

FRONTIER NEWS

SUMMER 2005

ISSUE # 20



THIS IS OUR LARGEST ISSUE EVER AT 24 PAGES AS WE CELEBRATE THE 5TH ANNIVERSARY OF OUR NEWSLETTER. IT STARTED WITH THE FALL 2000 ISSUE OF 8 PAGES AFTER THE IDEA WAS BORN AT THE 2000 FYV-FSM REUNION. A COLLECTION WAS TAKEN UP THAT DAY TO LAUNCH FRONTIER NEWS. IT HAS BEEN ONE OF THE MOST REWARDING EXPERIENCES OF MY LIFE. MY HEARTFELT THANKS TO ALL OF YOU WHO HAVE HELPED MAKE IT POSSIBLE.

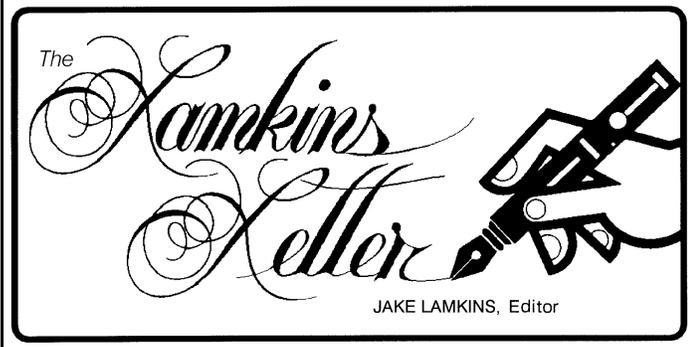
SPECIAL THANKS TO KEN LEANDER (STATION AGENT AT HUT SLN SEA ICT) WHO SENT 106 FL MAGAZINES. THEY ARE A GOLDMINE OF FL HISTORY. KEN SCHULTZ AND CAL REESE SENT PACKETS OF PHOTOS AND

(Continued on page 2)

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.



(Continued from page 1)

materials. Craig Hansen donated a FL 727 model which is displayed at the FYV Air Museum (<http://FYV.tripod.com>).

This issue features Arizona Airways, perhaps the least known of FL's four predecessor airlines. Thanks to Nikki Kimbel and Pete Aleshire at ARIZONA HIGHWAYS who gave permission for the articles reprinted starting on page 8. You may recall when FL carried this fine magazine on our flights. Other material came from Billy Walker, my files and old air mail catalogues.

Ron Rosenhahn sent a slideshow of the efforts to recover the wingtip of the FL DC3 which clipped a mountain outside PHX in 1957. See article in the last issue, page 15. Ron has okayed making it available to FLolks. See the Frontier Reports on the back page. You'll need a Power Point viewer which can be downloaded free from Microsoft at <http://www.microsoft.com/downloads/details.aspx?FamilyID=428d5727-43ab-4f24-90b7-a94784af71a4&displaylang=en>

FL is alive and well judging from the attendance at this years' reunions thus far. DEN had about 200, while the MKC/MCI flight crew shindig garnered 50 to 60 and the newly started SLC reunion had 108. The free online FL Club has passed 600 members and page views at the FL website index (<http://FAL-1.tripod.com>) was over 6600 last month. The mailing list for the newsletter has reached 368. Welcome back to the FLfamily!

Names slip away with the years but seniority lists preserve them. Anyone having seniority lists, please make photocopies and send to me. I'll reimburse your costs with an extension on your subscription. Thanks!



TIMETABLE



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

BILLINGS

July 29, 2006 - Details will be posted as soon as they are received.

Contact Dee Martenson, adsanta@bresnan.net or Bob Voight, voightr@aol.com

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

Friday, October 21, 2005, at 6:pm: Los Vaqueros Restaurant, 2629 North Main St., Ft. Worth, TX. Contact: Jim Ford, 817-268-3954, JEFord15@comcast.net

DENVER GOLF TOURNAMENT

Held Fri, June 24, 2005 at 10am, Mira Vista Golf Course, Aurora, CO.

Contact Bob Reisig 303-920-2060, bobjoanne@bojos.net for info

THE PARTY BEFORE THE DENVER PICNIC

Was Fri, June 24, 2005 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

Done on Sat., June 25, 2005, Longs Peak Pavilion at the Aurora Reservoir, 11:30am-4pm. Contact Carolyn Boller, 1293 Revere St., Aurora, CO 80011, 303-364-3624, CKBoller@aol.com

KANSAS CITY FLIGHT CREWS REUNION-LAYOVER

Took-off May 13-15, 2005. Theme was Viagra, Thunderstorms and Turbulence.

Contacts: JoDelle Burwell - 816/665-6023 or jodelleburwell@comcast.net,

Phil Stallings - 816/668-6294 or redrydertexas@sbcglobal.net,

Lisa Sachetta-Ison - 913/269-9750 or lisasachetta@yahoo.com

FRONTIER AIRLINES RETIRED PILOTS

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

DFW: Luncheon, every odd month, 3rd Monday, noon @ Ernies,

8206 Bedford-Eules Road, North Richland Hills, TX

Contact: 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, mtmillword@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.

FAYETTEVILLE-FT.SMITH MEMORIAL PIGNIC

Saturday, August 20, 2005, 11am-5pm, Burford Pavillion near the FSM airport.

Contacts: Phil Green, 501-783-2981, SusiGreen0609@aol.com or

Jake Lamkins, 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

This event needs coordinators/volunteers to organize and get it started again.

SALT LAKE CITY GET-TOGETHER

Saturday, June 17, 2006, 10am to 6pm, at Walden Park in Murray, Ut. Address is 1070 West 5450 South.

Contacts: 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 29 & 30, 2006, 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.)

DEN REUNION

At the Denver 19th Annual Picnic Reunion we had about 200 in attendance. We had Friends from Colorado, Kansas, Arkansas, West Virginia, Arizona, California, Washington, Ohio, Oklahoma, Nevada, Texas, Missouri, Maine & Minnesota. The weather was great and a good time was had by all.

Our 20th Reunion Picnic will be June 24, 2006 and we are planning something special so mark your calendars now. See you next year. Why don't you plan to come next year. You never know how many old friends you might see.

-Barb & Bill Monday, bandbmonday@comcast.net
(They also sent a list of FLOlks who attended)

Joie Adkisson	Robert Krieger
Dean/Fern Ames	Robert K Kunde
Lyle/Jan Anderson	Jan Leflar
Kenneth Ausherman	Robert W. Legge
Ace and Janet Avakian	Sue Lehotay
Doug & Deb Berkey	E. G. Luedtke
Mel Birkett-Stevens	Dale & Lillian Mahan
Frank E. Black	Tom Mars
P.J. Blecha	John P. Martinez
Carolyn Boller	Mel Maynard
Judy L. Byer	Connie McAlister
William Champlain	Sandy McCord
Robin Charovano	Jean McDonald
Mack/Peggy Craft	Jim McGee
Beverly Cummiskey	Irvin J. McLaughlin
Linda Davis	Anna K. Metzsch
Julie Dickman	Dennis Miller
Arlene L. Doman	Glenn Miller
Elza Ray Duckett	Mary Miller
Bill Durlin	Neil F. Miller
James L. Edwards	Bill/Barb Monday
Duke Ellington	Jim Montgomery
Bob Erdmann	Kay Morey
Chuck & Kathie Fahrenholz	Dallas Mortensen
Marilyn Fenner	Scott Munro
Debbie Fergione	Joe Nale
Bruce Ferrell	Ron Nale
Cathy Gavend	Edward E. Nielsen
Diane Biers	Charle Novosel
Liz & Marge Goldman	Shele (Kopnick) O'Hollaren
Gary Gorden	Dave Owens
Brian Gould	Robert Pearson
Ted Gregg	Kathey Petty
Diane Hall	Donald/Ruth Pitts
Linda Hamala	David A. & Bette Poppers
Craig Hansen	Joy Potter-Trudeau
Jim Hanson	Jane Quimby
Jim N. Hartzler	Ellen Grace Quinn
Floyd M. Hoyt	Robert Reichert
Brad/Denise Hurd	Donald E. Riebe
Rod E. James	Francis J. Rottinghaus
George Johansen	Walt Ruehle
Tom Kaley	Harold W. Ruppel
Terry & Hope Karpen	Ross/Carolyn Rush
Robert D. & Helga Keefer	Peter J. Salli
Phyllis Kent	Jerry Schroeder
Fred Krebs	Robert M.Schulman

Leo Schuster	R.B. Sunuquist
Wally Settgest	Henry & Carolyn Suta
Vicki Shepit	Midge Taylor (Bundy)
Carol Sheppard	Dale Thaemert
Richard E. Shriver	Joe Van Zonneveld
Tom Siems	Paul R. Van Buskirk
Donna Sills	Chris (Shock) Van Fleteren
George Sims, Jr.	Shirley Wade-Hayhurst
Bobby G. Sissons	Billy Watkins
Donald Slack	David & Kristi Wells
Ellie Small	Nina/Paul Wickmann
Jo-Ann Snell	James E. & Carol Willey
Lydia Snyder	Carl Willmann
Tom & Eleanor Stuckenschneider	Charles Wilson
Shirley Stuhlman Feiler	Barney & Jan Wooters
Lawrence E. Sumner	John Zobens

MKC/MCI FLIGHT CREWS REUNION

The 2nd Annual MCI Crew Reunion & Layover was held May 13, 14 & 15 at the Westin Crown Center in Kansas City. The three day party officially got under way at 1800 hours in the Lobby Pit of the hotel, however, there were several crew members who were well into the layover several hours early.

The party lasted until around 11 pm in the hotel lobby and then moved up to the 14th floor "crew room" and lasted until the early hours of Saturday morning. Everyone returned to the "crew room" Saturday around noon for drinks, stories and renewing of old friendships. Dinner in the Brasserie Restaurant was enjoyed by all at 1800 hours Saturday evening. Then back to the "crew room" and more party. I will say that at least one of the pilots partied hard enough that he required the assistance of two F/A's to get back to his room around 4 am Sunday morning.

After breakfast and "good-by's" Sunday morning in the Brasserie, it was agreed that the weekend had been great fun and we all look forward to doing it again next year. Crew and spouses attending numbered near 50. A partial list of crew who made it: JoDelle (Davidson) Burwell, Lisa Sachetta, Sue (Judd) Evans, Barb Carroll, SueAnn (Slavens) Erb, Laura Jones, Barb (Ludwig) Womack, Jenny Chiddix, Lori (Espinoza) Day, Cindy Hady, Sue (Cahill) Gilmore, Gwen Mahler, Steve Tidler, Bill Obendorf, Jim Appleby, Clay Riecker, Tom Hollister, John Spencer, Dave Cole, Warren McClellan, Hal Wheeler, Terry Calkins, John Green, H.A. "Frosty" Frost, Jesse Stokes, Billy Watkins, Ron Gallop, West Sanders, Bob Erdman, Henry Rankin, Frank Malone, Frank VonGeyso, Mike Gadow, Phil Stallings.

You can see pictures on the Kansas City Crew Base website: www.kansascitycrewbase.com Watch the website for details about next year's Reunion/Layover when they become available.

-Phil Stallings, redrydertexas@sbcglobal.net

BIL REUNION 2006

Bob Voight, Darlene Spieler, Loren and Patsy Holmgren and Al and I met for breakfast in Billings and made an "executive" decision about the Billings FL Reunion 2006. We decided on a date - Saturday, July 29. Late enough for no snow (hopefully) and early enough that we shouldn't have 99 degree temps like we did in 2003. Since we have a whole year to plan we wanted to get started with a date and assign some folks to checking out where to have it. Bob Voight, Al and I will check into the clubhouse the

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>*

CLYDE STILLMAN

Clyde had had heart bypass surgery about six weeks ago. Last time I talked to him he was in good spirits and sounded good. His sister found him Thursday morning so I guess he died in his sleep sometime Wed. night. Clyde hired on in SLC and spent his whole time there as a station agent. I can't remember his hire date but I believe it was late 67 or early 68.

-Paul Farris, paulamos43@yahoo.com

(Obituary Sent by Paul) Clyde Shelton Stillman 1941 - 2005

Clyde Shelton Stillman, 63, died Thursday, April 21, 2005, following complications from open heart surgery. Memorial service: 5:30 p.m. Thursday, April 28, at J.E. Foust & Son Funeral Directors.

