SSDI

Jack Mericle joined Monarch in November, 1946 in maintenance, before the inaugural flight.

-FL NEWS, November 1981

(The photo of Jack posted was found in the same issue.)

Jack was a lead mechanic EOS and started work November 11, 1946 for Monarch.

(Per Ken Schultz "We remember" list.)

KEN WELLS

OBITUARY: Kenneth N. Wells, 76, of Brighton died Saturday, Oct. 9, (2004) at his home after a long illness.

He was born March 10, 1928, in Richfield, Utah, to Ernest and Marian (Naser) Wells. Mr. Wells moved to Roberts, Idaho, as a young child. He grew up in Idaho's potato growing country and received his education in Roberts.

Flying was his love, his vocation and avocation. He soloed at age 15 and continued flying until a few months before his death. He was an airplane builder, crop duster, an aerobatic pilot, a corporate pilot for Sparling Engineering of Phoenix, Ariz., and retired in 1986 as a captain with Frontier Airlines.

During his lifetime, he ran heavy road equipment, owned a construction company for a time, had a lawn sprinkler business, was a Microton Distributor, a landlord and a friend to many. He was a longtime member of the local chapter of the Quiet Birdmen.

Survivors are his wife, Mary Ann "Marty" of Brighton; two sons, Randy Wells and wife Ronda of Greeley and Kyle Wells of Thornton; and two grandsons, Andrew and Alex of Greeley.

Also surviving are a sister, Charlene Martindale and husband Ian of Boise, Idaho, and a brother, Lyman Wells and wife Barbara of Idaho Falls, Idaho. His parents and a brother Marden are deceased.

-GREELEY TRIBUNE, October 18, 2004

(Thanks to Mrs. Bob Ullrich for the obit)

JACK ZWECK

John "Jack" Zweck - Inspector, Died Dec 16, 2004. He lived in Erie, CO.

-Ken Schultz, Wheat Ridge CO

John Leonard "Jack" Zweck of Erie died Thursday, Dec. 16, 2004. He was 69 years old. Mr. Zweck was born Nov. 10, 1935, to Leonard and Eleanor (McLaughlin) Zweck in Dougherty, Iowa. On May 21, 1960, he married Gwendolyn Campbell in Dougherty, Iowa. The couple later divorced. On Jan. 26, 1991, he married Kathy Kay Kitzman.

In 1954, Mr. Zweck graduated from St. Patrick's School in Dougherty, Iowa. He entered the U.S. Air Force in 1954 and served as a jet aircraft mechanic. He also was a jazz saxophone musician in the Air Force with "The Blue Notes" band. In 1961, he graduated from Lewis College in Joliet, Ill.

Mr. Zweck was one of the first members of the Experimental Aviation Association. In 1975, he started his own company, Aircraft Steel. In the early 1990s, Mr. Zweck and his wife formed Long's Peak Alpacas Farm in Erie. He previously worked for Pacific Aeromotive, Continental Airlines, Frontier Airlines and Branson Aircraft until his retirement.

Mr. Zweck is survived by his wife, Kathy; a sister, Darlene; two brothers, Bob and Joe; four daughters, Laura Ann, Kathryn Jolene, Julie Rae and Shari Lynn; a son, John Daniel; and two stepsons, Shane and Wade Durben. Memorial services were held Wednesday, Dec. 22, in Fort Lupton.

-COLORADO HOMETOWN NEWS

ROGER CARTER

Roger Carter - Inspector (for both the old and new Frontier). Died Dec 30, 2004. - Ken Schultz

CARTER, ROGER DEAN Aircraft Inspector, Frontier Airlines Roger Dean Carter, 66, loving husband, father, and grandfather, passed away December 30, 2004. He is survived by his wife Corrine, daughters Joyce (Paul) Peters, and Karen (Joe) McGrath, son Robert (Jaydean) Carter, grandchildren, Bradley, Alissa, Robert Eric, Philip, and Dalton. Visitation 1 hour prior to the service at church. Services Wednesday,



RAY BEALL

Ray died in March 1986, age 65, in Pine Bluff, AR. He was born Oct. 16, 1920 and started with FL Apr. 5, 1968.

-Ken Schultz Database
(Ray was DEN Director-Line Maintenance)

1/5/2005, 11am at First Reformed Church Of Denver, 1601 S. Clarkson St., Denver. Interment Thursday 1/6/2005, Ft. Logan National Cemetery, 1:30pm, area 'C'. To leave a special message for the family, visit www.newcomerfamily.com.

-DENVER NEWSPAPER AGENCY

DECEASED LIST FOR AGENTS AND ALEA CRAFTS

(Anyone with more info on dates, age, etc., please contact me.)

Don Adams, TUL station agent, 12/8/99, age 62
Don Adey, OMA HOU station agent, 3/10/96, age 62
Harold Akens, DEN crew scheduler, 10/9/04, age 58, heart
Walt Albany, station agent, 10/31/88, age 73
Dave Allison, DFW station agent, 7/11/80, age 34, motorcycle wreck
Bob Anderson, CYS manager, 1963(?), heart attack
Jim Ashley, LNK senior station agent, 6/6/95, age 65
Jack Ballard, DEN LAW station agent, 2/12/93, age 43, heart attack
Elsie Ballard, 5/5/00, age 90
Hub Barker, DUC OKC station agent, 9/15/92, age 62
Roger Barks, TUS station agent, need info
Frank Bazadier, MCI skycap, Jul82, age 68
Al Beek, COS station agent, 12/18/89, age 68
Les Belyea, BZN station agent, 10/22/01, age 65, heart failure
Lysle Bevans, PUB station agent, 9/6/89, age 55
Lloyd Bibb, DEN FCA station agent, Aug88, age 46
Harry Black, DRO station agent, 7/14/04, age 78
Don Blanford, PHX station agent, 11/1/90, age 78
Phil Bolt, DEN station agent, 4/25/02, age 73
Jim Booth, DEN JAC RNO station agent, 6/12/82, age 35, cancer
Sonja Brown, DEN accounting clerk, 12/17/99, age 62
Shirley Bryan, DEN reservation agent, 3/17/99, age 72
Charlie Burgess, DFW station agent, Spring 1997, need info
Gary Burson, BFF DEN LAW station agent, SATO, 9/9/93, age 53
Unave Bussell, DEN secretary, 4/10/92, age 71
Gayle Bussinger, MLS station agent, 3/12/64, age 27, crash at MLS
Cliff Calcote, MCI ticket agent, 6/4/91, age 49
Joan Marquez Campbell, DEN RK & TT, 6/6/02
Jeannie Carey, DEN accounting, need info
Lefty Carlson, DEN reservation agent, 6/2/99, age 66
Sparky Carlson, SLC agent, 4/27/02, age 65
Del Caudle, FYV MAF station agent, 2/18/92, age 56
William P. Champagne, customer service rep, 6/27/04, age 63, cancer
Jim Charbonneau, DEN station agent, 4/4/93, age 49
Al Ciferri, ABQ station agent, 10/9/02, age 70
Steve Collins, DEN accounting, need more info
Harry Cutler, MTJ station manager, 7/24/94, age 70
Lois David, DEN ticket agent, 7/3/94, age 63, cancer
Dick Demos, CYS station agent, 10/1/01, age 64
Chuck Dessauer, DEN station agent, 9/18/90, age 52
Lynne Dessauer, DEN reservation agent, 9/15/04, age 69
Elton Dial, FYV SGF station agent, 11/20/00, age 72, heart attack
Lana K. Doll, DEN accounting clerk, 7/5/03, age 59
Jean Dunn, DEN accounting, 3/22/96, age 57
Ron Eckles, GRI FSD station agent, 9/6/93, age 53
Bob Elliott, DEN station agent (#1), 1/9/02, age 76
Fred Elliott, DEN station agent, need more info
Gloria Elquest, accounting clerk, 11/1/00, age 68, cancer
Duane Faltys, TUS station agent, 2/28/02, age 67
Wally Farrar, PUB DFW station agent, 6/10/98, age 65
Louie Fiorelli, DFW senior station agent, 4/14/68, age 75