Clyde Shelton Stillman was born July 3, 1941, in Salt Lake City, Utah, to Mary Ruth and Lyle S. Stillman, both of whom preceded him in death. Clyde served in the Air Force from 1960 to 1964.

He enjoyed skiing and raised Arabian horses and West Highland white terriers. He worked for Frontier Airlines, retired from Delta Air Lines and was a part-timer for Hertz.

He loved his family, reading, good music and his friends at Wilhoit's. Survivors: Sisters, Sharon S. Phillips of Southlake, Marianne Van Rosendaal of Manilla, Utah, and Tracee Starr of Salt Lake City, Utah.

-SLC Star-Telegram on 4/27/2005.

DON MARICK

Obituary (Sent by Darrell Robson & others)- Donald Dwaine Marick passed away of natural causes on April 20, 2005, at the age of 74. He was born on March 15, 1931 to Jesse and Wilma Marick in Smith Center, Kan. He moved to Akron, Colo., in 1932. He moved to Thurman, Colo., in 1933, and attended Sunny Slope School through the 10th grade. Don graduated from Arriba High School in 1948 and began to farm and ranch.

He married Jatta Sylvester on June 4, 1950. Together, they raised two sons, Steve and Don, Jr. He moved to Denver in 1958 and worked for Martin & Company, and in 1967, went to work as a mechanic for Frontier Airlines, which eventually brought him to Billings.

In 1976, he married Arclista Lewis and worked for Frontier Airlines until his retirement. Don had many hobbies and skills. He was an excellent fabricator and created many metal products for his family and friends. He was also a talented carpenter and did much of the work on the family home.

He enjoyed gardening and worked on techniques to grow the best tomatoes on the block. He loved playing cards with his many friends and family members. He was always ready to help his neighbors and was a man who looked for, and found, the best in everyone.

He will be deeply missed by his loving wife, Arclista, of 26 years; sons, Steve (Mary), and Don Jr. (Judy); grandchildren, Bob (Karen) and great-grandchildren, Kevin and Brandon, Julie Parker (Mike).



FRONTIER AIRLINES

DEATHS REPORTED OR UPDATED SINCE THE Spring 2005 ISSUE

Bill Castleman, DAL DEN aircraft mechanic, 6/13/05, age 73
Edith Cummings, DEN, need info, 12/19/04, age 86
Eli Gallegos, DEN manager-maintenance administration, 2/9/05, 82
Hearold Elmer, SAD CFT station agent, 11/2/95, age 71
Toshie Fresquez, DEN pass bureau, 10/1/87, age 54, heart attack
Robert Hammerly, pilot, need info
Danny Johnson, AMA station manager, 1/24/05, age 65
Ron Macleod, DEN manager-traffic, 6/78, age 57
Don Marick, BIL DEN ground mechanic, 4/20/05, age 74, heart failure
Charlie Murphy, Counsel to the President, Aug82, need info
Bill Norris, DEN pilot, 4/16/05, age 73
Pete Peterson, SLC aircraft mechanic, 8/22/91, age 63
Charlie Schenck, DEN manager-quality control-fuel, 11/13/04, age 73
George Slivka, SLC ticket counter agent, Oct 04, need info
Clyde Stillman, SLC station agent, 4/21/05, age 63, heart disease
George Terryberry, MCI GEG station agent, 1/27/99, age 58
Bud Travis, BFF GJT station agent, 2/11/05, age 73
Wilma Eisenbarth Uschak, need info, 4/29/05, age 84
Jim White, DEN director-production control, 1/25/05, age 87

Visitation will be from 4 to 6 p.m. Friday, April 22, at Cremation or Funeral Gallery, 29 Eighth St. West, Billings. A celebration of Don's life will be held on Saturday, April 23, at the Golden Corral, 570 S. 24th St. West, at a no-host luncheon beginning at 1 p.m.

-Published in the Billings Gazette on 4/22/2005.

I hired on 8-10-67 in the cleaning dept of FAL and from there went to Building Maintenance. I was the first Building Maintenance employee when the new hanger was built on Smith Road. From there I went into Ground Maintenance and was a traveling mechanic for a number of years.

Then in 1977 I bid for Ground Maintenance in BIL and was here till they closed the Maintenance shop. I went back to DEN Ground Maintenance till Frontier's demise.

After that I returned to Billings and bought a candy business and also had a deli & ice cream shop. Now I have a few hobbies I play at, but don't get much done as I am on oxygen all the time.

-Don Marick in the BIL Reunion booklet, July 12, 2003

TOSHIE FRESQUEZ

The Date of hire (Date of ALEA seniority) for Toshie is April 5, 1971. Also per the Mortuary, Toshie died October 1, 1987.

Obituary: Toshie M. Fresquez, Wheat Ridge, Mother of Karen Kremer, Wheat Ridge and Dianne Fresquez, Lakewood; Also survived by one grandchild, Toni Hurlbert.

Services, Olinger Highland Chapel, Tuesday 10 a.m.

Services will conclude in the Chapel.

Private inurnment service at Highland Cemetery on Friday

DENVER POST, Oct. 4, 1987

-Ken Schultz, Wheat Ridge CO

(Follow-up to our query in the last issue. Toshie was well known to many since she worked in the Pass Bureau)

RON MACLEOD

Ron MacLeod, manager of traffic, passed away on June 2. Ron joined Frontier in 1964 and spent many of his years in transportation services before moving to purchasing in 1972. Known in the company as everybody's friend, Ron is missed by all who had the pleasure to know and work with him.

From FRONTIER NEWS, Jul/Aug 1978

-Ken Schultz, Wheat Ridge CO

RONALD MACLEOD, Born 18 Dec 1920, Died Jun 1978, Age 57, At 80207 (Denver, Denver, CO), SSN issued in California

-SSDI

GEORGE SLIVKA

George Slivka was born on February 18, 1924 to immigrants from Eastern Europe. He was the oldest of 6 children and spent his entire childhood in a small coal mining town in eastern Pennsylvania

During World War II, George served in the Marine Corp. and spent 18 months in the Solomon Islands of the South Pacific.

While all of his siblings married and raised their families within 100 miles of their home town, George ventured west. He was one of the pioneers of the passenger airline industry and worked in ground operations in CFT TUS PUB OMA DEN STL CYS & retired in Salt Lake City, UT after 35 years of service with Frontier Airlines.

George met Anna Lee Peterson in eastern Arizona and married her on June 23, 1951. George and Anna Lee have two children, Scott and Shawna, and eleven grandchildren.

George maintained several lifelong hobbies: He read literally thousands of western and spy novels. He could watch 4 or 5 football or basketball games at the same time. The Utah Jazz were his favorite basketball team. And the Brigham Young University Cougars were his favorite football team. His coin collection of nickels, dimes, and pennies helped augment the family income for many years. He loved shopping for clothes and left a closet containing 60 pairs of pants, 70 shirts, and 20 pairs of shoes.

Little known facts about George include: He was a professional baseball umpire. He loved the color yellow. After almost 60 years of smoking, he quit "cold turkey". He could nap almost anywhere and at anytime. He enjoyed his food extra hot and spicy and with plenty of garlic. He somehow developed a taste for strange foods like pickled pigs feet and lambs tongues. He was a skilled card player.

After several significant health challenges, George passed away on Sunday, October 24, 2004 at the age of 80.

-Scott Slivka, Salt Lake City UT

I worked with George in SLC in 1973/74. It was good to just be around him. A real gentleman.

-Ron Abfalter, southarmstudio@hotmail.com

(George was a station agent, station manager and ticket counter agent during his long FL career. His hire date was 6-2-48)

DANNY JOHNSON

Danny R. Johnson is listed in the SSDI. Birth: 12 Oct 1939 Death: 24 Jan 2005 Last Residence; Elizabeth, Elbert County, Colorado 80107, SSN issued in Texas.

-Ken Schultz, Wheat Ridge CO

Danny was my 1st mgr at AMA with Central. (1967) I'm not

sure where all he was before that but several different cities in TX & OK I think. Danny was with UA Computer Dept in DEN as of a couple years ago. I stopped in to visit him on B concourse mezzanine level, don't recall the exact room.

-Darvin Holcomb, DarvinHolcomb@yahoo.com

JIM WHITE

James F. White, (Known as Jim), Date of hire - Jan 3, 1961

Director of Production & Material Control

Per SSDI, James F. White, Born 05 Feb 1917, Died 25 Jan 2005

Age 87, SSN issued in California

-Ken Schultz, Wheat Ridge CO

CHARLIE SCHENCK

Charles E. Schenck, (Known as Charlie), Date of hire - Jan 17, 1961, Manager of Quality Control - Fuel.

Per SSDI, Charles E Schenck, Born 12 Apr 1931, Died 13 Nov 2004, Age 73, At 89110 Las Vegas, Clark, NV, SSN issued in Montana

-Ken Schultz, Wheat Ridge CO

Charles Schenck, 73, of Las Vegas, died Nov. 13, 2004. He was a transportation manager. He is survived by his sons, Daniel and Jonathan; and daughter, Marie Bell. Services were previously held.

LAS VEGAS REVIEW-JOURNAL, Dec 1, 2004

-Jake Lamkins, ExFAL@yahoo.com

BUD TRAVIS

Bud was a station agent in GJT for 28 years and originally from Nebraska where he started work for FL. He died of a heart attack. Do you remember the Airliner's magazine, front cover of RON FL's 737 in GJT. We took the pictures of night reflection 737 while Bud was cleaning the plane inside.

OBITUARY: Orville Bud Travis, 73, passed away February 11, 2005 in Grand Junction, CO. Orville was born, August 2, 1931 to Orville Alfred Travis and Jennie Evelyn Williams in Littleton, CO. He was raised and graduated from high school in Paxton, NE. On October 10, 1957 he married Verla in Colorado Springs, CO. Mr. and Mrs. Travis moved to Grand Junction 46 years ago. Orville retired from Frontier Airlines.

Orville was a member of the Shepherd of the Valley Lutheran Church. Orville served his country in the U.S. Air Force. Orville especially enjoyed fishing, reading and telling jokes.

Surviving Orville are his wife, Verla Travis of Grand Junction, son, Cary Travis (Mary) of Littleton, CO.; daughter, Colleen Martin (John) of Eugene, OR.; sisters, Betty Travis of Keystone, NE and Sharon Travis of Montrose, CO.

Burial will take place at Veterans Memorial Cemetery in Grand Junction, CO.

-Dave Bottinelli, dbottine@hotmail.com

I met Bud when I work for Hertz in GJT in 1964/65. A gentleman in every sense of the word who applied excellent customer service to each customer he handled for Frontier.

-Bill Thiets, OKpapabear@aol.com

BILL CASTLEMAN

Bill, my father-in-law was a mechanic in Denver (and elsewhere for quite a few years). He passed away Monday afternoon (6/13/05) in Stephenville, TX. Frontier was a big and happy part

of his life, so if you still have any contact with any of his old buddies, we'd appreciate it if you'd give them the news. He was in a great deal of pain these last few years, so this is almost a relief in a way.

Here's the write-up from the local paper: William Morton Castleman, 73, died Monday, June 13, 2005, at Harris Methodist Erath County Hospital. Mr. Castleman was born Feb 4, 1932 in Amarillo. He married Eleanor Adams on June 17, 1957 in Holdenville, OK. He was raised in Dumas and has resided in Stephenville for the past eight years. He was a member of the Church of Christ. William also served in the U.S. Army during the Korean Conflict and was an aircraft mechanic.

Survivors include his wife Eleanor Castleman of Stephenville; three daughters, Anita Kirby and husband Jim of Stephenville, Connie Brunner and husband David and Beth Castleman, all of Aurora, CO.

Memorials may be made to the American Diabetes Assn.
-David Brunner, dlbrunner@gmail.com

Bill was a mechanic and went to work for Central March 19, 1965 at GSW. He moved to Aurora after the merger and worked in Line Maintenance in Denver.

-Ken Schultz, Wheat Ridge CO

WILMA EISENBARTH USCHAK

My Mom in BFF told me about this obituary in the local paper - I didn't know her, but thought I would pass on this information: TORRINGTON, Wyo. -Funeral services for Wilma Eisenbarth Uschak, 84, will be held at 11 a.m., today at the Colyer Funeral Home Chapel with Pastor Mark Baker officiating. Burial will follow at Valley View Cemetery. Wilma died at the Goshen Care Center Friday, April 29, 2005.