Gary Frogge, MCI ATL station agent, Aug84, age 45
 Mary Jean Gallagher, DEN reservation agent, 12/13/04, age 79
 Art Garcia, MCI LIT station agent, need info
 Lorie Gasiorowski, DEN accounting, Nov85, age 52
 Ken Gieck, COS station agent, 5/4/93, age 53
 Jeff Gilbert, ABQ station agent, 2/18/95, age 64
 Ron Gildea, station agent, 3/20/90, age 62
 Hank Goffart, LIT station agent, 9/3/98, age 60
 Tom Green, DFW SWO PRX station agent, 4/6/96, age 61
 Jim Greer, HOT CYS LIT station agent, Oct86, age 60
 Jack Groom, SGF BIL DEN ALS PHX station agent, 9/11/03, age 65
 Jim Haley, GSWCN DFW STL DEN reservation agent, Aug78, age 48, heart attack
 Tom Harding, DEN station agent, 5/25/04, age 63
 Marlena Harris, SLCTT & SATO, 11/3/99, age 59, heart attack
 Gene Harrison, STL sr. station agent, 9/3/01, age 64, heart attack
 Carol Haught, DEN accounting, need more info
 Everett Hawthorne, BIL senior station agent, 4/23/00, age 87
 Dean Head, RIW GRI station agent, 3/23/98, age 76
 Lizzie May Heinz, 3/7/72, age 65
 Carl Henderson, RIW manager, 5/7/02, age 78
 Jackie Hewitt, 11/13/76, age 46
 Kenny Hett, TUS station agent, 1/9/93, age 71
 Chuck Hilton, TUS station agent, 6/6/01, age 56
 Wayne Holder, FYV JLN DFW station/ticket counter agent, 1/3/02, age 65, heart disease
 Hilary Hosman, MCI senior agent, 2/15/90, age 61
 Larry Hughey, DEN GJT station agent, 1/23/00, age 66, cancer
 Melvin Hullet, DEN senior station agent, Nov86, age 53
 Jerry Humbracht, ABQ CEZ SLC station agent, 3/17/03, age 85
 Larry Hunt, DEN accounting, need more info
 Max Hunt, IML GJT DEN station agent, 9/10/85, age 53, heart attack
 Donald Jansen, FOE station manager, May68, age 33, auto accident
 Jan Jernegan, DEN ticket counter agent, 2/6/00, age 63
 Myron Kamarad, PHX SNA SAN station agent, 12/22/94, age 64, cancer
 Art Keck, RKS station manager, 7/3/02, age 67
 Wayne Kegley, SDY station agent, 7/2/03, age 71
 Nile Keesey, DEN station agent, 2/7/04, age 65, lung disease
 Oran Kennedy, LNK senior station agent, 3/15/94, age 76
 Bill Kilian, DEN station agent, 11/24/76, age 31, killed by gun in luggage
 Dean Kirksey, STL senior station agent, 5/15/95, age 64
 Doug Knipfer, DEN JAC RNO station agent, 3/8/02, age 63
 Paul Kreitman, GRI STL station agent, 7/22/04, age 78
 Erv Kroeplin, TUS station agent, 4/16/02, age 84
 Roland Kuhn, BFF MKC HUT FOE ICT station agent, 10/1/97, age 68, leukemia
 Floyd Lafferty, DEN ticket counter agent, 9/18/02, age 54
 Cel Landi, DEN reservation agent, 4/6/00, age 61
 Robert Lee, TUS station agent, need info
 Theo Leprich, PHX res & tkt agent, Mar82, age 54
 Harold Long, RIW station agent, 3/17/02, age 71
 Boyd Loucks, GSWCN crew scheduler, 11/28/96, age 64
 Herschel Lowe, DEN station agent, 12/9/02, age 81
 Leo Maldonado, MCI station agent, 1/24/02, age 58
 Dave McCall, LBF FSD station agent, 8/15/91, age 57
 Carolyn McCallister, DEN accounting, need more info
 Larry McIntosh, OMA station agent, 1/19/04, age 64
 Dolly McPhee, DEN ticket counter agent, 8/11/98, age 70
 Terry Meehan, ALS station agent, 1/18/2001, age 72
 Stu Miller, PHX station agent, 12/21/89, age 56
 Al Mosley, PHX, SSA, 12/5/99, age 78, heart attack
 Larry Musselman, FOE DEN station agent, 2/16/94, age 66
 Donna Myers, DEN executive secretary, 1/23/01, age 85
 Stan Needham, JAC senior station agent, 6/8/99, age 76
 Ora Nestelroad, ICT station agent, 8/12/00, age 66
 Louise Newton, DEN accounting, need more info
 Bob Niejadlik, FLG BOI station agent, 11/23/04, age 61, cancer
 Don Oberg, MCI station agent, 1/6/04, age 56, heart attack
 Mo Osborne, system station agent, 5/22/94, age 56
 Glenn Palser, DEN senior agent, 11/9/03, age 79
 Linzy Pendergraft, OKC station agent, 7/19/89, age 60
 Ken Perkins, GEG station agent, 4/26/00, age 72, heart attack
 Orval "Pete" Peterson, FSM DEN station agent, 11/3/98, age 76
 Sy Pfannenstiel, DEN accounting, need more info
 Jackie Pfeiffer, RAP BIL RNO SAN SNA station agent, 4/24/04, age 59, heart disease
 Margaret Pickering, GSW CN statistician, 12/21/97, age 79
 Teddy Pierce, LAW station agent, 7/14/01, age 70
 Will Pliska, MCI reservation agent, 9/7/76, age 29
 Don Plunkett, LIT senior station agent, 10/10/98, age 68
 Lynn Puckett, DEN senior clerk, 7/85, age 44
 Ralph Rea, SVC manager, 3/20/97, age 70
 Walt Rea, DRO station agent and manager, 8/14/02, age 75
 Pam Reed, DEN senior accounting clerk, 1/20/01, age 59
 Celeste Reid, MLS station manager, Apr81, need info
 Conrad Rimmel, TUS station agent, 8/4/94, age 60
 Dave Richards, unconfirmed, need info
 Monica Robertson, DEN accounting, need more info
 Leon Robinson, DEN station agent, 11/9/98, age 52
 Ron Rogers, FSM station agent, 5/12/98, age 56, cancer
 Ed Rohrmann, STL station agent, need info
 James Russell, CN agent, 6/9/02, age 62, cancer
 Frieda Russell, DEN accounting, need more info
 Chuck Schlener, DEN station agent, 4/2/02, age 69, heart attack
 Duane Sharp, ABQ DEN JAC BOI station agent, 10/29/99, age 61
 Bill Sharkey, GUY LBL DEN station agent, 7/9/88, age 67
 Bud Shepherd, BIL station agent, 6/3/04, age 77
 Jeanette Sickler, DEN accounting clerk, Dec93, age 55, cancer
 Dale Simonin, MCI station agent, 11/26/97, age 51
 Rosanna Sims, DEN reservation agent, 3/29/97, age 65
 Ron Slater, DEN BOI station agent, 4/20/04, age 62
 Bob Smith, SLC station/ticket counter agent, 9/15/98, age 55, car wreck
 Dan "Smitty" Smith, DEN station agent, Fall 1986, motorcycle accident
 Jim Smith, MCK manager 1959-71, 3/6/96, age 62
 Marion Southerland, PHX reservation agent, 3/20/03, age 68, heart failure
 Dorsey Spencer, TBN station agent, 10/1/03, age 60, cancer
 Ray Spiars, RIW LAR HSI GRI WRL SEA senior station agent, 1/6/96, age 64
 Paul Stevenson, DEN station agent, 3/10/04, age 58
 Howard Stewart, DEN ticket counter agent, 8/10/92, age 50
 John "J.R." Stults, FYV DFW station agent, 7/28/99, age 64, LIT ramp accident
 Susan Tawara, DEN accounting, 1/28/90, age 51
 Vivian Tevebaugh, DEN reservation agent, 6/5/00, age 79
 Danny Thomas, MCI station agent, 7/8/90, age 56
 Fred Thompson, TUL sr. station agent, 12/19/92, age 65, cancer
 Charlie Timmons, BIL SNA DEN station agent, 12/3/88, age 47
 Chester Turgon, MCI station agent, 10/30/92, age 67
 Pat Turner, DEN sr. station agent, 1/1/02, age 65
 Roger Utsunomiya, DEN LAX ticket counter agent, 6/17/96, age 44
 Larry Vail, OMA SMF station agent, 1/17/00, age 60
 Morris Vogel, AMA station agent, 2/20/03, age 73
 Judy Weber, DEN accounting, need more info
 Dave Weston, DEN BOI station agent, 10/30/01, age 58
 Bill Whalen, CYS LAR SMF station agent, 1/23/03, age 63
 Gordon White, MSO FSD station agent, Oct83, age 39, auto accident
 Sherie Whitaker Whitlow, DEN reservation agent, 12/14/98, age 51
 Doyle Willhite, FSM LAS station agent, 9/30/98, age 65
 Max Willis, PHX senior station agent, 12/22/99, age 83
 Larry Witkowski, LNK senior station agent, 1/23/97, age 64
 Ann Yanulavich, clerical, DEN lost/found, 12/19/04, age 65

Peg Youngs, DEN accounting, need more info
 Jim Zalesky, LNK JAC station agent, 4/15/90, age 57

THE ADVENTURES OF LEONARD PRATT

(Leonard's obituary was in the last issue of the FL NEWS. Jack Chambers, LIT station agent, sent this article from the Sep. 13, 1987 Arkansas Democrat newspaper. This is just one chapter from Leonard's adventurous life.)

FAMILY FINDS ADVENTURE ON HIGH SEAS

BY SHAWN KIRKPATRICK

HEBER SPRINGS - They fought off pirates and battled 40 foot waves. They escaped Panamanian police and met up with a 39-foot white shark. On a yacht named the Betty J, the Pratt family of Heber Springs conquered the high seas in a four-year around-the-world odyssey.

Leonard and Betty Pratt, and their sons, Michael and Landon, set sail in May 1974 from Miami in their 40-foot yacht. Michael then 15, and Landon, 16, left their schools for a different kind of education.

Pratt, now 72, a retired airline pilot, and Mrs. Pratt, 51, decided to take the trip after very little contemplation.

"After I retired I asked Betty where a trip around the world would be on her list of things to do," Pratt said. "She said it would be around the middle. She wasn't very sure at first, but after considering the \$100,000 it would take to make the voyage, we decided to go."

So the Pratts loaded up their yacht with provisions and left behind the comforts of home for the adventure of a lifetime.

They set sail from Miami and headed for the Bahamas. From there they sailed to Haiti, Jamaica and then to Panama where 'they restocked their supplies at a United States military base.

"We converted the refrigerator on board into a freezer that ran off the engine. This made it pretty easy to have fairly normal meals like home," Mrs. Pratt said.

The only thing that wasn't like home was the lack of modern conveniences, such as bathroom tissue. A major problem was keeping their clothes clean.