Wilma was born Jan. 10, 1921, in Loveland, Colo., the daughter of William and Bertha (Esterling) Eisenbarth. Her family moved to Yoder, Wyo., where she grew up. She quit school to care for her family after the death of her mother.

Wilma married George Schleining in 1938 and they later divorced. Wilma worked several jobs in the Goshen County area before moving to Denver to work for Frontier Airlines in 1961. Wilma worked there for 20 years in various positions before retiring. She married Alex Uschak Aug. 6, 1993, in Denver.

Wilma loved bowling and traveling and was a member of Toastmistresses. She entered Goshen Care Center April 1, 2003. Survivors include her daughters, Virginia Reichert and her husband Harold of Torrington and Barbara Miller and her husband Peter of Avon, Colo.; son, Bill Schleining and his wife Sandy of Custer, S.D.; sisters, Darlene Sager of Custer and Mary Ann Ayers and her husband Gary of Gilbert, Ariz.;
 From SCOTTSBULFF STAR HERALD, May 3, 2005

-Larry Kramer, alkramer@robsoncom.net

GEORGE A. SMITH

George A. Smith, AE '36, of Littleton, Colo., died on Nov. 21, 1996. Mr. Smith was a retired vice president of Frontier Airlines in Colorado. He was a captain in the Air Force during World War II and came back to Atlanta following the war to practice law. He worked in the firm of Smythe-Gambrell, then became a vice president of Eastern Airlines before joining Frontier.

-Georgia Tech alumni website
 (George was VP - Asset Management)

According to the Social Security Death Index:

GEORGE A SMITH, Born 07 Nov 1913, Died 20 Nov 1996, Age 83, At 80120 (Littleton, Arapahoe, CO)

-Jake Lamkins, ExFAL@yahoo.com

HEAROLD ELMER

Born 31 Jul 1924, Died 02 Nov 1995, Age 71, At 85552 (Thatcher, Graham, AZ) SSN issued in Arizona

-SSDI

H. Elmer is #56 on the 1955 Station Personnel Seniority List. He is #25 on a March 1, 1962 seniority list. His date of classification is 4-18-51 He is shown as station manager at Clifton on a Mar. 1, 1956 station list. Hearold was an ALEA Council Chairman in 1968 and was on the 1966 FL/ALEA Negotiating Committee (See front page of last issue)

-Jake Lamkins, ExFAL@yahoo.com

I worked with Hearold Elmer in Safford (SAD) and Clifton (CFT) AZ in the 1953-1955 timeframe. I was a Relief Agent, so I would be back and forth. To begin with, Hearold Elmer was a Station Agent in SAD. The Manager was Bob Patterson. Later on Hearold was made Manager of CFT. I lost track of him after 1955. I remember that he owned the mineral rights of a large tract of land that had some valuable minerals (Gold? Uranium?) on it. I heard from the grapevine that he became very rich from it after he left the FL employment.

-Ed Baker, bimbo1924@hotmail.com

Hearold Elmer was station manager in Winslow in the late 1950s and early 1960s. That's where I met him. If I remember correctly, he was instrumental in bringing union membership to the FAL agents. He had a lot of help from another Kerry Allen who was Senior Agent in Flagstaff.

-Mac McElhaney (ABQ '58 - '85)

Hearold also worked in Denver in 69-70 as system trainer for station agents. He worked for Al Springer. I was trained by him in February 1970.

-Tom Schmidt, dschmidt9@msn.com

CHARLIE MURPHY

Charles S. Murphy, most recently General Counsel of Frontier Horizon, died last August. His outstanding career in Washington, D.C., and his contributions for many years as Counsel to the President of Frontier Airlines will be long remembered.

-Frontier Holdings Annual Report, 1983

Charlie was carried as General Counsel in Frontier Annual Reports as far back as 1972. That Annual Report has a photo of him in it. I am unable to determine when he started.

He was booked on the Air Florida flight that crashed on Wednesday, January 13, 1982 at DCA. His office was distraught over his demise when he walked back in - traffic had made him late for the flight. He died 8 months later - I haven't been able to find the cause.

-Jake Lamkins, ExFAL@yahoo.com

ROBERT HAMMERLY

With regret, the GONE WEST of F/O Robert Hammerly (need info)

-FARPA Newsletter

(Does anyone have more info?)

ELI GALLEGOS

Elias Gallegos, known as Eli, Date of hire - Jan 1, 1969. He was Manager of Maintenance Administration

Per SSDI; Elias I. Gallegos, Born 07 Feb 1923, Died 09 Feb 2005, Age 82, At 80012 Aurora, Arapahoe, CO, SSN issued in

Colorado

-Ken Schultz, Wheat Ridge CO

GEORGE TERRYBERRY

I have another addition to the "gone west" list. I don't think he is on it now. George Terryberry, SA MCI and GEG. I think he died in 2000 at GEG. I got the information for his ex-sister-in-law

-John Stewart, jjstew@socket.net

GEORGE R TERRYBERRY

Born 16 Jul 1941, Died 27 Jan 1999, Age 58, At 97365 (Newport, Lincoln, OR), SSN issued in Missouri

-SSDI

ELLIE BASTAR

I got a call from Darlene Spieler yesterday after she got the FAL newsletter. She said Ellie Bastar was killed on Oct. 14, 1987. You have the wrong date in the Spring 2005 issue. She was pretty tight with Ellie and knew her parents as well. She has a photo of Ellie's headstone in the cemetery in Colorado and the above date is what is correct.

Also, she said you misspelled her name (Darlene's) in the same issue. It is Spieler, not "ei".

-Dee Martenson, adsanta@bresnan.net

(I've updated my records on Ellie - I have conflicting info - and my apologies for the misspelling. Darlene, please send me a copy of the photo for Ellie's website.)

BILL NORRIS

OBITUARY: NORRIS, WILLIAM S.

Bill Norris of Perry Park Ranch, Larkspur passed away on April 16, 2005 at the Castle Rock Care Center. He was a graduate of East High School and the University of Colorado. Subsequently, Bill served as a flight instructor in the Army, which led to his long career as a commercial pilot with Frontier Airlines.

Bill is survived by his wife Patricia; daughter Lisa Frizell, her husband Brad and their children John and Madeline; son Bill Norris, his wife Sancha and their daughters Emily and Lucy; and his daughter Anne Chandler, her husband Collis and their children Isabel and Paul.

Graveside services will be held 11:00 a.m., Thursday, April 21 at Fairmount Cemetery, 430 S. Quebec. In lieu of flowers, memorial contributions may be made to the Castle Rock Care Center or The Brain Injury Association of Colorado.

-Denver Newspaper Agency

Bill and I never got to fly together; too close on the list. However, in my 8 year tenure as Greivance chairman for the pilot group, I got to know him very well. As our chief pilot. I found him a tough (you had to have done your homework) but fair and a good chief pilot.

We had a good, respectful friendship. God speed on your flight west Bill. My heartfelt condolences to the family.

-Billy Watkins, wbillibuoy@cs.com

EDITH CUMMINGS

Edith Cummings had a sharp mind, a generous heart and plenty of endearing idiosyncrasies. She was touchy about her age and refused to tell people how old she was. Even after her death on Dec. 19 from complications of heart surgery, family members didn't reveal her secret.

Born Edith Bootes, she grew up in Oklahoma and married a local boy named Earl Cummings. They spent some of their

younger years in Colorado. He had a career with Phillips Petroleum. She was a licensed real estate broker and also worked in the airline industry.

"She was quasi-executive for Frontier Airlines," said her son-in-law, Joe K. Gillis. "She was very astute. She definitely had an executive type of intelligence."

The couple and their only child, Judith, moved to Tampa in the mid 1950s. Mrs. Cummings remained active until a heart attack and surgery slowed her down earlier this year.

Mrs. Cummings is survived by her daughter and son-in-law, two brothers, three grandchildren and four great-grandchildren.

-ST. PETERSBURG TIMES

(Does anyone recall Edith from FL's early days?)

PETE PETERSON

SLC aircraft mechanic Pete Peterson died several years ago. He was Ken J. Peterson who is carried on Ken Schultz' list as "Born Feb. 25, 1948 and died Aug. 22, 1991 in Murray UT at age 63. Mechanic based in SLC whose date of hire was Sep. 26, 1967"

-Don Anderton, danderton@quest.net

OTHA BROOME

Otha L. Broome started to work for Central Airlines on Jan 4, 1954 as a mechanic in GSW & also worked at DAL and DFW.

(Ken sent the obituary too)

-Ken Schultz, Wheat Ridge CO

OBITUARY - Otha L. Broome, 82, a retired aircraft mechanic, died Sunday, May 15, 2005 at home. Funeral: 10 a.m. Thursday at Davis Boulevard Baptist Church, 5408 Davis Blvd., North Richland Hills. Burial: Dallas-Fort Worth National Cemetery. Visitation: 5 to 7 p.m. Wednesday at Mid-Cities Funeral Home, 5706 Airport Freeway, Haltom City. Memorials: Parkinson's research or Community Hospice of Texas, 6100 Western Place, Suite 500, Fort Worth, Texas 76107, in lieu of flowers.

Otha was born Nov. 30, 1922, in Henderson to the late Thomas Franklin and Evy Edna Cagle Broome. He was a World War II veteran and was a musician, songwriter and jack of all trades. He always put others before himself, especially his children.

Survivors: Wife, Ruby Broome; children, Delores Hatcher, David R. Broome, Thomas A. Broome and wife, Sheryl, Bobby Broome, Teresa Hatton and husband, Robert, and Brenda Steyvesant and husband, Eric; brother, Edwin T. Broome and wife, Hazel; sister, Mary Juanita Smith; 17 grandchildren; 13 great-grandchildren; and one great-great-grandchild.

-Ft. Worth Star-Telegram

It was a privilege to have worked with Mr. Broome at Central and Frontier airlines. He was a good man and good mechanic. Please accept my sympathy in your loss.

-Jim Bullington, Hurst TX



HISTORY OF ARIZONA AIRWAYS

Arizona Airways, in March, 1946, began intra-state service on three routes out of Phoenix: one east, one south, and one northwest. Their specialty was scenic tours of northern Arizona, especially the Grand Canyon.

Rocky Nelson was Founder and President of Arizona Airways from its founding in 1942 until its merger with Challenger and Monarch Airlines June 1, 1950 to form Frontier Airlines, headquartered in Denver. He formed the airline in 1942, using DC-3 aircraft to fly passengers from Sky Harbor International Airport in Phoenix to nearby destinations, including Prescott, Arizona, Tucson International Airport and others. Afterwards, he was a regional vice president for Frontier Airlines. Rocky died March 6, 1951 at age 46 of a heart attack

Arizona Airway's inaugural flight on April 7, 1946, actually took place prior to Monarch's, but was not certificated. The Civil Aeronautics Board issued them a certificate in January, 1948, with an airmail contract from Phoenix to El Paso with intermediate stops. By then the carrier's finances were precarious and the CAB approved a merger with Monarch Airlines and Challenger Airlines in the Spring of 1950 which took effect June 1, 1950. The airline had three DC3s: NC75028, NC64910, and NC65385 at the merger.

The airline was very popular among Arizonans. It was the subject of an article on the Arizona Highways magazine in 1947. But Arizona Airways faced heavy competition from other carriers, and its operating costs were high due to high demand for parts and fuel as World War II raged in Europe, two factors which negatively affected the airline's economy. Eventually, the original Arizona Airways was merged, along with two other airlines, into Frontier Airlines on June 1 of 1950. Rocky Nelson passed away in 1951

The airline had three DC3s: N-75028, N-64910, and N-57985 at the merger. Their Sunliner names at Frontier Airlines became Teton, Williston Basin and Yellowstone.

-Internet websites

Rocky was the president of Arizona Airways from its incorporation. He was a 1500 hour pilot, instrumental in the Arizona Airways preliminary flight school for the US Navy. (FAL captain EP Lietz was an instructor there before becoming an US Air Corps C-46 "Hump Pilot")... Nelson was a member of the National Aeronautic Association, president of State Development Co. from 1928-32, president of Nelson Engineering Corp, formed by him in 1932 and operated until 1941 when he formed his Navy flight school.