"I started off washing our clothes out in sea water because the water on board was used only for cooking and drinking. But that didn't work, because once they dried there was salt all over them. The only time we could wash was either on one of the big U.S. military vessels or in an island stream," Mrs. Pratt said.

While the Pratts were docked in Panama, restocking supplies, they had their first adventure.

"We found out from a local military man that had befriended us that the government had planned to illegally confiscate our boat along with some other American (boats) in the bay where we were anchored. The government there often did this for no reason," Pratt said.

"In the middle of the night we escaped to the Panama Canal, which was then owned by the United States, and were able to avoid being arrested and having our boat taken."

From Panama the Pratts sailed to the Galapagos Islands, which are west of South America, where they stayed for three months. From there they headed for the Marquesas Islands. This was the longest passage of the voyage.

"It was 3,200 miles between the two sets of islands. There wasn't even a shallow spot. We didn't see anybody, and didn't bother to wear clothes because it just wasn't worth the effort of getting them all wet and dirty," Pratt said.

"We did see what looked like a Taiwanese fishing vessel at one time. They were so shocked to see us out there that they shut down their engines and got up next to the railings with binoculars to stare at us," he said. The Pratts set a record of 21 days between the two islands. It usually takes a yacht 60 to 65 days to make the trip. They covered 180 to 190 nautical miles a day, with a sustained wind at 40 knots.

"Usually boats follow the Equator to get to the next set of islands. We veered south away from the islands instead, and when we picked up stronger winds, we headed back toward the islands with full sails all the way," he said.

From there they sailed to the Tuamotu Islands, the Society Islands (which include Bora Bora, Tahiti and Hoolahini), then to the Cook Islands, Samoa, Wallis Islands, New Hebrides, Solomon Islands and the Laughlan or 'Love' Islands, which are all in the South Pacific.

"The natives on the 'Love' Islands, I guarantee you, had never seen a tourist before. They wore nothing on top and just grass skirts," Mrs. Pratt said. "But they were lovely people, even though they still didn't know where babies come from."

One of the more beautiful sights the Pratts saw on their trip was a school of about 20 blue whales swimming alongside the yacht. On another occasion one of man's more feared water dwellers paid the Pratts a visit.

"I know it's hard to believe, but we were sailing along one afternoon and I looked down and saw a shadow next to the yacht," Mrs. Pratt said. "As it got closer I realized that it was a shark. It swam right up to the side of us and it measured the full length of the yacht, which is 39 feet on the water line. Then it just swam away. It was really terrifying."

During the next six months the Pratts docked their boat at New Guinea and sat out the hurricane season. They anchored their boat at a friend's house, which was on the water, and flew back to the United States for about three months, where Michael decided to stay behind.

"They were at a critical age for young kids. They felt like they were missing out on some things," Mrs. Pratt said. "The next year Landon flew back to the U.S. from Singapore to be with his brother."

After the hurricane season ended, the Pratts set sail for Indonesia, which turned out to be one of their least favorite stops of the trip.

"Indonesia was the worst area we sailed through. The government and people are very corrupt there. You have to have all the correct papers and visas when you dock. If you don't, they will confiscate your boat and more than likely you'll never get it back. Boats around there just sort of disappear," Pratt said.

While the Pratt's vessel didn't disappear, they narrowly escaped losing it on a small island outside of Indonesia.

"The island was supposed to be uninhabited, but much to our surprise, when we went ashore we were greeted by the island's police who wanted to see our papers, which we did not have," Mrs. Pratt said.

"We had just bought a Polaroid camera, the kind where the pictures develop in front of your eyes. We took pictures of everybody and told the police we were going back to the boat to get our papers," she said. "We left them to watch the pictures develop while we snuck back to our ship and pulled up anchor. The police had already called the patrol boat to come and get us. We motored out of the cove and got away."

The Pratts said the Indonesian police also liked to confiscate guns and ammunition. "Most of the people on yachts like ours hide their guns and don't claim them at port. If you do, the police just take them and you never see them again. So, the rest of your voyage you're without protection," Pratt said.

"The police there also like to do spot checks on the boats that are docked. They just want a bribe from whoever they are harassing to get them to leave," he said.

"On one particular occasion, an American (whose boat) was docked there, who had claimed his guns and ammunition, was arrested during one of those 'surprise' checks for having one bullet that the police found in a drawer on his boat. We heard they sentenced him to 20 years in prison."

Shortly after setting sail from Indonesia, Pratt became seriously ill and they had to return to the eastern nation. They were able to get an emergency permit to stay in the country for six weeks while Pratt was in the hospital. By that time they were behind schedule and a lot of bad weather had moved into the area.

"I told them in Indonesia that there was no way we could sail because of the weather. But they said, 'tough,' and threw us out of the country anyway," Pratt said. "It took us over 32 days to cover the 800 miles from Indonesia to Singapore. We ran out of food and by the time we got there we had salt water sores all over us from being wet all the time. It was really a lovely trip," he said, laughing.

But the worst was yet to come, he added. "We were so tired from fighting the bad weather that we anchored near an uncharted island outside of Singapore to get some rest. About 2 or 3 a.m. we were attacked by pirates. Landon, Leonard, and a boy we had picked up in Australia fought these guys off with a butcher knife, hunting knife and an iron bar. There were six of them," Mrs. Pratt said.

"Betty was trying to get the guns out of our hiding place under the boat while we were fighting. We held the pirates off during a first attack. Then they came at us again and we continued to hold them off. They backed off again and were talking things over, which gave me time to get to one of our semi-automatics and load it full of buckshot. I knew the next encounter was gonna be a bit more loud. We were ready for them. But I guess they didn't think it was worth the hassle and took off," Pratt said.

The Pratts had two other encounters with pirates during their trip, but managed to escape without injury those times also.

One of the more frightening things they faced, other than the pirates, was the weather. "The worst storm we encountered during the trip was in the Indian Ocean. We just took all the sails down and locked ourselves inside the cabin," Mrs. Pratt said.

"There were 40-foot waves and a constant 80- to 90-knot wind. We had to just lay on the floor the whole time because we couldn't stand up, and if we laid on our beds we fell off," she said.

"That storm knocked out the steering on the boat. But Leonard managed to rig partial steering that got us to South Africa, which was five days away from where we were."

After spending six months in South Africa to repair their boat, and allow Mrs. Pratt to recover from a bout with malaria that left her weighing a mere 85 pounds, they set sail on the last leg of their voyage.

From South Africa, they sailed through the Atlantic Ocean to the West Indies and back to Miami, finishing the trip in June 1978.

"During the voyage, one of the more rewarding experi-

ences that we participated in was at St. Helena," Mrs. Pratt said. "We were asked by the port captain in Capetown, South Africa, to take some food to the people on St. Helena, who were having a drought at the time."

"They only gave us about two crates of food to take. So we went down to town and bought about \$500 worth of fruit and meats and just packed our yacht full. When we got to the island the people were so grateful and good to us. It was really a wonderful feeling," she said.

The Pratts said they loved the trip so much the first time around that they are doing it again this year. They have a yacht that they've been working on for the past five years to get in shape for the voyage.

"We'll be setting sail this time from the Arkansas River some time in October. That will lead us to the Mississippi, to the gulf and out into the open sea. We plan to head for the Caribbean to spend the winter," he said. "After that, we'll see."

ADDENDA

I talked to Betty Pratt for a long time. She was happy that someone still had good memories of Leonard. I told her you might do a story on Leonard in a future issue. She said she was honored and would be happy to pass any info you might need about his life. They never got to make the second world tour like he planned. Old FLriends can contact her at Betty Pratt, 750 Cooter Neck Road, Heber Springs, AR 72543, Fone: 501-362-6905

-Jack Chambers, Little Rock AR

KURALT ON FRONTIER

"General Custer marched down from Bismarck into these Black Hills and camped at a little spot you can see down there on the right. They call it Custer now."

On his flights from Denver up into the Dakotas, Captain Larry Beardsley of Frontier Airlines used to keep his passengers straining for a look at historic rivers and crumbled forts.

"On up to our left about fifteen miles is the famous old western town, Deadwood City, home of Wild Bill Hickok and Calamity Jane. Wild Bill was killed in a poker game, as you doubt recall, holding aces and eights at the time, the 'dead man's hand'..."

Often, when he had a few minutes to spare, Larry Beardsley would bank his Boeing 737 in a tight 360-degree turn around Mount Rushmore so that people seated on both sides could see the sculpted presidents.

When Frontier was gobbled up by a bigger company and the new owners told him to knock it off, Captain Beardsley got so bored that he retired. Something went out of aviation that day. They are all retired, it seems to me, the airline people who loved flying.."

-Charles Kuralt, A LIFE ON THE ROAD

Quoted from the autobiography by Charles Kuralt, the CBS correspondent who did the "On The Road" segment for many years. How true it is! Something went out of aviation when they killed Frontier! It's disheartening to consider the thousands and thousands of airline employees whose way of life was disrupted by deregulation. See page 17.

LOOKING FOR GSW

Does anyone by chance, have any kind of photo showing the Frontier hangar at GSW in Ft. Worth?

-Cliff Knight (Son of FL pilot Lamar Knight)

Frontier was never at GSW but it was Central's HQs. I thought I had a pic of the hangar but can only find some of the HQs' building and terminal. Jon Sluder sent them to me. Maybe he has some of the hangar he can share.