The two largest share holders in the new airline were Nelson (8050 shares) with \$80,000 subscribed and Vice President Johnny Bulla (4000 shares) with \$40,000 subscribed. The Goldwaters had \$21,000 invested. Other board members of Arizona Airways were: Bob Goldwater, JJ Glancy, JR Heron, Maurice Hackett, Bill Beatus, Jim Maffeo, JD Merrill, Bill Chamberlain, EC Lockleer, Columbus Giragi, LR Inwood, Joe Bartles, JB Van Buren Wittman and Del Webb. Barry Goldwater was a "silent partner" and had a lot of input in the development.

When Ralph Johnson and my Dad delivered the first DC-3 to Phoenix they were met by Barry and Bob Goldwater along with Bulla and a few others. The airplanes were purchased through the War Assets Office with my Dad's company, Plains Airways, acting as the broker. The titles passed direct to Arizona Airways. When the merger took place making Frontier, apparently no

flight crews were part of it while the two seniority lists of Challenger and Monarch were merged.

-Billy Walker, BillyWalker@cox.net

ARIZONA AIRWAYS

(Reprinted with permission, -ARIZONA HIGHWAYS, May 1947)

Arizona Airways came into being as a common carrier by air on September 17, 1945, when the Arizona Corporation Commission granted the company its first certificate of convenience and necessity over a circular route out of Phoenix via Miami-Globe, Safford, Clifton-Morenci, Wilcox, Benson and Tucson. This route was later amended to extend the operation into Nogales, Arizona, via Bisbee. The firm was first incorporated in September, 1942, for the purpose of operating a preliminary flight school for the United States Navy. Its success may be gauged by the fact that upon termination of its contract after a period of two years' continuous operation, the Navy furnished the company with a record showing it had the best Navy rating of any of the seventeen preliminary flight schools in the Sixth Region. Arizona Airways attained the highest ratings in aircraft maintenance, safety and proficiency of graduates. A backlog of experience which was to stand the company in good stead in the days to come, when authorized to carry passengers on daily flights throughout the state.

Arizona Airways inaugurated its first scheduled flights on March 17, 1946, over the circular route out of Phoenix via Bisbee to the points authorized by the Corporation Commission during the hearings and as a result of the commission's order, service to Prescott and the Grand Canyon was begun on April 7 last year (1946). Service between Phoenix and Yuma was commenced on the same day and on June 2, the company began operations into Kingman and Flagstaff, followed on June 4 with schedules into Clifton-Morenci.

In selecting its aircraft, great care was used and many models and types were discussed. Douglas C-47 aircraft was finally selected. There probably is no airplane in existence today which has so completely proven itself over the air lanes of the world, providing passenger comfort, ease of maintenance, and reliability of performance day-in and day-out, as the Douglas C-47 which has been so aptly called the "Work Horse of the Army Air Force."

These planes were completely reconverted for passenger use under the direction of Vice-President Johnny Bulla, who is known to many as one of America's outstanding professional golfers and to members of the air transport industry as an airman of vast experience. Arizona Airways' fleet totals four at the present time, but arrangements already have been completed to augment the fleet to the number necessary to provide for greatly expanded service and increased mileage.

Pres. H. O. Nelson says: "It is our intention to provide the finest in air transportation within Arizona and to our neighboring states when such additional service has been authorized. The company has a number of new route applications pending before the Civil Aeronautics Board in Washington, D. C., which applications call for the carriage of U. S. air mail not only over the new routes but over existing routes as well. We anticipate speedy and favorable action from the board which will enable Arizona Airways to more completely serve our patrons in our larger cities, plus giving a more frequent service to sparsely settled communities within the state and, in addition, operating to and through key 'gateway' cities in adjacent states providing a

'feeder line' service to the great transcontinental airlines as well as the north and south operators to open to our passengers the markets and vacation areas of the nation through a complete and integrated transportation system."

Arizona Airways has just celebrated its first birthday as a scheduled carrier and is justly proud of its operating record. During March, 1947, the 15,000th passenger was carried and, appropriately, this passenger was singled out to be the guest of the company on one of its scenic Grand Canyon airtours. Five hundred thousand safe miles of flying have been accomplished during the past twelve months, and operating efficiency for the same period has averaged well above 95 per cent. It is well to note - with respect to operating efficiency - that no section of the United States is blessed with such year-around equable weather as the State of Arizona and the territory within which the company operates its schedules.

During the recent pre-season exhibition games of the Cleveland Indians and the New York Giants in Arizona, Arizona Airways was chosen as the official transportation agency for these major league teams; and on one day during March flew both teams to a game at Bisbee, carrying a total of sixty-six ball players, trainers, and sport writers, which is believed to be a record. During the entire training period, these two teams were flown a total of 8,042 miles and the number of passengers carried was 382.

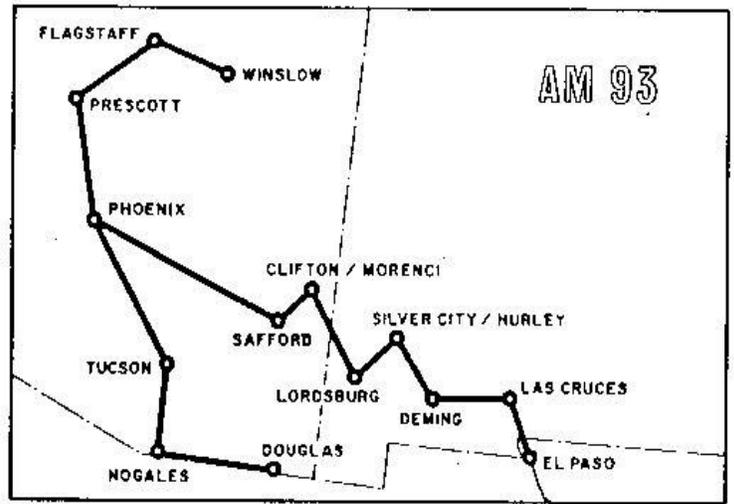
Arizona Airways has provided facilities for the issuance of passenger tickets and airfreight waybills at downtown locations and at all airports on its route. In addition, pursers are a member of the regular flight crews. Pursers are equipped to issue tickets to passengers in flight, thus eliminating the necessity of making any advance reservations previous to departure. The company requests its patrons to "Come to the airport and go aboard." In order to insure the efficiency of this system of purchasing tickets without advance reservations, a very careful watch is kept daily of passenger load factors on the various routes; and when the load factor becomes sufficiently high to indicate the possibility that all seats might be sold, second sections are added. The company is not a U. S. airmail contractor at the present time.

AIR MAIL ROUTE NO. 93

INAUGURAL SERVICE: JUNE 1, 1950

In 1948 the Civil Aeronautics Board authorized Arizona Airways to operate a series of feeder routes in that state, providing the company could show that it had adequate financial structures required to begin service. Before Arizona Airways was able to inaugurate service over this route, the Board approved the acquisition of Arizona Airways by Monarch Airlines, which had already merged with Challenger Airlines (AM-74) thus forming the largest feeder carrier in the United States. The airline name of this new combination was officially changed to Frontier Airlines, Inc. (*Apparently, Arizona Airways never exercised their air mail authority. They may have not been able to meet the financial requirements. Frontier operated under their authority on the Arizona Airways routes until 1953.*)

On June 1, 1950 Frontier Airlines inaugurated service over Segment 4 (Winslow-Phoenix) and Segment 3 (Phoenix-Douglas) of this route. According to the Post Office Department schedule, Bisbee, Arizona was to be served thru the same airport as Douglas, but Bisbee did not dispatch to AM-93 on June 1st. Official map-type cachets, with a different basic design for each segment were used at all cities.



Pilots: George L Sims, Dallas W. Taylor.

SEGMENT 4, WINSLOW - PHOENIX

- 93S1 Winslow - Sims (2980 pieces)
- 93N2 Flagstaff - Sims (2703 pieces)
- 93S2 Flagstaff - Sims (540 pieces)
- 93N3 Prescott - Sims (2394 pieces)
- 93S3 Prescott - Sims (856 pieces)
- 93N4 Phoenix - Sims (2360 pieces)

SEGMENT 3, PHOENIX - DOUGLAS

- 93S4 Phoenix - Taylor (3130 pieces)
- 93N5 Tucson - Taylor (326 pieces)
- 93S5 Tucson - Taylor (1673 pieces)
- 93N6 Nogales - Taylor (426 pieces)
- 93S6 Nogales - Taylor (1615 pieces)
- 93N7 Douglas - Taylor (1653 pieces)

EL PASO-PHOENIX, July 15, 1950

Frontier Airlines further extended service on this route with the inauguration of Segment #2 on July 15, 1950. This segment operated from El Paso, Texas to Phoenix, Arizona via Las Cruces, Deming, Lordsburg and Safford.

Pilots: E. L. Aden, W. M. O'Meara.

- 93W8 El Paso - Aden (1399 pieces)
- 93W9 Las Cruces - Aden (1201 pieces)
- 93E9 Las Cruces - O'Meara (587 pieces)
- 93W10 Deming - Aden (1066 pieces)
- 93E10 Deming - O'Meara (477 pieces)
- 93W11 Lordsburg - Aden (1439 pieces)
- 93E11 Lordsburg - O'Meara (470 pieces)
- 93W12 Safford - Aden (1013 pieces)
- 93E12 Safford - O'Meara (480 pieces)
- 93E13 Phoenix - O'Meara (1583 pieces)

CLIFTON/MORENCI, AZ ADDED, October 15, 1950

Effective October 15th. Frontier Airlines added Clifton and Morenci, Arizona (using the same airport to Segment #2 of this route between Safford and Lordsburg)

Pilots: E. T. Barson*, D. H. McDonald

- 93W14 Clifton - McDonald (1513 pieces)
- 93E14 Clifton - Barson (348 pieces)
- 93W15 Morenci - McDonald (1213 pieces)
- 93E15 Morenci - Barson (357 pieces)

SILVER CITY AND HURLEY, NM ADDED Dec. 1, 1951

On the above date Silver City and Hurley, New Mexico were added between Deming and Lordsburg on Segment #2 of this route. The two cities were jointly served thru the Grant County Airport.

Pilot: E. T. Burson*

93E16 Silver City - Burson (2866 pieces)

93W16 Silver City - Burson (376 pieces)

93E17 Hurley - Burson (2172 pieces)

93W17 Hurley - Burson (465 pieces)

(*Possible typo in original - Burson and Barson may be same pilot.)

ROUTE CONSOLIDATION

In March 1953, Route 93 was combined with Route No. 73, the entire route then being designated as AM-73. Applicable listings after that date will be found under Route No. 73.

-American Air Mail Catalogue

SKY HARBOR

(Reprinted with permission, -ARIZONA HIGHWAYS, May 1947)

Standing at the top in the matter of expansion as well as safety in flying is Sky Harbor Airport of Phoenix. Today it shows among the highest transient and commercial air traffic figures of any aviation center in the world.

It is almost an hourly port of call for the transports of American Airlines and Trans-World Airlines. And it is "home" for Arizona Airways, whose DC3s ferry passengers and air freight to all parts of the nation's baby state.

Only last fall Phoenicians voted more than two to one in favor of a \$1,100,000 bond issue to make possible - with proffered federal funds - a \$4,500,000 improvement program there. Even the huge bond issue is not expected to add to the city's tax load, since Sky Harbor has been a money-maker even with inadequate facilities.

Yet it started inauspiciously as a cow pasture. Back in the "barnstorming" days when the old Curtis Orioles competed with the OX5 Canuck and Thomas-Morse in the first Dayton, O., Air Races; when Charles A. Lindbergh still was dreaming of flying the Atlantic, a small group of Phoenix aviation enthusiasts were zooming skyward from that "cow pasture" field - now the fine Sky Harbor port.

Visualizing the future rapid growth of aviation and need for more adequate flying facilities, they prevailed upon Phoenix officials to purchase land for establishment of a municipal airport. Sky Harbor came into being.

To complement activities of the sportsmen-fliers, a municipal aviation commission was organized. Its first membership included Frank Beer, A. Lee Moore and Walter T. Martin, all prominent business and professional men.

At first there was but a single hangar, more than adequate for the handful of planes maintained by local flying enthusiasts and the few transient aircraft pausing to refuel or for an overnight stop.

Then came World War H. and Sky Harbor began to suffer growing pains. The Army began using Sky Harbor as a ferry command relay point, until it developed its own field near Coolidge. The Navy Air Transport Service made Phoenix a stop on its transcontinental route. Other military craft arriving and departing added to the traffic load.

But months before Pearl Harbor the city's aeronautics officials were studying a "master plan" based on standards formulated by the Civil Aeronautics Administration to provide an airport that could handle increasing air traffic adequately and safely for years to come.

They knew only too well that a modern airport was as vital to air transportation as the improved highway is to the auto and

truck. or stations and yards to rail transport.

With war's end not too far in the background, Walter Fulker-son, Sky Harbor manager, can report creation of a new parking lot for aircraft business firms which diminishes traffic hazards around the taxi-ways airplanes follow to the landing strips; completion of a 2,000-foot extension to the main East-West runway to make it more than a mile long so it will accommodate huge airliners. and use of the northeastern section of the field - formerly a Navy barrack area - by a variety of aircraft firms, among them crop-dusting companies, plane repair shops, flying schools. the Civil Air Patrol and small charter services.

Lengthening of the East-West runway, an asphaltic concrete strip 140 feet wide, brought 50-passenger, four-engine transcontinental planes winging into the Arizona capitol to write still another chapter in the state's air transport pioneering.

The first Phoenix visit of a passenger-carrying Constellation, TWA's Star of India, came in late December, fulfilling another dream of Jack Frye, TWA president, who had launched his commercial aviation career "way back when" with a dinky little airline from Phoenix to Los Angeles.

A huge building area, roughly twelve square blocks, is to replace the present administration site. Private hangars for 14 non-commercial planes, aircraft showrooms, smart shops, a hotel and an automobile garage are envisioned for this area.

Five hangars are planned to supplement the present two. The three existing runways, ranging from 4,000 to 6,500 feet, will be replaced or extended by two of 7,000 feet and a third 7,282 feet in length, capable of handling 100,000-pound freight and passenger ships already in service.

About 1,000 acres will be encompassed by the new Sky Harbor, as compared to the present 400. Another 400 acres will be added if necessary.

Warehouse, cold storage and quick-freeze space for handling of perishable air freight at the field is included in the development plan. These facilities will connect by rail with the nearby Southern Pacific line.

Ten huge transport planes may park on the field side of the administration building while being loaded and fueled once the expansion is completed. Parking space for a half-dozen other large planes will be added if the need arises.

Sky Harbor also will figure in a regional airport plan for territory within a 25-mile radius of Phoenix. It calls for six areas in which additional small airports will take care of anticipated private flying.

Already Sky Harbor has a \$40,000 airport restaurant operated by Skychefs, Inc., a subsidiary of American Airlines, serving not only commercial airlines passengers but many persons employed at the municipal field. Its main dining room has table and counter facilities for 64 persons, compared to the ten which a former lunch room was equipped to handle.

Sky Harbor last December handled more air traffic than any other airport in the nation. The Civil Aeronautics Administration says that in the 31 days which closed out 1946, a total of 31,733 aircraft of all types landed or took off from the Phoenix airfield.

LaGuardia Field in New York handled only 14,613; Chicago Municipal Airport, 15,209; Detroit, 16,368; Denver, 19,240, and Cleveland, 22,738. Atlanta, Ga., held second place with 30,066 landings and takeoffs, and Long Beach in California was third with 29,983.

Making the Phoenix record all the more impressive was the fact that a handful of CAA employees who around the clock man a glass-walled control tower atop the airport's main hangar brought those ships in or sent them on their way without an accident of any kind causing injury or death at the field.

For instance, the 31,733 landings and takeoffs Sky Harbor achieved in December include every type of plane arriving at or departing the field. Thousands of landings and takeoffs are made each month by private and student fliers visiting or based at the port - traffic not ordinarily found at the nation's great air centers.

In their glass-walled domain overlooking the port, CAA workers virtually are rulers of all they survey. They control the movements of every person on the flight strip or in the landing area, whether on foot, in a motor vehicle or plane, and they control all air traffic within a three-mile radius of their tower, up to a height of 1,500 feet.

Such import has the Phoenix field achieved that the CAA now plans to extend its safety campaign to the Arizona capitol with installation of "localizers," radio beams that direct pilots to the center of a runway; "glide paths," beams which give a pilot his elevation and direct him downward to the runway; markers which tell a pilot his exact distance from the airfield; compass locators, which allow a pilot to determine the exact direction to a field, and approach lights, which lead to the runway.

(Continued from page 3)

BIL REUNION 2006

antique auto club uses and also the Billings Saddle Club. Hardy Hanson had suggested to Bob that we cater this event with a pitchfork fondue so we'll get Hardy to check that out as well. If anyone has any suggestions, please email Bob Voight or myself. I volunteered to keep up the data base again and get out the info.

Have a great summer and let us know if you're interested in any way in coming to another reunion in 2006.

-Dee & Al Martenson, adsanta@bresnan.net

SLC REUNION

Here's a copy of the sign-in sheets from the reunion. The reunion was great! Had lots of good food, sold all our t-shirts and was able to re-new a lot of friendships. Plan to hold a reunion every year - same place (Walden Park) on the third weekend in June. Next year June 17, 2006. We had 108 people there - following list not complete:

Jim & Carolyn Appleby, tiger92201@aol.com
 Dave Batchelor
 Ron Blosch, chsburger@comcast.net
 Roger Borchard, rborchard@msn.com
 Kim Bradshaw Phelps, kbradshaw@skywest.com
 Dean Buethe
 Bryce Carlson
 Sandi Carnahan, Roberts carn6470@msn.com
 Karol Conrad Hodgkiss,
 conrad@union.utah.edu
 Stan Covington, stanorpris@cs.com
 Doug & Jul Dredge
 Jim Edwards
 Rich Edwards
 Anne Elwood
 Paul & Karen Farris,
 paulamos43@yahoo.com

Todd Fuller, todd.pfuller@wellsfargo.com
 Diane Hall, constew1@msn.com
 Don Halterman, shopgirl@acninc.net
 Gail Hannigan Fogg, 76147.606@compuserve.com
 Wayne Hays, vjhays@juno.com
 Ron & Karen Hill
 Gary Horne
 David & Sally Hyde, hyde.david@comcast.net
 Seymour Isaacs
 Bud Jensen, grandpabeen@comcast.net
 Marlene Jensen Francis, marsjf@aol.com
 Jim Judd, jim_frontier@yahoo.com
 Al Kendell, abkendell@yahoo.com
 Scott Knudson, scott_knudson@countrywide.com
 Lynda Lane, llane@flyfrontier.com
 Jim Langford
 Harold Maxwell, maxoto01@earthlink.net
 C McChrystal
 Barbara Mead
 Walt Ness
 Walt & Elaine Ness, drmom728@cs.com
 Bob Noble
 Drew & Sandy Petersen
 Duane & Lois Phelps, ldphelps1@earthlink.net
 Gary Pinson
 Bill Roberts, carn6470@msn.com
 Jack Robins
 Trudy Ross, trudyross@comcast.net
 Linda Sandos, lmsandos@peoplepc.com
 Jack Schade, captainjack20@msn.com
 Howard Schatz, h_schatz@hotmail.com
 Tom & Diane Schmidt, dschmidt9@msn.com
 Tex Searle, tsearle@cs.com
 Carl Silcox
 Darin & Dana Smith
 Dean Smith
 A.T. Smurthwaite
 Enoch Sorenson
 Kerry Stephens, kerrystephens@comcast.net
 Carol Stillman, westiew1@aol.com
 Karen Suazo Greenwood, rkgreenwood@msn.com
 Chick Thomas, cgtchic@yahoo.com
 Billy & Cheryl Walker, billy.walker@jetblue.com
 Linda Weston, jjw1bw@earthlink.net
 Robert Williams, md80air@aol.com
-DonAnderton, danderton@quest.net

TUS GOLF TOURNEY

All went very good. We had 54 golfers but only 15 were FL people: Gary Mackie, Eddie Bryant, Rusty Lambert, Austin Henry, Dave Ross, Bev Weed Bedsaul, Roger Gunderson, Earl Morency, Johnny Matthews, Don Hockenbury, Larry Thomas, Rod Slack, Dan Price, Bob Pearson and Bob Bailey.

Next year it will be Apr 29th and 30th, 2006. It will be in Green Valley AZ again.

-Ron Butler, rbutler24@worldnet.att.net



A CHRONOLOGY OF FRONTIER AIRLINES AND ITS PREDECESSORS

(Please let me know of any errors, updates and additions.)

1945 1/15 Charles Hirsig, founder of Summit Airways - beginning of Challenger Airlines, dies at age 34 in aircraft crash
 1945 9/17 Arizona Corp. comm. authorized
 1946 3/17 Arizona Airways inaugurates intrastate service
 1946 3/28 C.A.B. certificate issued to Ray Wilson, Inc
 1946 3/28 C.A.B. certificate issued to Summit Airways, forerunner of Challenger Airlines
 1946 8/21 C.A.B. certificate for Wilson reissued and renamed as Monarch Airlines
 1946 11/14 C.A.B. certificate issued to Central Airlines
 1946 11/27 Monarch's first scheduled flight DEN COS PUB CNE MVS DRO but unable to land at CNE and DRO due to muddy field conditions, crew was Capt. Art Ashworth, FO Ray Harvey & Steward Vern Carlson and carried one passenger
 1946 11/30 Monarch first flight DEN-DRO where field conditions had improved
 1947 3/21 C.A.B. certificate for Summit reissued and renamed as Challenger Airlines
 1947 5/10 Challenger starts service with DEN CYS LAR RWL RKS EMM SLC route
 1947 6/10 Challenger service to WRL starts
 1947 6/23 Monarch GUP service starts
 1947 8/15 Monarch GUC service begins
 1947 11/9 Monarch service starts at ALS
 1948 6/29 C.A.B. certificate issued to Arizona Airways - did not start C.A.B. certified operations
 1949 7/1 Challenger service starts at VEL
 1949 8/14 Monarch CEZ service begins
 1949 9/15 Central inaugurates C.A.B. certified service with flight Ft Worth-Dallas-Gainesville-Ardmore-Ada-Shawnee-Oklahoma City using Beechcraft Bonanzas, CN flights 1 & 2
 1950 6/1 Frontier Airlines formed from merger of Monarch Air Lines, Challenger Airlines, and Arizona Airways
 1950 7/1 First flight GRI-OMA
 1950 9/1 CN replaces Beechcraft Bonanzas with DC-3s
 1950 12/1 CN replaces male pursers with female stewardesses
 1951 5/6 Arizona founder Rocky Nelson, aged 46, dies in Tucson
 1953 6/1 Service to COD starts
 1954 9/15 BIS-BIL service begins
 1954 12/7 CN starts FYV service
 1955 5/1 In May President Eisenhower authorized the issue of permanent certificates to the 13 existing feeder airlines, changing their designation to "local service carriers."
 1957 6/29 CN starts HRO service
 1958 3/21 Monarch co-founder Fred Bonfils dies, aged 62, at Denver
 1959 3/1 New service: STK-DEN, EAR-DEN, HSI-OMA, HSI-DEN, BIR-OMA, LNK-MKC, IML-DEN, IML-OMA, SNY-DEN, SNY-OMA, STJ-MKC, MKC-STJ, MKC-OMA
 1959 4/1 New service: MOT-DEN, RAP-MOT, RAO-AIA, AIA-DEN, AIA-RAP, HSR-AIA, HSR-MOT, BFF-DEN & BFF-RAP
 1959 4/12 New service: MOT-BIL
 1959 7/1 New service: CNY-DEN, ECS-CPR, ECS-RAP-DIK, GRI-OMA
 1959 9/1 New service: BIL-GTF, LWT-SLC, LWT-GTF, GTF-SLC
 1959 11/2 New service: HVR-BIS, HVR-GTF, GGW-BIS, GGW-GTF
 1960 1/15 FL starts LEM-MOT LEM-CPR LEM-DIK service
 1960 11/1 Date approximate, sometime late in 1960 CN signed a contract with AA for 6 CV240s
 1961 3/1 CN begins service with CV240s bought from AA
 1961 3/13 CN starts PUB-OKC service
 1963 7/10 New service: COS-ABQ, COS-DEN, ALM-ELP, ALM-BIL, SAF-ABQ, SAF-DEN, ELP-BIL
 1964 6/1 Convair 580 aircraft introduced on system. CV340/440s converted to turboprops.
 1964 6/1 FL stopped using turquoise crescent logo & changed to tan crescent & lowered arrow with arrival of CV580s
 1964 8/1 CN announces conversion of 6 CV240s and purchase of 4 more CV240s to also be converted
 1965 9/19 CN takes delivery of first CV600
 1966 6/1 Floyd Ririe is first pilot to retire from FL, he dies over 30 years later!
 1966 9/30 Boeing 727-100 service started, 5 ordered with options on 5 more, 24F 72Y seating
 1966 10/9 New service: HDN-SLC, HDN-DEN
 1967 6/1 New service: WYS-DEN
 1967 6/13 New service: MKC-STL, STL-GJT
 1967 10/1 Central bought and merged into Frontier, new service BZN-SLC, MSO-GTF
 1967 6/13 DEN-STL jet service starts
 1968 1/5 RKO General buys FL stock (54.9% valued at \$6.5M) from Goldfield Corp.
 1968 Jan. President's Assistant program started on jet service