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

Jake, I think you're technically wrong. The Cen Hanger was transferred to FAL along with the other assets and was used for maintenance for awhile after the merger. The 8 or so CV 340/440's that FAL bought from Sabena after the merger to be converted to 580's came through there and some unwanted equipment was removed (Autopilots for one thing!!!) before they were ferried on to SAN for conversion. Jim Liddle did most of the ferry work. Since GSW was a dying airport, FAL moved or sold off all the equipment at the Hanger and G/O. I imagine that both buildings are still there. I think the hanger became a manufacturing facility (farm equipment???)

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

I'm not sure exactly where the old CN HQ and Hanger were located or where the old ACF/GSW terminal once stood but AA's HQ covers a lot of that ground over there now I think.

-Ray Hall, Grapevine TX, RHall94969@aol.com

Thanks for the additional info, Frosty. I wasn't aware of the continued usage. I do recall once flying into DFW a few years after the merger and seeing all sorts of road equipment parked on the GSW ramp.

-Jake Lamkins

The old hanger was located at the south end of the main North/South runway. There was a cliff just a few yards off the hanger's south tarmac/ramp. A DC-3 doing a maintenance run-up had the brakes fail and went nose down in the creek. This building and the CN headquarters building are no longer there. Nothing, as far as I know, of the old GSW airport is any where to be seen or found! Just memories!!!

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

I used to have quite a few GSW pix. I started in the the old teletype room at the hanger between the reservations office and the dispatch office, eventually transferring to reservations, and later ticket counter at Love Field. Although the pictures made it thru an 8.3 earthquake and several typhoons in Guam, they didn't survive the high water in Houston.

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

There is still one building standing of the old GSW. I'm not sure what the building was used for. It was located out near the parking area across from the main terminal building. It is still standing out in the field to the west of the American Airlines home office. the first 500' to 1000' of runway 17 and taxiway is still there as well (I think it was 17).

Thanks for the great response to my asking for pictures of the GSW Central/Frontier hanger. I have tried and tried to locate anything on GSW from the web. I have found lots of writings, but no pictures. I have located many photos of the B-36 that sat out front on Watson Rd by the entrance, but that's about it.

-Cliff Knight, Arlington TX, knightdc3@netscape.net

(There's a great website at http://www.airfields-freeman.com/TX/Airfields_TX_FtWorth_NE.htm which contains many photos and the strange history of GSW.)

WHAT'S THAT TICKING?

There was suspicion that airline personnel were stealing those tiny bottles of liquor that are served in flight, so the security department was alerted.

The security men set a clock inside the liquor cabinet, so arranged that it would stop when the door was opened and thus reveal the exact time of the theft.

Unfortunately, they didn't tell anyone and when the air crew heard the ticking, they assumed it was a bomb and the pilot made an emergency landing. The passengers left by various emergency exits.

The airline said later the bottles of liquor cost about 35 cents each. The emergency landing cost \$13,000.

-AIR TRANSPORT WORLD, May 1981

NEST EGGS

The nephew of deceased FSM CN agent Thurman Campbell sold his six CN insignia on the internet auction site Ebay.com last November. A set of wings got \$240, three service pins brought in \$282, a hat badge received \$134 and a stewardess pin collected \$240. Total take was \$898 for the auctions. Better save all those airline memorabilia. They are a nest egg for your kids.

LONGEST RUNWAY?

The longest runway is located at the Pierre Van Airport in Upington, South Africa. Its Runway 17/35 is 16,076 feet long. According to South African Airways' Operations Department, there are strategic reasons for having the long runway at that location. Upington is located on the southern edge of the Kalahari Desert at an elevation of 2,791 feet above sea level. Its average summertime temperatures frequently exceed 100 degrees (Fahrenheit), necessitating the lengthy runway.

The longest runway within the United States is shared by two airports. NASA's Shuttle Landing Facility at the Kennedy Space Center in Florida (three-letter code X68) and Vandenberg Air Force Base in California (VBG). Both Runway 15/33 in Florida and Vandenberg's Runway 12/30 are 15,000 feet in length.

The longest civilian airport runway in the United States is at John F. Kennedy International Airport, New York. JFK's Runway 31L/13R is the longest civilian, hard-surface runway at 14,572 feet. The distinction is made because there are many amphibious airports, located on lakes and other bodies of water, and dry lakebed runways — such as those at Edwards Air Force Base in California — that boast longer landing strips.

-AIRLINERS MAGAZINE, Jan/Feb 2000

PX HORROR STORIES

I've been emailing a DEN TCA who started work the day PX took over. She never knew the real FL! We traded some PX horror stories. Send me yours and I'll put together an article.

Does anybody remember when PX sent the Boeing 747 flight from EWR to DEN around Xmas '85 after we told them not to? It came in late at night way behind schedule and 100% loaded with something like 1200 bags in the cargo bins. The beltloaders had trouble getting up to the cargo pits. The jetway wouldn't go high enough to reach the passenger door. It lacked several feet being even and we had to use a plank to walk passengers off the aircraft. It took forever to get it unloaded.

You get the idea?

-Jake

I LOST MY MIND, CAME OUT OF RETIREMENT....MOVED AND HAVE A NEW E-MAIL ADDRESS....AM BACK FLYING FOR A STATE DEPT. CONTRACTOR PROVIDING AIR SUPPORT FOR US EMBASSIES IN 3RD WORLD COUNTRIES WORLDWIDE....NEW ADDRESS--848 PARKRIDGE RD. CLAYTON NC 27527--EMAIL capthootjeg@earthlink.net MY BEST TO THE GREATEST GROUP OF PEOPLE ANYONE EVER HAD THE PLEASURE AND HONOR TO WORK WITH...FL 1964-1986, CO 1986-2001, ACL 2003-?

-Jack "Hoot" Gibson, Clayton NC, capthootjeg@earthlink.net

I am constantly intrigued about the positive thoughts, comments and memories of the many former FAL employees. The comments come from a variety of us who worked within one or more of the 5-6 versions of FAL, including its predecessor airline & merger companies. I have had a variety of careers over the long haul including working within some large industries, but I have NEVER experienced such camaraderie and recollection of fond memories as I read from the FAL folks. .

Many of the FAL contributors are from the "flying employees" and the "hands on" folks in reservations, maintenance, station management and their bonds to aviation are necessarily strong and heartfelt. There is probably more day to day excitement in the airline industry than in other more mundane work environments. But the FAL alumnae display unusual & special fond feelings for their employer. I, although a former office jockey, still cherish the excitement of the FAL days. No day was ever the same.

-Darren Weeks, Destin FL, DBWEEKSFLA@aol.com

I was hired by Jim Montgomery, Challenger Airlines, October 19, 1949, in Denver. Was assigned to Greybull, WY. Had to wait for two days until the blizzard of '49 ended. Most of the seats on the DC-3 had been removed and the area was filled with bread and milk. In those days, you had to have a third class radio license and a weather certificate.

Moved to Cody, WY in June of 1953 as manager, opening a new station. At that time Yellowstone traffic arrived by train or air and toured in yellow open topped buses. Cody had no navigational aids and minimums were 1500 ft ceiling and three miles visibility, so instrument approach was made on the H marker at Powell and VFR to Cody. We reported a lot of 1500 ft ceilings with the remark "ragged ceilings", letting the Captain know the ceiling was probably less than 1500 ft but good visibility underneath.

Moved to North Platte, NE when we took over the United route after the Seven States case in June, 1959. Was the home town of Rush Clarke, who was on NE's Aeronautical Board and made life miserable for Frontier for a time. North Platte was a division and relocation center for the railroad. Shortly after we took over there was an article in the local paper suggesting they plow up the airport and plant corn and make the terminal a retirement home for railroad engineers.

Moved to Rapid City, SD in February of 1966. One of two on-line board members lived in Rapid City. He was an active board member and kept life interesting. Rapid had the first scheduled jet service and backed up the first 727 before it became a standard procedure.

In the 1980's Ed Gerhart was assigned the job of writing Frontier's history. He spent a couple years interviewing people.

Notes From FLolks

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

My wife transcribed the tapes for him, but unfortunately we did not keep a copy. Ed finally gave up on the book and turned all the material over to Denver University or the Colorado Museum, some one locally in

Denver. The book contained a lot of interesting information, such as how the CV-580 got its name and how the first DC-3s were picked out for the airlines.

Stayed in Rapid City and worked for Continental as a supervisor until they left, then was manager for Rocky Mountain/Continental commuter until I retired May 1, 1992.

Stayed in Rapid City, hunt some, fish some, woodwork and garden. Active with Boy Scouts, and Kiwanis and on the board of the Minnilusa Historical Association.

-Vernon D. McMullen, 1921 Cruz Drive, Rapid City, SD 57702

I enjoy keeping in touch with my FLriends. I claim to have as many friends among the agents & mechanics as any ex-FL pilot. It took ALL OF US to make the airline work.

-Bob Banta, Bend OR, banta@bendcable.com

I am from the old Central Airlines Group that merged with Frontier. I went to Denver in 1969, returned to Dallas in 1973. Then went back to Denver in 1982 and returned to Dallas in 1983 just before Frontier went under. After that I went with Southwest Airlines and retired about 5 years ago.

The song on the website brings back old memories. LOL

-Herb Madeley, JMadeley@aol.com

I was pleasantly surprised while surfing the web to find "The old Frontier Airlines". I was a proud Frontier employee for 2 years, 1984-1986, at Tinker Air Force Base in the SATO office with other Frontier employees, Ken Boyd -Mgr., Jack McLain, Don Warkentin, James Keys, Janet Branscum and Ted Pierce and I enjoyed my time there and was saddened at the loss.