1968 2/9 Boeing 727-200s arrive, 5 ordered
 1968 3/1 New service: DEN-LAS, LAS-STL
 1969 7/7 Begins using 737 aircraft on its routes
 1970 10/25 Service OMA-MDW, OMA-PHX commences
 1971 3/1 Beech 99s become part of fleet
 1971 Mar. Al Feldman becomes FL President
 1971 Apr. Offices at 39th Avenue moved to hangar building on Smith Road
 1972 4/13 FL 91 enroute ABQ-PHX hijacked to LAX, hijacker surrendered to Capt. Willy Hurt later that day
 1972 8/1 SAF closed due to unsafe runway conditions
 1972 10/1 Twin Otter-300s announced to replace Beech 99s
 1972 11/10 FL moved from MKC to new MCI airport
 1972 12/1 FL moved DEN operations to concourse D
 1972 12/8 Twin Otter service starts to SNY AIA CDR BFF
 1974 10/28 New service FCA-MSO
 1974 10/28 MOT-YWG flights start
 1977 9/1 First flight DEN-SMF
 1977 11/6 First flight LNK-MDW
 1977 9/1 The Sep/Oct FL News announced that a "new look" was coming
 1978 4/30 The new Frontier logo is dedicated - it features a stylized "F" icon which was designed by Saul Bass and Associates of Los Angeles
 1978 6/1 Service started DEN-GEG
 1978 11/3 First flight ELP to GDL & MZT Mexico
 1978 12/15 DTW service begins
 1979 3/1 Service deleted at HSI EAR MCK & OLU
 1979 4/27 SLC-GEG commences
 1979 5/1 DFW-SHV flights begin
 1979 5/1 RDD service from SMF started
 1979 5/11 Monarch co-founder Ray Wilson dies at age 78 in Denver
 1979 5/4 First flight, LIT-JAN
 1979 5/24 DTW-TOL service begins
 1979 6/1 BOI service begins
 1979 6/15 HOT service dropped
 1979 7/1 New service SLC-EUG
 1979 7/16 Start GEG-YVR flights
 1979 8/9 FLG dropped from service
 1979 9/1 WDG & PNC dropped from service
 1979 9/30 Service to SVC & ALM dropped
 1979 11/8 BIL-HLN service begins
 1979 11/8 Service starts MSO-HLN
 1979 11/8 ABQ-ZIH flights commence
 1979 11/8 Flights ELP-ZIH get started
 1980 2/1 Service to MDW is deleted, service to LEX begins
 1980 5/1 DEN-HOU service started and SMF-SCK
 1980 6/30 Service to the "highline" is dropped: HVR LWT GGW OLF ISN SDY MLS & GDV
 1980 8/1 MLC is dropped from service
 1980 11/30 Nebraska stations of CDR SNY & AIA cease operations
 1980 12/1 New service, DEN-DSM-LNK, service to JAN is dropped
 1980 12/15 LAS-SNA flights begin
 1981 3/1 First flight, DEN to RNO
 1981 5/1 Service begins to LAX YXE & YQR
 1981 5/1 New service: DEN-LAX
 1981 6/1 AMA & LBL closed down
 1981 7/1 New service: DEN-OAK
 1981 8/9 Former FL President Al Feldman dies in Los Angeles at age 53
 1981 9/1 GUP service is terminated
 1981 9/30 New service: FSD-MSN
 1981 10/1 Service dropped at GUP
 1981 10/1 First flight DEN-MSN
 1981 10/1 DEN-FSD service begins

AIRLINE HELL

LAST NIGHT WHILE I LAY SLEEPING,
 I DIED OR SO IT SEEMS.
 THEN I WENT TO HEAVEN
 BUT IT WAS ONLY IN MY DREAMS

BUT IT SEEMS ST. PETER MET ME,
 THERE AT THE PEARLY GATE.
 HE SAID, "I MUST CHECK YOUR RECORD,
 SO STAND RIGHT HERE AND WAIT."

*I SEE WHERE YOU DRANK ALCOHOL,
 AND SWORE QUITE OFTEN TOO.
 FACT IS YOU'VE DONE MANY THINGS
 THAT A GOOD PERSON SHOULDN'T DO."

"WE CAN'T HAVE PEOPLE LIKE YOU UP
 HERE,
 YOUR LIFE WAS FULL OF SIN."
 THEN HE READ THE LAST OF MY RECORD,
 GRASPED MY HAND AND SAID,
 "COME ON IN."

HE TOOK ME TO THE BIG BOSS,
 "TAKE HIM AND PLEASE TREAT HIM WELL,
 HE'S WORKED FOR AN AIRLINE, SIR.
 HE'S HAD HIS SHARE OF HELL."

-Internet

1981 11/1 DEN-SEA service starts
 1981 11/15 Service dropped at LAW
 1982 1/31 Drops service to FYV HRO and TBN
 1982 3/1 Service dropped at COD WRL and VEL
 1982 3/16 ABQ-PVR flights start
 1982 4/1 Service dropped at ALS CEZ GUC HDN and PUB
 1982 4/30 DEN-SAN service starts
 1982 5/31 Last CV580 flight made, FL had flown them since 1964 - 18 years, FL935 OMA-LNK-LBF-BFF-DEN terminating 7:30pm crewed by Capt. Jerry Hagen, FO Tom Sponsler and FA Marisa Zamora
 1982 6/1 DEN-FAT flights begin
 1982 11/20 First SAN-PSP flights start
 1982 12/15 DEN-IND-CMH begins
 1983 1/6 DEN-SGF service commences
 1983 3/3 Start up DEN-PDX and BOI-PSC service
 1983 3/3 PDX-EUG service starts
 1983 6/1 FSD-SUX service begins
 1983 9/7 SUX-CID and DSM-CID links added
 1983 11/18 DEN-MAF-ABI flight begin
 1983 12/1 FL Commuter starts up using CV580s
 1984 1/9 Frontier Horizon inaugurates service - DEN-DCA DEN-SFO & DEN-ORD with 727s
 1984 3/1 FH begins DEN-LGA service
 1984 5/1 Chick Stevens downgraded at FRONTIER magazine, by Jan86 shown as "founder" tho still getting articles in occasionally
 1984 6/8 DEN-RFD, MSN-RFD and CID-RFD service started
 1984 9/1 New customer service & ramp uniforms introduced
 1984 10/1 DEN-MSP & DEN-MKE service starts
 1984 12/15 FL Services start bus shuttle service to Keystone, Vail, Copper Mountain, Breckinridge & Winter Park, to run til 4/7/85
 1985 1/1 FH goes DEN-TPA & MCO
 1985 Feb. FL Commuter ceases operations after opposition from the Employee Coalition
 1985 4/1 FL Horizon ceases operations after opposition from the Employee Coalition - consolidated back into FL
 1985 4/1 FL DEN-IAD service started, replacing dropped FH service
 1985 10/5 People Express buys FL
 1986 8/24 Frontier ceases operations
 1986 8/28 Frontier files chapter 11 bankruptcy
 1986 10/24 CO buys FL and PEX
 1987 2/1 Lorenzo orders new CO president Tom Plaskett to merge CO, NY, PX, FL and all other airline subsidiaries into one giant airline - CO, the biggest one-day merger in airline history, sometimes called the "big bang" - schedules were disrupted for months and Plaskett was fired after 9 months on the job
 1990 5/31 Frontier finally liquidated & paperwork finished per H. Lee Davis, exactly 40 years after its founding
 1990 12/3 CO files chapter 11 bankruptcy (again)
 1993 4/28 CO emerges from chapter 11 bankruptcy
 1995 2/28 New DEN airport opens
 1997 7/4 Central founder Keith Kahle dies in Fort Worth aged 87, names ex-Central employees honorary pallbearers
 1998 7/22 U.S. Bankruptcy Court, District Of Colorado, closes the Chapter 11 case of Frontier Airlines

IN MEMORIAM

On February 6, 2005, Helen E. Treptow passed away. She was the beloved Mother of Ginger Ann Treptow of Gilbert, AZ. She was 91 years old and a great Mom. I miss her every day but I keep busy. I'm glad I had her so many years.

Many people in PHX knew her in all my years with FL. Some FL people came to her funeral. They were Murray Price and her husband Dick, also Richard & Jeanne Paul. I heard from Bev & J.L. Olsen of Boise, ID & also Wanda Garrett from Anchorage, AK

So many good people are gone. We had a great group of people working for FL. I've made contact with Mrs. Bert Wrasse whose husband was a FL pilot who died in 2002. We go to the same church. We attended a Diamondbacks baseball game together. We speak of FL & all the good years.

I don't have a computer so can't e-mail anyone but I enjoy reading about the great people of the Original FAL.

*-Ginger Ann Treptow
 1686 W. Harvard Avenue
 Gilbert, AZ 85233*

580 FACTS

Almost all of Frontiers 340s came from United. Two were from corporate owners and one lone machine was from the KLM fleet. The 440s were ex-Sabena. FL liked United's sequential N numbers (N73102 - N73156) and kept them. When the Sabena 440s were delivered in 1967-68, Frontier re-registered them N73160-N73168. The entire fleet was converted to 580s during 1964-1968. FL owned and operated 32 of the turbine beasts at its peak.

Some of the outfits that purchased FL's convairs from 1974-1980 were: Aspen, Bolivian Air Force, Mountainwest, Sierra

Pacific, Metro Airlines, and Gem State. Frontier suffered no major accidents with its 580s while operating in rugged terrain and everchanging weather.

-Internet

FIRST 20 YEAR ANNIVERSARIES

Floyd Ririe, SLC Captain, Bert Clark, PHX Regional Station Manager, and John Myers, DEN Director Of Flight Operations, received the first 20-year pins to be issued by Frontier. President Lew Dymond presented them in the Spring of 1966.

-FL NEWS, Jun 1966

A LATE BREAKFAST

(From Tex Searles' great FL book GOLDEN YEARS)

As the DC-3 descended out of the night sky and settled onto the tarmac at Rochester, New York, the weary crew felt the tires of the DC-3 spin their greeting to the runway. The military charter had been a long haul from San Antonio, Texas with two stops thrown in for fuel. With the amount of time it would take to fly the charter, the company had crewed the DC-3 with two captains. Ed Walker would be the acting #1 captain with Chick Stevens as #2, and Warren Heckman would be serving as copilot. There would be no stew aboard.

They put the DC-3 to roost as quickly as possible to save time for the short lay-over the trip called for. Looking at their watches the hour was 2:00 a.m. The schedule called for a departure that morning at 10:00 with twenty-four GIs bound for Cheyenne, Wyoming. The ground transportation was late arriving to take them to the hotel. The ride was long and would cut into their rest. When checking in at the hotel, the flight deck crew found they would all be billeted in the same room with a partition that had two beds on one side and one on the other. They requested a wake-up call and turned in.

Warren Heckman answered the phone for the wakeup call after only a short rest. He hurriedly showered and shaved to give the two captains on the other side of the partition more time to sleep. When Heckman had finished he woke the other two crew members and asked if they planned on flying that day. Waiting on each other to shave and shower took longer than they had planned and with the long ride to the airport and running late they had to forego breakfast.

Now without breakfast, Captain Ed Walker could turn into a mean biting bear, and he soon did. After the twenty-four military personnel were all aboard and strapped down and the doors were all secured, Captain Ed Walker started the engines without calling for any assistance from the copilot. When they received their routing clearance over the radio it was a different routing than what they had requested. This seemed to upset the temperament of the #1 captain even more. As they taxied to the runway, Captain Chick Stevens, who was occupying the copilot seat, reached for the microphone to request take off clearance. He soon discovered that all was not well, and that all he'd be required to do was to manage the cowl flaps.