-Carol Bonicelli, Pbonicelli@aol.com

Thanks so much for your years of keeping our "family" going. Even tho Nile is gone, I want to keep his memories alive for our children. Please send three more years of the newsletter, also copies of edition 1 & 2 and the CD. Our children grew up being able to spend vacations in Disneyland and Hawaii when others couldn't. They have carried their travel on to their children.

-Janet Keesey, Commerce City CO, JKeesey@iopener.net

I was at Frontier from Jan 78 to Aug 86. Have been with America West since then. I was a pilot, flew up to the very end. Will retire in three years.

I will call the number for the ESOP money. I knew nothing about it.

I was one of the pilots hired in 1978, the year deregulation began. I am now reaping the effects of that legislation.

My last flight was into Cedar Rapids the night of August 23, 1986. My logbook says it was with a Capt. Allen. At about 3am in the morning my phone rang and I was naturally angry that they screwed up my wakeup call. But it was the Captain, telling me to be down in the lobby in one hour, we were taking the aircraft back to Denver, they were shutting down the airline. I hung up. Rubbed my eyes and called him back and asked him if he had just called me and he said, yes, come on down in an hour.

When I got down to the lobby we had two crews ready to go, the pilots looking forlorn, the flight attendants crying and carrying on. So we went off to the airport. When we got there the station manager and several agents were all there in civies and we proceeded to do the paperwork and they called the fueler.

He was suspicious and surprised when he was called out so early to fuel the plane but after we told him it was a special training flight that had to leave early, he came out. Naturally we stuffed him when the bankruptcy was announced that day.

The agent put a big sign out in front of the empty ticket counter that said: "Frontier has ceased operations. Please contact other airlines". That was the exact wording, I will never forget it. Passengers in the lobby all did double takes as they came in, but no one came out to work the counter. So one crew took off with us deadheading in the back, and as I watched the green Iowa corn stalks recede as we gained altitude, I wondered about and questioned my career.

I remember when coming into Denver all the other Frontier aircraft were coming in about the same time. Correct me if I am wrong but I think we all had fifty nine hundred call signs, like 5982, 5975, etc. It was surreal to hear the radio chatter. Like a squadron of returning aircraft from a bombing mission.

We landed and they told us to taxi to the hangar, all the gates were full. A marshaller hap-hazardly parked us in a very casual manner anywhere he could, we got off the aircraft for the last time, and got a pickup ride to the terminal. So ends my airline career as I saw it at the time.

But things work out whether we expect them to or not and I got on with a new airline called America West 10 weeks later with a bunch of other Frontier ex-pilots and haven't looked back since. I am now 57 and flying with first officers who could be my sons. Back in the 70's I could have been the son of the captains I was flying with.

-Scott Hein, Prescott AZ 86305, scotthein@msn.com

I was a stewardess on Frontier in 1957-58. It would be fun to get in touch with some of the oldies that I knew then. My official name was Marilyn Gibson, nickname Gemme. When I got married, I got "booted out". My husband and I are retired and now living back in Colorado where we were both raised (lived in Wyoming for almost 40 years). I was based in Denver.

-Marilyn Dunbar, Almont CO, megalmontvet@gwe.net

Thanks for the info on everything. I called and they were infant looking for me, the check is now in the mail.

I'm presently an Equipment Service Lead with Northwest still in MCI. Worked (*station agent*) for 21 + years with Central and Frontier, the entire time in Kansas city. The first 7 years with NWA worked moved 11 times from MSP to RSW and MEM to AZO. Never moved the home from MCI just commuted for 7 years, got back to work in MCI in '92. Northwest has always been great to me, but it just doesn't seem like as much fun. Maybe we were younger.

-Bob Welch, Excelsior Springs MO, rfwelch@yahoo.com

I just came across your marvelous website about the golden days of the old Frontier Airlines. I was a flight attendant back in 1981. Although I was only employed for about a year, I made many friends. I would love to be a member of the FAL club and have the opportunity to connect with all my old friends from long ago. I was so sad when Frontier ended, it was truly a great airline and one of the best experiences of my life.

I currently live in Dallas with my husband (retired) and I have three children and 3 grandkids.

-Patty B. Jenkins, pbjcutie@yahoo.com

Hello, I am Jim McElhaney. I started with Frontier Airlines Sep 10, 1966 at FMN. When FMN station closed in 84, to SCK, there til 86 when FL ceased operations. I have been with

America West for 18 yrs at ABQ.

My brother, Wayman /Mack/ McElhaney (*see below*), started with FL in ABQ in 1957 and was there until his retirement some 28 yrs later in '85. AWA ABQ works the "new" Frontier flights--five a day. Also AWA has pilots whose fathers flew for the old Frontier that I enjoy talking with about the "old Frontier" and their fathers experiences. My third son, who knew many of the old Frontier guys is now flying a DC10 for NWA. It's a small world.....

Many of the FL pilots were trainers at America West when I started with them. Many AWA pilots were amazed at how sharp they were. It made me feel good when the final flight papers were delivered to the cockpit along with updated weather/gate info/etc. to hear "You must be an old Frontier hand. I've never seen a Frontier hand that didn't know what he was doing."

-Jim McElhaney, Los Lunas NM, Bltnew@aol.com

I spent my entire career in the ABQ station. When the downsizing began, I took advantage of the early-out program and retired, sold my home and returned to the old family home place in Wynnewood, Oklahoma.

Wynnewood is a small community of 2500 people just off I-35 about 68 miles due south of OKC. The old home was built circa 1913 and had been remodeled many times, but termites had ruined it. I tore it down and built a nice one on 1/2 acre in a choice part of town.

To augment my merger retirement income, I signed on with the Texas Highway Dept. as their road-building asphalt inspector at our local refinery and have been doing that part-time job for 18 years. Its easy and requires about two hours each weekday. My bosses are in Austin, Texas and I haven't seen them in at least five years, and I'm lucky if I even talk with them on the phone twice a year. I just do my job and they keep sending me a check. Neat, huh?

Brother Jim also worked for FAL, starting in the FMN station then went to Stockton and was there when FAL folded. He now works for America West in the ABQ station. Until last week he worked with another old FAL hand, B. K. Myers, but B. K. retired about a week ago. Bad health, I think. B. K. worked in the FMN station in the early 50s before transferring to ABQ. When FAL folded, he went to work for AWA.

I noticed in the obituaries where a number of my former colleagues in the ABQ station have passed away. How sad. We were all family.

-Wayman "Mac" McElhaney, waymac@itlnet.net.

I worked for Frontier in 1984, 1985, and 1986 in ABQ and OAK. My employee number was 18595. Since Frontier, I worked for United 16 years in the headquarters (Route Planning and Scheduling). Last year I resigned from United and joined Air Canada at its headquarters (Scheduling).

-Chris Spidle, Elk Grove Village IL, cspidle@peoplepc.com

I worked in the computer department at Frontier from 1983 - 1985, then came back as a consultant and worked for Frontier and the Debtor in Possession. In fact, I believe I was the last person to set foot in the Accounting Office on Smith Road before CO took it over. Long after shutting down, CO asked me to look for some papers over there, and it looked like no one had been in the place since I turned out the lights the last time - eerie. Since Frontier, I have worked as a consultant at about a hundred different businesses. Thanks for keeping FAL alive.

-Greg Hill, Denver CO, ghill@freshbaked.com

This is Doreen here, Jan Lefler's sister. We both worked for FL in DEN as TCA's. Just talked to Jan, she wanted to thank everyone for thinking about her. She is in the Spalding Rehab. center in DEN (Oct,

2004). She can not walk on her right leg, but they are doing therapy for that. She will be there until Fri. and then going home. After she goes home her phone no in 303-751-6128. I know she would really like phone calls and people coming over to visit. Thanks alot for letting everyone know.

I worked for FL in DEN up until they started to fly into MSP. Then I transfered to MSP as my husband was working for NW at the time. My address will be changing next summer as we just had a house built in PHX and will be moving there in the spring.

I worked for American Airlines for 18 years and just retired this year in May. As of right now I am just staying at home and trying to enjoy retirement. Thanks for sending me the news letter - I will really enjoy reading about everyone.

-Doreen Lovick, Burnsville, MN, doreenl@comcast.net

To: "All My Rowdy Friends" Red Ryder is ridin' west to Kansas CitySome of you won't care (and that's okay) some of you will wonder why I'm leaving the "old home place" and, some of you will just say, "Well, I'll be damned" *grin*

It has been a great 6 years here on the home place where I lived as a boy growing up. I've enjoyed renewing friendships with those who grew up with me in the 40's and early 50's and I shall continue to come back here and enjoy those friendships several times each year in the future.

However, life and things change. Carol's job is changing for one thing and that's a very important thing in our lives. In her office here in the home, she has put up with the "1930's" technology that we in Wabash County are forced to endure. And, she has done it with very little or no complaining. But, her work is getting more and more internet demanding and to do it without DSL is almost impossible. She has said she will stay here as long as I want.

Looks to me like it's time to get someplace where she can do her work without having to wonder about internet connections and wait for downloads to take place. Most of Carol's business is done in Kansas City. I flew with Central and Frontier Airlines out of Kansas City for several years and enjoyed it very much. We had a great bunch of folks based there and many of them still live in the area. I've been spending a lot of time over there this past summer and getting reacquainted with many "old" friends from my airlines days. So, our move to Kansas City will, in a way, be a move back to another "home" of mine.

We purchased a house in north Kansas City last week and will be moving in on November 22nd. In the meantime, we'll be putting the "ranch" up for sale.

-Phil Stallings, 1919 NW 79th Street, Kansas City, MO 64151, redrydertexas@sbcglobal.net

The Yampa Valley Airport was on the mesa east of Hayden (pop 1,000) and was the only runway in the valley that contained Craig, Hayden and Steamboat Springs that was long enough to accommodate a CV580. Steamboat had a shorter runway that Rocky Mountain Airways flew Twin Otters into. It had a propane tank farm at the south end, and I suspect that limited FL's interest in trying to work something out there.

I was manager in HDN in '75/76, replacing Gary Frogge. We

MoreNotes From FLolks

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

had the typical back-country, high-altitude problems: runway braking checks at 5:30am, chasing deer off the runway, begging the highway department to plow the road to the airport in time for passengers to

catch a 7am flight, etc.

FL investigated the possibility of flying 737s into HDN in 76, but the altitude plus runway length plus obstacles at the east end of the runway prohibited operating them there. But since the 580 was such a horse and TLs for the average flight were less than a dozen, 737s would only have been an item for weekend ski flights anyway.

One Saturday in March, 76 we had a special promotion running with the Steamboat Ski Area and initially scheduled 8 round trips from DEN in addition to our normal 2 round trips DEN/HDN/RKS. I begged for help and got Roger Sorensen on his days off, Brigit (sp?) Wilkerson, John Morelli, Steve Zurbocken, Everett Simkins, Dave (can't remember the last name) and JD Newton. We also welcomed help with baggage from any pair of available hands, whether they were ALEA or not. We ended up doing 6 round trips in addition to our regular schedule, boarded 305 passengers (a one-day record for HDN at that time) and had a great time. WE TOOK NO DELAYS!

We had a 2-hour gap in flights about lunch time, so we all went to lunch and on the way back to the airport I bought a case of beer and threw it in the snow bank outside the ops room door. When the last flight called in times, we all popped foamies and started on the paper work. We worked our butts off and incidentally had a great time.

Working in HDN included shooting at bats flying around the ramp lights, sending mice in matchboxes aloft with weather balloons and arguing with hung-over hunters about checking to see if the had really unloaded their rifles before packing them. It also included delivering late bags to Baggs, WY, and other remote areas, looking for mailboxes and addresses in the middle of the night, 50 miles from nowhere.

For all of you who have worked seasonal stations and C Stations, you know how much work it is, how many different hats you have to wear...and what a blast it was!

Sure wish there was as much fun and excitement in software development as there used to be in the airline bidness.

-Steve Galusha, Elbert CO, sgalusha@worldnet.att.net

I was at FAL from Oct. 77 until the end. Based in MCI and Denver. In 1986 I was in the first class of all FAL guys to be hired here at America West in Phoenix. Currently flying Capt. on the A-320, and in the past, flew Capt. on the 737 and 757 here. Was a check airman for several years. Also, in 1992, I took a year's leave from AWA and worked with Terry King at Sierra Pacific in Tucson to establish what later became Morris Air. I did all the manuals, sim and aircraft training and proving runs for the FAA.

I'm not related to Bill or to Bob Vance, who is I believe medically retired with CAL

Would love to hear from everybody.

-Tyler Vance, tyler Vance@cox.net, 480-759-2624

I am an ex FL employee wanting to subscribe to your newsletter. I started with Frontier in 79 in the Kansas City Reservation Office, spent 2 years in the SLC Reservation Office then went to Billings as the Sales Manager for Montana until the end.

-Bob Hooper, Cody, WY, bobh@bighorntravel.com

I'm an ex Frontier employee that started with Monarch Airlines in 1949 as a radioman working on DC3 aircraft radios. About 1 year after employment I was asked to be a traveling radioman keeping station radios and Nav aids (H markers) in repair. After 15 years of traveling and with the jets coming aboard I returned to the hangar as an Avionics Technician. The government was also adding VOR stations and the H markers were becoming obsolete which helped me make that decision.

During the years of 1967 through 1986 or until shutdown I enjoyed many jobs and was Director of Maintenance when I left in December 1986. After shutdown I continued to work for the bankruptcy court maintaining the aircraft in storage until Continental took them.

-Leo Schuster, Denver CO, leoschuster@comcast.net

I spent almost 20 years with Frontier, some in ALEA and a few years in management. When the Dallas Res office closed in late 1969, I was in charge of physically closing it down. Some of the Dallas folks transferred to other res offices but would go home to Texas on their days off. Eventually these folks quit, I think, because flying back and forth was too hard.

I had accepted a DFW ramp position in 1976, not too long after Linda Harris did, which was when they began allowing females to do this job. Then I was injured and had to go back to Res. But instead of going back to Kansas City, I went to Denver in early 1977.

Is Frank Lorenzo the same man who was brought in to be vice president of Pricing at Frontier for several years in late 1970s or early 1980s? (*No, you're thinking about Joseph A. Lorenzo*) This VP, in my opinion, was largely responsible for the downfall of FL and untold lost sales in reservations.

I was the one in Den Res who dealt with the pricing dept and all their wild, ridiculous special fares when deregulation began. And eventually Hank Lund took me to three meetings of the vice-presidents so I could explain what was happening to sales as a result of Pricing's unsellable special fares, which rules kept changing each week.

The first two meetings, Hank told me to just listen and I did. Then on the third meeting, he had me engage the guy in the real facts of what was happening, the lost calls, the lost sales, etc etc, as a direct result of his outrageous special fares. I had all the facts and he could not refute them. Plus the other VPs learned what was going on.

In Res, we used to joke that if a person wore one purple sock and one yellow sock and would hop on one leg out to the plane, he could get a really good fare. This is how ridiculous the special fares were coming out of pricing department that we in Res and probably you folks in the stations tried unsuccessfully to sell. I often wondered if the man's secret agenda was to put FL out of business.

If we had had someone in Pricing who had a clue about what passengers wanted and would buy, it would have made a huge difference. Everyone knew that this VPs method of operating was Management by Intimidation. And in the three meetings I was in with all the VPs, I saw this at work. He was a master at it.

-Linda Pitts Cherry, Scottsdale, AZ, personal@agreka.com

I want to thank you for the FRONTIER NEWS. I sure do enjoy it finding out who has gone west and who is still with us. I worked for Frontier 1950 to 1982, 32 years RIW - WRL.

-Bill Cook, Worland WY 82401

I've been meaning to send in for a subscription for quite a

while but I guess when you get old, the old memory causes lots of things not to happen. Last nite I was on the computer again and happened to get into the website. The pix are great and one of yours is now on my wallpaper.

For the record, I worked in Hastings, Ne. 5 years, LNK 5 years and FSD 5 years til closing.

-Don Porter, Sioux Falls SD, donnmarilyn@uswest.net

We recently moved, so it all changed as follows: Dennis and Gwen Irvine, 12515 Marina Loop, Willis, Texas 77318, dirvine@cebridge.net, 936-856-2929

Yes, Texas dammit! And looks like I'm here for life. Not too far now from the guys at Montgomery County Airport, although I was on vacation when we lost Butch--missed the services. Also not too far from the Bentwater guys, and just across the lake from Bob Parker. And real reason is, not too far from my son and grandkids, who are just across the bay. He's been kicked off the MD-80 and is now on the 737, so we plan to at least fly the retirement trip together. 340 days to go (who's counting) and then I can apply at Home Depot I guess.

Regards! And say Hi to the Jeffco, Centennial, and Front Range crowd.

-Denny Irvine, Willis TX, dirvine@cebridge.net

I was a station agent for FL from 67-86. I worked in GUP COS AMA TOP SCK & DFW. After termination of FL, I went to work for Transtar Airlines in HOU. I worked for them til they terminated. After Transtar, SWA hired me. I have worked for SWA (Southwest) over 17 years. I work in the freight house at HOU.

-Henry Storm, Friendswood TX, StormHG@hotmail.com

I AM GARY MCGEE & I WAS AN FL STATION AGENT 1978-1986. I STARTED IN PUB, ALSO WORKED ALS, ATL AND FINALLY DEN STATION - MOSTLY TOWER AND WT&BAL. HARRY SAMUELSON, LONGTIME FL STN AGT, RECENTLY LOANED ME HIS COPIES OF YOUR NEWSLETTER AND I REALLY ENJOYED THEM. AFTER FRONTIER I WENT TO WORK FOR AA DENVER TICKET COUNTER AND RECENTLY RETIRED WITH 17 YEARS WITH AA AND AM NOW WORKING PART TIME AS A SKYCAP FOR AA IN DENVER. STILL LIVE IN AURORA, CO.

I SAW MANY NAMES I KNEW IN THE BACK COPIES LIKE JOHN DAHL, MIKE SWENSON, JUDY SWENSON ETC. JOHN DAHL WAS MY TOWER SUPERVISOR AND GAVE ME A NICE RECOMMENDATION THAT HELPED ME HIRE ON WITH AA DEN. MANY OF THE RAMP AGENTS FOR AA IN DEN ARE FORMER FL AGENTS.

-Gary McGee, Aurora CO, MCXCEL8@AOL.COM

My name is Malcolm "Mac" af Uhr and I hired on as a pilot with FAL in November of 1985. I went to work at CAL for 18 months after our shut-down but I could not stand it and have been flying for Alaska Airlines since 1989.

-Mac af Uhr, Anchorage AK, mac&paulaafuhr@attglobal.net

I am former FL flight attendant Barbara Curle Neff. I flew for FL from 1979 until taking the "early out" offered flight attendants near the end of 1985. I have never forgotten my wonderful experiences as an employee of this great company nor duplicated them.