Without calling for the check list, Captain Walker proceeded to read the check list to himself and then marked off the necessary items one by one. Keying the mike button he called for take off clearance. After lift off and the gear shocks had extended, the toebrakes were softly applied to halt the spinning rotation of the wheels before they tucked into their wells. The expected call never came for the gear up request. Exercising his captain authority, Walker leaned down and unlatched the gear safety-latch handle pulled it up, and raised the gear handle leaving acting copilot Stevens with few duties to carry out.

The DC-3 skirted Lake Erie as it continued its long 1,450 mile flight to Cheyenne with planned fuel stops at Detroit and North Platt, Nebraska. The mood in the cockpit was dismal with no dialogue between the crew members. Sitting on the jump seat Warren Heckman decided the atmosphere in the cockpit needed changing, and the only way to do this was by grubbing up a few victuals for the #1 captain. But this was a bare-cupboard run, and there was no food service aboard.

Copilot Heckman walked back to the commissary and found a

paper plate and cup. He proceeded to rip up scraps of paper into little strips and bunched them into a small pile on a paper plate. He wrote ham and eggs on a note and laid it on the scraps of paper. On another he wrote hot cakes. Then he wrote toast and jelly on paper the size of a slice of bread, and on a paper cup filled with water he scribbled coffee. Carrying the paper plate in one hand and the paper cup in another he returned to the cockpit and tapped Captain Walker on the shoulder and said, "Breakfast is served."

When Captain Chick Stevens who was performing the copilot duties saw what was going on he cringed in his seat—he knew the cork was about to blow and the whole airplane was going to explode. Captain Walker turned to see who was tapping him on the shoulder. Remembering this moment as though it were yesterday, Captain Chick Stevens said, "I couldn't bear to watch what my friend had brought on himself or maybe on both of us. I watched as Captain Walker looked at the paper plate, his neck turned red. He looked up at Heckman and then at the paper plate again. Even the sound of the engines on the Grand 'Ole Lady seemed to shrink to a whisper waiting for the inevitable to happen.

"But it didn't happen! Instead, Ed Walker broke into a grin that Warren and I still remember. The noonday sun lit up the cockpit with bright sunbeams, the engines of the Grand 'Ole Lady returned to their robust sound that all is well, and as I looked at a smiling Warren Heckman and he looked at me, there just wasn't anything we could say. The continuation of that trip was a piece of cake."

Captain Chick Stevens served six years in the Army Air Corps. During WWII he flew the hump in the Curtiss built C-46 Commando. He was also the editor of the popular Frontier Magazine. After 28,000 hours plus, and a thirty year career with Frontier Airlines, his flying career was cut short by a medical disability at the young age of fifty-five years. Captain Stevens resides in Aurora, Colorado.

Captain Walker served in the U.S. Navy in WWII and flew the R4D/DC-3. He passed away in the late sixties.

Captain Warren Heckman learned to fly in 1939 in the Civilian Pilot Training program at Laramie, Wyoming called the Plains Airways School. It was one of three schools owned by Pic Walker, the late father of Captain Billy Walker. In May of 1950 Captain Heckman hired on with Monarch Airlines, this was shortly before the merger with Challenger and Arizona Airways. After a career of almost thirty-one years flying the mountain empire and experiencing the growth of Frontier as it spread its wings over the U.S., Canada, and Mexico, Captain Heckman retired from Frontier in December of 1980 as per the FAA mandatory retirement age of 60 years.

Not ready for the rocking chair, Captain Heckman hired on with American Airlines as a ground school and simulator instructor. He continued this course for six and one-half years, then continued on with America West airlines in their training program for another eight years. After being associated with aviation for forty-six years, including 32,000 plus hours spent in the cockpits of a multitude of aircraft, Captain Heckman turned in the key to the cockpit in 1995. He lives in Scottsdale, Arizona.

(Ed Walker died 10/71 according to the FARPA Newsletter. Chick Stevens died 6/4/01 at age 79. Warren Heckman retired in Dec., 1980. Tex Searle attended the SLC reunion in June.)

I worked 26 yrs in Maintenance and was lead NDT (Non Destructive Testing) Tech. I was the mole in the basement. Retired just before FL closed. Got a job teaching sheet metal with Colo. Aero Tech and later to United Airlines as a World Wide NDT lead instructor for 10 years. I retired at 74 and now am 79.

The day I left FL, I walked out of the building and across the RR Tracks and took a picture of the front. I will try to scan it and send to you. I don't have the negative. You could caption it "The best people in the world passed through these doors."

-Ed Huss, EdHuss1@aol.com

I currently work for Pace Airlines and one of the sports aircraft that we manage is the Cleveland Cavaliers aircraft. It was formerly Frontier 737-291, N7385F.

It now has the Cavaliers livery and a plush all first class interior.

-Bob Spohn, bobp51@northstate.net

OAS (Ozark Aircraft Systems) plans to call Ohio and tell the Cleveland Cavaliers basketball organization they can pick up the team plane. The Boeing 737-200 that the NBA team bought from Continental Airlines has been gutted right down to the insulation that lines the ceiling of the jet.

It's being fitted for a full whirlpool system, a training room, giant seats to accommodate 7-foot-tall players and separate video and audio systems to allow the coaches to watch game films up front while the players are entertained by CDs and movies. The aircraft will include a tremendously large galley to accommodate the pro athletes' appetites.

-NW Arkansas Times, Jun 1999

(OAS, which did the conversion, is based at XNA - the regional airport that replaced FYV.)

My name is Sheila (Butler) Fabela and I worked for Frontier from May 1979 until November 1983 in reservations. I started out in Denver and ended up in Salt Lake City when Frontier opened their second reservation office there in January 1982.

-Sheila Fabela, shejo48@yahoo.com

My name is Jim Wilds, and I worked for FL from March 14, 1960, until August 24, 1986, which just happened to be my 49th birthday..

I started in BFF, which was a transfer station for CV-340's and DC-3's. Five flights in at the same time in the morning, and then the same thing that evening. We all worked split shifts, and because of the crazy hours, the greatest majority of our social life was with our fellow employees and their families. I think that this had a lot to do with the tremendous feeling of "family" among the "old Frontier" employees. The manager was Royal Burt, who could out-work and out-cuss the rest of us combined. The senior agent was Gary Bollschweiler (Obie), who was a great teacher and leader.

In 1962 I transferred to ABQ where the manager was Bud Knudsen. Then in 1966, I moved to GJT where I worked first for Lou Berets and then Duane Phelps.

After the demise of FL, I got on with the FAA at GJT Flight Service Station. until it closed in 1992. I was transferred to the Flight Service Station in DEN. My wife Barbara agreed to go with me, but only if I promised we would return to GJT when I retired. No problem keeping that promise! In August of 2004, we came back home.

-Jim Wilds, Fruita CO

Thank you for your heart wrenching rendition of Frontier by

NOTES FROM FLOKKS

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

Nelson Embleton. It was so sad, enough to nearly bring tears, it sure pulled my heart. Nelson thank you very much. I worked with Nelson in the operations center.

-Ben Pacheco, bfpach@hotmail.com

After the GOOD OL DAYS at FAL, I stayed away from the industry for a year. Started an Excavating Business that didn't last, then started A&P Mechanics School through Emily Griffith at Stapleton. Right after I started school I went to work for Continental Airlines in the Stores Dept.

When I finished school 22 months later, I started work as an Aircraft Mechanic with Continental. When the DEN Hanger closed in 1993, I transferred to LAX and worked there for a year until it closed down too. I then packed up and headed back home to DEN. Shortly after I arrived back in town I was given a chance to interview for a Mechanics position with an upstart Airline called "Frontier Airlines".

Was hired as the first ever A&P Mechanic on Jan. 23, 1995 only to find myself and family being located in EL Paso, Tx. Lived and worked there for 9 years until that base shut down and transferred to Phoenix as the Supervisor of Line Maintenance in Aug. of 2003. Other than that, haven't been doing a thing. Ride my motorcycle all over Arizona, swim in the pool and keep wondering where the time has gone.

-Larry Kefalas, LKefalas@flyfrontier.com

The talk of the old teletype machines brings to mind when I went to work in GUP in Oct 56. The morning shift had to open at 0330 due to the number of weather reports that had to be taken before flight 8 originated in PHX. You can imagine how busy GUP was at 0330.

You took your report & sent it then you shoved your chair between the radio cabinet & the teletype and took a nap. Just before the next report was due DENDD would ring the bell on the teletype and you had time to get the observation before it was due. Best alarm clock I ever saw.

-Jim Hildebrand, Oklahoma City OK

It's great to keep informed about our "old" Frontier friends and between your newsletter and Ace's, we manage to keep up with a lot of them. Can't believe it's been almost 19 years since we were all thrown to the wolves.

Somehow we all managed to go on and find a new life away from Frontier, however, so many continue to enjoy getting together for reunions year after year. It really was and continues to be a "family".

We're looking forward to seeing many old friends at our annual DEN Golf Tournament, Party and Picnic.

I still have my FL Cookbook and I'm sure they're still in a lot of "old" Frontier kitchens!!

-Bob Reisig and Joanne Griffin, bobjoanne@bojos.net

I was a FA from 78 until the end based in DEN and was married in 82...so my name was Maybay until then.

Since FL...well, let's see, my husband was then based in CVG for Comair and I moved to CVG the June before Frontier went out of business. He got hired with American in October and we moved to DC, then Raleigh and since 92.

We had our first daughter in June of 87, second daughter May of 89 and third daughter in October of 96.. I've been lucky enough to be at home with my kids...so keep busy volunteering at school and in our community and driving...

-Karen Maybay Woodward, ktwood@charter.net

The last issue had many many names of people that I used to work with. I can't believe the names of former employees that have gone west. The names of many that showed up I had no idea as to where they were.

That was a great tragedy of John Scott. I looked at that picture and said to myself, I have worked these men, Scott, Linkon, Elmer, Koughn. Don't know who is left at the top 10 or 15 on the FAL seniority list: Walt Albany, then Walt Wray, Robert Pier, then myself, after that I don't know who was in line.

-Ken Houchens, Lincoln NE

(Ken's ALEA seniority date was 7-6-50. He was ALEA Council 47 Chairman in the 70s.)

I would like to renew your Frontier magazine for Harvey Schiermeyer. As you know, Wes Sarver ordered it for him. Harvey really enjoys it. I know it is read and re-read. He has had several strokes so doesn't do much writing.

-Della Schiermeyer, St. Joseph MO

(Harvey was a station agent with a start date of 5-26-56. He spent most of his career in STJ.)

I was just looking around this morning and found the Old Frontier Websites. I worked in reservations from 1979 until the end. I started in Denver and ended up in Salt Lake City.

I used to babysit Nancy and Larry Vannoy's house when we lived in Salt Lake. I moved to Houston in 1986 to work for Transtar Airlines. I kept in touch with Nancy for quite awhile but have not heard from her for a long time. I believe after reading the obits and reading about Larry, that I may understand why I have not heard from her.

-Jeannine Baker, Houston TX

(Larry Vannoy, FL aircraft mechanic, was murdered 11/18/2000 near PHX. His wife Nancy was a FL reservation agent.)

I was with Frontier from 1979 through 1986. Worked ELP – BOI – FAT – LAX – PS. Now live in Fort Myers, FL. Would like to keep in touch with the FAL Family.

Did a short stint with Continental until Jan 1992. Met wife (Nancy) at Continental in Palm Springs. We've been married 17 years and have one daughter (Amanda) 16 years old. Nancy still works for Continental and is celebrating 21 years with them.

After a short while of figuring out what I wanted to do, I ended up working with Hospice of Naples and now Hope Hospice in Fort Myers. I do all the telephony work for them. I make the computers and phones work together.

I have been perusing the info on FAL site. It sure is a great family of people. I still use them for comparison for true "World Class" service. I sure miss everyone. Seems like only yesterday, I was working for them. It's been sad to hear so many people I worked with have passed away: Dale Simonin, Jim Charboneau, Dave Weston, Roger Utsunomiya...

I look forward to hearing from old friends.

-Roger Hootman, rphootman@msn.com

I am an Old Frontier Airlines employee from 1958 thru 1959 or so. I was a stewardess (not flight attendant) by the name of Sarah Wirkner way back in 1958-59 out of Denver. I flew all over those Rocky Mountains in a DC-3.....it's good remembering! After marrying Clint Kaufman, a Frontier sales rep, we moved to Albuquerque, then he was hired by National Airlines and left for the big city of Houston, TX.