-Barbara Curle Neff, Palm Desert CA, Palms2pines@aol.com



I was hired and began my wonderful Frontier experience on Oct 3, 1978. I ended up my initial class as an Otter F/O in BIL, and even made "Queen For A Day" (Capt. for 1 month) until the bean counter Glen Ryland started messing things up. It was a wonderful place to start, flying the hi-line with all of it's history.

When the Otters went away I went to DEN and CV580 school as an F/O. I really enjoyed that experience. When the CV580s disappeared I finally got to fly "The Jet" as an F/O. Another wonderful experience. When the MD80s came I was fortunate to bid and be a lineholder as an F/O. I thought I's died & gone to heaven, flight guidance, auto throttle, quiet, fast, Wow!

Then airline flying as I knew it died. The company and people I "grew up" with was no more. Oh sure, I got a job with America West in PHX along with 15-20 other Frontier pilots **but** it was sickening after working with such a company of professionals at FAL to have to wallow in an operational pig pen who thought they (AWA) had all the answers.

The only saving grace initially was all of the FAL pilots encouraged and supported each other through the humiliation we were subjected to. We were told that FAL failed because of our unions and a whole lot of other ridiculous accusations. (Remember AWA started out with 31 scab Wien pilots as their initial base of pilots)

To make a long story short most of the FAL pilots just kept our mouths shut and our dignity, and supported each other. I made it 14 years there, twelve as a captain and the last 3 as captain/check airman before forced to retire medically.

I will always appreciate the Frontier family. I feel fortunate to have worked for a **real** airline and with a group of people unequalled in the airline industry.

-Glenn Stephens, Shell Knob MO

Retired from Frontier! Just wanted to let you know I recieved my first Retirement check this week. A whopping \$310.00 for eighteen years of hard work. Just can't beat a deal like that-- now Usair in the tank -- Am I lucky or what? I took the 10year pay out (\$37,200) -hoping to get it all before I croak. Fast Eddie from K.C.

-Eddie LaMondt, Kansas City MO, LaMondt00@aol.com

After seeing Gayle Bussinger's name appear in the last two news letters, I thought I would like to get the information you have on the MLS accident. I was in MLS when the accident occurred, and went to the crash site the next day.

I have a few slides of the wreckage, and think it is time for me to get those out and try to get them on a CD. I have no idea how to go about doing that, but think I can find someone here that can give me some help. After 40 years I am not sure how bright and detailed the slides are, but if I can get them to a CD, let me know via e-mail if you would like a copy to share. I can give a fair description of how the event of the accident happened, and will include that if I can get a good copy of what I have.

I started with FL in July 1956 in RIW, then to CYS and on to MLS. There was a manager and an agent in each of the cities in Montana, then in 1962 a decision was made to only have a manager in each city and a relief agent to cover days off for two cities. I did not have enough seniority to get the relief job between MLS and GDV and the only stations with openings were in GTF or HVR, so I jumped the gun and resigned and went into business in MLS.

Within about a year, each city went back to having a manager and one agent. When the MLS accident happened and took the

life of Gayle Bussinger, who was the MLS agent, I went back to work in MLS for Gene Martin exactly 2 years to the day that I resigned. Gayle had returned a rental car to BIL, and was going home, something that most of us used to do to earn a little extra money.

(The following was received in December)

I finally have scanned and put the slides of the Miles City accident on a CD, and will mail it to you tomorrow. I also have enclosed a brief summary of how, but not the cause, the accident occurred. You can post or just make them available to whom ever would like to see them. I do not have the capability of putting captions with the pictures, but do have explanations of each of the 10 pictures on the note I enclosed.

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

(We are all in Red's debt for making these 10 photos available. They help considerably in completing the history of FL's only revenue passenger fatality. I received them a few days after Red's last note. They are posted on the online FL Club's website. They are also available, along with Red's explanatory notes, on a floppy with the MLS Frontier Report which is listed on the back page. The photos turned out good, especially considering their age and the cover photo is one of them.)

I was Manager in ISN when the crash occured and the only paying passengers wife was in the terminal waiting for Mr Swenson. We spent 48 hours with her and no sleep waiting for word and also she wanted to know how he died. Quite an event and then went to funeral services.

-Jim Schneider, Douglas WY, jimrose@netcommander.com

When the story on page 19 (*Fall 2004 issue*) was printed in the FL newsletter August 1988 I was mortified. I hoped no one read it and that every copy of the newsletter would find an early grave and disappear forever. It was written by someone I visited with for a few moments and whom I really did not know.

Had I known he considered our conversation an interview for a story I would not have given him any information at all. Too many stories that appeared in our house organs were less than factual even when written by good writers like Ed Gerhardt. The FL newsletter wasn't even a sanctioned publication, as far as I know

It is true I never called in sick in my longtime employment with Frontier. However I did use some sick leave for surgery, etc. It is also true that I contributed to the development of the Credit Union and, I also made a hole in one. Other than that the story is incorrect.

The counter at Greybull was constructed by Red Davis, Bill Garbutt and Jim Senstad a while before I made my first visit to that station. The lumber used to build it was salvaged from an abandoned billboard alongside the highway. The building at the Powell airport was no more than a shack and had no furnace room. I opened the Powell station and at the same time maintained a home for my wife and two children in Cheyenne. The small salary we received those days didn't go far and the lady who owned the WyomIng Hotel in Powell was good enough to put a rollaway bed in the basement and charge me very little to sleep there.

The blizzard alluded to was concurrent with the opening of the Casper station. The manager was Frank Fuhrer. I was Superintendent of Stations at the time and got snowed in, so I was there to lend a hand.

-Jim Montgomery, Denver CO

AIRLINE BANKRUPTCIES SINCE DEREGULATION

Pre-1978, bankruptcies were extremely rare in the unduly regulated environment. [Some exceptions existed for intra-state carriers, which were not regulated by the Civil Aeronautics Board.] The CAB typically arranged marriages between failing carriers (i.e., Northeast) and survivors (i.e., Delta), transferring routes and assets to the surviving carrier. Since 1978, there have been well over 100 bankruptcy filings, although not all of these have resulted in liquidation. Mergers not shown.

Date Carrier Type of bankruptcy

5/18/79 New York Airways 11
 11/19/79 Aeroamerica 11
 1/24/80 Florida Airlines 11
 3/3/80 Indiana Airlines 11
 12/15/80 Air Bahia 11
 12/31/80 Tejas Airlines 11
 3/6/81 Mountain West 11
 3/16/81 LANICA 11
 7/13/81 Coral Air 11
 9/11/81 Pacific Coast 11
 9/18/81 Swift Air Line 11
 10/9/81 Golden Gate 11
 1/26/82 Pinehurst Airlines 11
 3/3/82 Silver State Airlines 11
 3/26/82 Air Pennsylvania 11
 4/2/82 Air South 11
 4/16/82 Cochise Airlines 11
 5/13/82 Braniff International 11
 7/8/82 Astec Air East 11
 8/19/82 Will's Air 11
 10/5/82 Aero Sun International 11
 10/19/82 Aero Virgin Islands 11
 11/9/82 Altair 11
 12/9/82 North American 11
 2/1/83 Inland Empire 11
 2/14/83 State Airlines 11
 4/22/83 Golden West 11
 9/24/83 Continental Airlines 11
 12/2/83 National Florida 7
 1/30/84 Air Vermont 11
 2/2/84 Pacific Express 11
 2/8/84 Dolphin 11
 4/9/84 Combs Airways 11
 7/3/84 Air Florida 11
 7/17/84 Excellair 7
 7/19/84 American International 11
 8/21/84 Emerald 11
 8/29/84 Hammonds Commuter 11
 9/4/84 Air North 11
 9/27/84 Wright Air Lines 11
 10/2/84 Oceanaire Lines 7
 10/10/84 Atlantic Gulf 11
 10/10/84 Connectaire 7

10/26/84 Air One 11
 11/23/84 Capitol Air 11
 11/28/84 Wien Air Alaska 11
 1/8/85 Northeastern International 11
 1/22/85 Pompano Airways 11
 2/22/85 Far West Airlines 11
 3/8/85 American Central 11
 3/13/85 Provincetown Boston 11
 3/19/85 Sun West Airlines 11
 5/1/85 Wise Airlines 11
 8/19/85 Cascade Airways 11
 10/7/85 Wheeler Airlines 11
 12/2/85 Pride Air 11
 1/21/86 Southern Express 11
 1/30/86 Imperial Airlines 11
 2/11/86 Arrow Airways 11
 4/9/86 Sea Airmotive 11
 8/19/86 Trans Air 11
8/28/86 Frontier Airlines 11
 2/19/87 Chicago Airlines 11
 2/23/87 McClain Airlines 11
 2/27/87 Rio Airways 11
 3/6/87 Air Puerto Rico 11
 3/10/87 Gull Air 11
 3/12/87 Royal West Airlines 11
 4/3/87 Air Atlanta 11
 6/17/87 Air South 11
 9/9/87 Royale Airlines 11
 1/5/88 Sun Coast Airlines 11
 1/14/88 Air New Orleans 11
 1/15/88 Air Virginia 11
 1/20/88 Mid Pacific Airlines 11
 3/4/88 Exec Express 11
 5/6/88 Caribbean Express 11
 5/25/88 Pocono Airlines 11
 6/20/88 Virgin Island Seaplane 11
 8/11/88 Princeton Air Link 7
 9/14/88 Qwest Air 11
 9/27/88 Southern Jersey Airways 11
 3/9/89 Eastern Air Lines 11
 3/14/89 Big Sky Airlines 11
 7/19/89 Air Kentucky 7
 9/28/89 Braniff International 11
 10/26/89 Presidential Airways 11
 11/12/89 Resorts International 11
 11/17/89 Resort Commuter 11
 1/23/90 Pocono Airlines 11
 5/10/90 SMB Stage Lines 11
 7/5/90 CCAir 11
 12/3/90 Continental Airlines 11
 12/3/90 Britt Airways 11
 12/3/90 Rocky Mountain Airways 11
 1/8/91 Pan Am World Airways 11
 1/8/91 Pan Am Express 11
 1/9/91 L'Express 11
 1/18/91 Eastern Air Lines 7
 1/20/91 Bar Harbor Airlines 11
 1/22/91 Virgin Island Seaplane 11

1/29/91 Northcoast Executive 7
 3/25/91 Midway Airlines 11
 3/26/91 Grand Airways 11
 4/1/91 Metro Airlines 11
 5/20/91 Jet Express 11
 5/30/91 Metro Airlines Northeast 11
 6/27/91 America West Airlines 11
 8/12/91 Mohawk Airlines 11
 11/27/91 Midway Airlines 7
 12/31/91 Flagship Express 11
 1/31/92 Trans World Airlines 11
 2/28/92 L'Express 7
 6/8/92 Markair 11
 6/8/92 Hermans/Markair Express 11
 12/15/92 States West Airlines 11
 9/20/93 Evergreen Int'l Aviation 11
 9/21/93 Hawaiian Airlines 11
 1993 Key Airlines 11
 3/21/94 Resorts International 11
 10/11/94 Florida West Airlines 11
 2/3/95 Crescent Airways 11
 4/14/95 Markair 11
 6/30/95 Trans World Airlines 11
 12/15/95 The Krystal Company 11
 11/28/95 Grand Airways 11
 1/10/96 GP Express 11
 1/22/96 Business Express 11
 1/23/96 Conquest Airlines 11
 9/30/96 Kiwi International Airlines 11
 7/25/97 Mahalo 11
 8/28/97 Air South 11
 10/5/97 Western Pacific Airlines 11
 11/6/97 Mountain Air Express 11
 2/26/98 Pan American World Airways 11
 7/29/98 Euram Flight Centre 11
 3/23/99 Kiwi International Airlines 11
 6/25/99 Sunjet International/Myrtle Beach Jet Express 11
 9/30/99 Eastwind Airlines 7
 11/29/99 Access Air 11
 2/29/00 Tower Air 11
 5/1/00 Kitty Hawk 11
 9/19/00 Pro Air 11
 9/27/00 Fine Air Services 11
 12/3/00 Legend Airlines 11
 12/6/00 National Airlines 11
 1/10/01 Trans World Airlines 11
 8/13/01 Midway Airlines 11
 1/2/02 Sun Country Airlines 7
 7/30/02 Vanguard Airlines 11
 8/11/02 US Airways 11
 12/9/02 United Airlines 11
 3/21/03 Hawaiian Airlines 11
 10/30/03 Midway Airlines 7
 1/23/04 Great Plains Airlines 11
 1/30/04 Atlas Air/Polar Air Cargo 11
 9/12/04 US Airways 11
 10/26/04 ATA Airlines 11
 12/1/04 Southeast Airlines 7

-Internet websites

FILED
UNITED STATES BANKRUPTCY COURT
DISTRICT OF COLORADO
JUL 22 1998
BY BRADFORD L BOLTON

IN THE UNITED STATES BANKRUPTCY COURT
FOR THE DISTRICT OF COLORADO
HONORABLE CHARLES L MATHESON

Inre:)
FRONTIER AIRLINES, INC.,) Case No.86 B 8021 E
FRONTIER LEASECO ONE, INC.,) (Jointly Administered)
FRONTIER LEASECO TWO, INC.,)
FRONTIER HOLDINGS, INC.,)
Debtor(s).)

ORDER FOR FINAL DECREE AND
TO CLOSE CHAPTER 11 CASE

Pursuant to Fed.R.Benkr.P. 3022, on April 29, 1998, the Debtor filed Motion to Close the Estate of Frontier Airlines, Inc. ("Motion").

The Motion represents that the case has been fully administered and requests the Court to enter a final decree closing this Chapter 11 case. An order has entered in this proceeding confirming the Debtor's plan. There are no pending matters in this case and it appears that the case has been fully administered and should be closed. Furthermore, the objection of the United States Trustee has been resolved by stipulation.

It is therefore

ORDERED, that the Chapter 11 case of the above-named debtor IS HEREBY CLOSED.

DATED: July 22, 1998

BY THE COURT:

...signature.....

Charles E. Matheson, Chief Judge

(-Sent by Ken Schultz. Lee Davis reported in the Spring 2001 issue that CO finally took possession on May 31, 1990.)

PILOT HUMOR

AIRSPPEED - Speed of an airplane. Deduct 25% when listening to a retired Air Force pilot.

BANK - The folks who hold the lien on most pilot's cars.

CARBURETOR ICING - A phenomenon reported to the FAA by pilots immediately after they run out of gas.

CONE OF CONFUSION - An area about the size of New Jersey located near the final approach beacon at an airport.

CRAB - A VFR Instructor's attitude on an IFR day.

DEAD RECKONING - You reckon correctly, or you are.

DESTINATION - Geographical location 30 minutes beyond the pilot's bladder saturation point.

ENGINE FAILURE - A condition that occurs when all fuel tanks mysteriously become filled with low-octane air.

FIREWALL - Section of the aircraft specifically designed to funnel heat and smoke into the cockpit.

FLIGHT FOLLOWING - Formation flying.

GLIDE DISTANCE - Half the distance from an airplane to the nearest emergency landing field.

HOBBS - An instrument which creates an emergency situation should it fail during dual instruction.

HYDROPLANE - An airplane designed to land long on a short & wet runway.

IFR - A method of flying by needle and horoscope.

LEAN MIXTURE - Nonalcoholic beer.

MINI MAG LIGHT - Device designed to support the AA battery industry.

NANOSECOND - Time delay between the Low Fuel Warning light and engine failure.

PARACHUTE - The two 'chutes in a Stearman.

PARASITIC DRAG - A pilot who bums a ride and complains about the service.

RANGE - Usually about 3 miles short of the destination.

RICH MIXTURE - What you order at another pilot's promotion party.

ROGER - Used when you're not sure what else to say.

SECTIONAL CHART - Any chart that ends 25 nm short of your destination.

SERVICE CEILING - Altitude at which cabin crew can serve drinks.

SPOILERS - FAA Inspectors.

STALL - Technique used to explain to the bank why your car payment is late.

STEEP BANK - Banks that charge pilots more than 10% interest.

TURN & BANK INDICATOR - An instrument largely ignored by pilots.

USEFUL LOAD - Volumetric capacity of the aircraft, disregarding weight.

VOR - Radio navigation aid, named after the VORtex effect on pilots trying to home in on it.

WAC CHART - Directions to the Army female barracks.

YANKEE - Any pilot who has to ask New Orleans tower to "Say

CENTRAL FRONTIER CV600s

CN/FL S/N	CV S/N	Version	Built	Delivered	To	Sold to CN	Converted
N74850	74	240-0	6/10/48	6/19/48	American	12/15/60	7/29/66
N74851	228	240-0	11/9/48	11/24/48	American	2/3/61	8/31/66
N74852	136	240-0	1/20/49	2/1/49	American	2/3/61	7/8/66
N74853	164	240-26	9/21/50	10/7/50	American	11/22/61	3/27/66
N74854	51	240-0	3/26/48	3/31/48	American	5/17/62	11/17/66
N74855	46	240-0	4/8/48	5/20/48	American	7/12/62	6/8/66
N74856	170	240-25	11/3/50	12/8/50	Ethiopian	10/13/64	4/27/66
N74857	168	240-25	10/26/50	12/5/50	Ethiopian	12/14/64	4/1/66
N74858	171	240-23	9/5/50	9/28/50	Garuda	9/18/66**	9/18/66
N74859	178	240-23	9/20/50*	10/26/50	Garuda	12/20/65**	12/20/65
N74860	173	240-23	8/2/50	9/7/50	Garuda	1/23/66**	1/23/66

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

*N74850 was the last civil CV240 built

**Three CV240s were converted by General Dynamics and sold to CN as CV600s

FL acquired the CV600 fleet 10/1/67 and retired them on 3/3/69

Six were sold to American Jet Industries 1973-75

Two were sold to Golden Pacific Airlines in 1972

Three were sold to Seulewah Air Service in 1970

This photo from a 1964 FL NEWS shows the CV580 prop beside the CV340/440 prop



Future Frontier Jet Engine



Present Piston Engine

FRONTIER NEWS

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

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FRONTIER REPORTS

Air Mail Route Info, excerpt from 1978 book, 20p, \$3
Challenger Airlines Employees Directory, 7/15/48, 25p, \$4
Challenger Airlines Prospectus, 9/3/47, 37p, \$5
Challenger Airlines Prospectus, 8/4/48, 40p, \$5
Challenger Airlines Stockholders Report, 9/30/49, 8p, \$2
Central Airlines Packet, Articles & seniority list, 21p, \$3
Convair Aircraft Packet, Articles & charts, 73p, \$9
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DEN Stapleton magazine articles, 15p, \$2
FL 1955 Timetable/Srty-Personnel Lists, 42p, \$6
FL-CO Job Preservation & Litigation packet, 10/2/86, 66 p, \$8
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FL NEWS all back issues on a 2 CDs \$5 (plus Jake's FL Files)
FL newsletters, two from 1969 introducing 737s, 20p, \$3
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