I now live on the coast and am retired and truly enjoying life!

-Sarah (Wirkner) Pensabene, sarojane@laward.com

Maury Tompkins, a 1977 FAL pilot hire & recent retiree from SWA, had an accident with his 182RG on Saturday 5/21/05. He has a broken back and is in the Vandalia, IL hospital. A direct line to his room is: 374-362-6069. I am sure words of encouragement will be well received.

Up Date: Maury Tompkins is making some progress and has been transferred to the Rehabilitation Institute of St. Louis, 4455 Duncan Ave., St. Louis, MO 63110. You may reach him at 314-658-3800 and ask for room 312-A.

-Phil Stallings, redrydertexas@sbcglobal.net

I started in CPR (4 yrs) SAF (3 months) SLC relief agent (10 months) GDV-SSM (1 1/2 yrs) ISN-SSM (4 + yrs-closing ISN) PUB agent (10+yrs) -closing PUB) SEA (5 yrs-bankruptcy).

As the relief agent I worked in DRO (2 or 3 times), ABQ (2 or 3 times), GUC, CEZ, ALM, VEL, RKS, COD, GTF, GDV. Not as many stops as a union rep, but sure quoted the union book several times. Once in ALM I was supposed to report to GTF the next day. I was told to "leave my car there and fly". Kind of unable to do since I was only one working the last flight out. Ron Gildea "let" me report 2 days later. (I "tore" out of there and made it to GTF, but still put in for some comp time due to union contract.)

-Ivan Newell, ivannewell@hotmail.com

(Bonnie Dahl phoned me last May. She wanted to buy a 2 year subscription for another FL FA. We chatted awhile and here are some items her FL friends might be interested in.)

Sharon Theriot took the 1985 early out with FL. Bonnie is based out of EWR with CO flying international routes along with some other high seniority FL FAs. Ellen Quinn is #2 on CO seniority and Kathy Hines is #3 while Bonnie is #11.

The FL FAs collected money to hire a lawyer to get their FL seniority at CO. The FAs did not sign the "job preservation" agreement so that left the door open for them. However, they did not get seniority for pay purposes.

She estimates there are about 100 old FL FAs at CO now and all have lots of seniority. CO starts flying to Beijing China in June and she may start flying that route.

Bonnie flew the London route for several years, then the Paris run and now she's been on the Tokyo run in Boeing 777s for about 5 years. She commutes from DEN to EWR and hasn't called in sick in 13 years.

Bonnie is from Montana and started in BIL in 1962 flying DC-3s. Her brother John who was DEN FL tower manager is the station manager for UA in TPA.

-Bonnie Dahl, Aurora CO

I'd like to link up with old friends from another life. Michael Waldron, New Hire Pilot Class of January .30, 1978. Now retired from Continental Airlines.

-Michael Waldron, mwaldron@austin.rr.com

I worked for FL as assistant general counsel to Charlie Murphy in Washington, DC. Al Feldman was our "boss," so to speak and a beloved man. He gave me this case*, so it's got a tragic and lovely history. I'm glad you'll have it now. I'm also sending you a FL shoulder patch that Al tossed into the bunch of stuff he sent me one day just to make me laugh. There was even a Frontier Airlines golf bag! He always told me that the big "F" on the planes stood for Feldman. I still miss him.

It was a great carrier. It was a great time.....

-Annette Appollo, Washington DC

(I bought the FL document case from her at Ebay.com on the internet. It's a great piece of FL history.)*

I witnessed the 1965 gear-up landing of CN CV240 N74850 at Tulsa where I was a student at Spartan School of Aeronautics. The whole ramp was full of students who had received advanced warning of the incident. *(Capt. Les Moss was flying into PPF on 1/8/65 & discovered the main gear was jammed. He landed on a foamed runway at TUL with no injuries. One passenger reported the landing better than some he had had with the wheels down)*

Later that year, Central Airlines would become my first airline employer. Wow! \$3.29 an hour to start — three times what I had ever made before. After a 30-day stint at GSW. I would transfer to Kansas City where I would finish out my CN career.

Every night I would work the left engine of a DC-3/C-47 by myself in the hangar that wore a Continental Airlines logo.

The two Ethiopian Convair 240s were unique in that they had Curtiss Electric propellers while all the rest had Hamilton Standard props. Another strange thing about these two (we called them Ethies) was that in the passenger cabin, in the floor near the trailing edge of the wing, was an access panel that one could open and then move a valve to raise or lower the flaps.

-Clint Groves, Bakersfield, California

I was an agent both in BFF & SEA beginning in January 1968 and ending August 1986.

-Gary Richards, mtnman_0@mail.flymail.net

I don't know if you remember my father, Steve Thrapp. He's now a American MD-80 captain, but he flew for Frontier for 8 years.

I was only starting 8th grade when Frontier collapsed, but I remember the highs and lows our family went through that summer. It was hard to see my father, a USAFA grad and T-38 instructor, go from almost making Airline Captain to being a lowly flight engineer at Continental, as well as having to sell our home in the Boulder foothills and move into a rental.

Thankfully, he was hired by American, and our family bought a new home in Fort Collins and started a new life.

Anyway, I just read your article (http://fal-1.tripod.com/FL_Death.html) and I have to say that I never really understood everything that happened back then to Frontier. Your article has really explained a lot to me and made me realize what my parents were going through back then.

I will always cherish my memories of Frontier Airlines. My most memorable experience is flying through a blizzard and making a night landing on a snow packed runway in Bozeman on my way to Spokane. I was only 14 and travelling alone, on my way to my Grandparents in Idaho. It was freezing outside, but I was snug in the warm and friendly cabin of a Frontier 737, which felt like family. There was no better airline to fly. Thanks for the memories,

-Dave Thrapp, dpthrapp@cablemo.net

I worked for FL from early 1959 till the end. During that time, I worked both under the "ALEA" contract and also in management positions at DEN & DFW. I received information on the ALEA retirement program and have just started to receive monthly payments.

I have not received any correspondence, regarding any benefits I might be entitled to from the mangement retirement program.

Do you have any information on this program and who I might contact to inquire of any benefits I may be entitled to. Appreci-

MORE NOTES FROM FLOLKS

ate any information you might provide and hope that this note finds you well. Many thanks from An

Old FAL Family Member

-Terry Hansen, sunburst1@frontiernet.net

(I referred Terry to Hank Lund. Anyone with more info, please email Terry.)

THE 2003 BIL REUNION BOOKLET

(The following items, below and next three pages, are from the booklet put together by Dee Martenson for the 2003 BIL Reunion. The first one is her reply when I asked for permission.)

Sure, Jake, go ahead! The booklet was a labor of love that started out to be a couple of pages and kind of snowballed....it was fun to do.

Al is recovering from his knee replacement surgery (done on June 13). He has rehab 3 times a week for 4 weeks and is progressing slowly but surely - a little each day. Bad knees must go with all the crawling around in the pits the guys used to do. Ron Huet and Elmer Kwasney also had new knees put in during the past two months.

-Dee Martenson, adsanta@bresnan.net

I was employed by FAL as a stewardess in 1962 and flew in SLC and BIL until 1965 when I went in to Reservations in BIL. I am now a housewife, and like to fish, golf and bowl. Jerry and I spend winters in Arizona.

-Shari Antrim Jones, M TJERRY99@imp.net

(Shari is the "stew" who lost her skirt out the window of a DC3 somewhere over Wyoming when she spilled hot chocolate on it and got it drenched trying to clean it up. The captain on the flight said he could get it dry by hanging it out the window, only it got away... possibly NOT by accident! Shari finished the trip wearing her overcoat! -Dee Martenson)

Bill Monday (wife: Barbara) 1947-48 BIL-CYS-BIL station agent, 1949-51 WRL Sales Service Manager

1951 July-Dec FMN senior station agent (ramp operations)

1952 FLG Sales Service Manager

1953-59 DEN: Supervisor System Res & Payload Control

1960-62 Manager Flight Service: FAs, Res, Commissary, L+F (started snack and liquor service on 340s this period)

1963 Supervisor of Schedules (340 came off and a 580 went into service every 6 weeks)

1964-65 Mgr. Sys Res & Schedules (cost-justified computer system for Res during this time frame)

1966-68 Manager Res Computer Sys (Project manager for sys implementation) Cutover 9-19-68

1969-73 Director Sys Reservations

1974-75 Director Data (Computer services) and Communication

1976-79 Director Consumer Services: FAs, Res, Dining Services, Station Training, L+F

Had mild heart attack in '78. Off work 6 weeks. Duties wound down & Dept. passed off.

1980-82 Dir. Customer Services Planning (staff work for Sales & Service Dept)

1983-84 Dir. Reservation Planning, Jan. 1985 Retired

Mar. 1985 Recalled as Dir - Sys Res by Hank Lund

RETIRED - June 1, 1985 (told O'Gorman and crew to stick it!)

Since: House Husband. P.S. Wife, Barbara is manager of a computer center in DEN for EDS. She worked for FAL in Computer Opns for 22 years.

-Bill Monday, ACF580@aol.com

I started with Frontier Airlines on June 1, 1961 and spent my entire 25 years in BIL, first as a Station Agent and later as a Senior Agent.

After Frontier shut down I spent 6 months looking for another job and in January 1987 was hired part time with United Airlines in Billings.

In April of '87 I also went to work for the Greyhound Bus Lines in Billings - both jobs in customer service. I resigned from Greyhound in 1995 and retired from UAL in 1999.

Since retirement I've been busy restoring a 1929 Ford and in working on my other old cars. I'm active in 3 old car clubs, and in the summer I like to fish and hike in the Beartooths.

-Bob Voight, voiqhr@aol.com

Started out as a Station Agent in Glendive, Feb. 1, 1965, worked in Linclon, NE and Minot, ND, after a Military leave of absence. Left Minot in October or November of 1967 to work in Billings. Transferred to Bozeman, June 7, 1979. Worked there until the crash, at which time I went to work driving truck. (Worked part-time driving truck before the shut-down).

Drove over-the-road until 1992. (Got re-married in May of '92). Worked as a Truck Driving Instructor until 1993 when I had to give up working due to medical problems. Have been medically retired since. Been working as "Mr. Mom" since then, messing around with computers and wood working in my wood shop.

-Darrell Robson, dkrobsonl@bresnan.net

As I will not be able to attend the reunion this year, here is a little history of life after FL.

I started work for AirCal in Nov. of '86 and in Feb. of '87 they were bought out by AA. I was at AA for 16 years. I retired from AA on June 1, 2003 and have recently started a new career. I am now employed by the new Frontier here in PDX. How long I will work remains to be seen. The new job should be very interesting.

As for my family — Betty is still working at her same job that she has held for the past 20 years (Vancouver School District). Daughter Lisa is in Denver and likes it very much. Son Eric is in the Air Force and is making a career out of it.

-Al Krauter, Aakrauter@aol.com

Started with FAL in MOT June 6, 1965 and transferred to BIL Jan. 1967 - Station Agent. After FL went to work for Continental until June 1996. Went with the new Frontier F9 in September 1994 as supervisor in BIL then to STL as City Manager from May 1996 to Nov. 1997. Was Manager Customer Service in DEN from December 1997 to June 2001 when I retired. I now work for Home Depot.

- Jerry Schimetz , jds1966@bresnan.net

My airline career began with Central Airlines at TOP KS. After the CN-FL merger I worked in DEN a couple of years, working WYS during the summers of 69 and 70. After my second summer in WYS I opened our new Chicago MDW office. After that closed I worked in BIL and went to WYS again a couple of summers then was able to transfer to BZN only to be there about 4 years when a schedule for a reduction of force was to go into effect and as at that time with 12-13 years seniority I was I was bottom of the pile. I then transferred to SAN where I stayed for the remainder of the old FAL.

After our shutdown I went to work for SATO in SAN only to quit when the F9 Frontier began operating back into BZN. That lasted about 18 months and I eventually began working for the City of Bozeman and have about 5 years to go for retirement.

-Loren Holmgren, holmgrenoutlaws@sbglobal.net

I started with Frontier in August of 1976 as a contract Station Manager in Lewistown, MT where I had 2 flights a day. They were Twin Otters. I then went to Glasgow in May of 1977, again as a contract Station Manager where I had 5 Twin Otter flights a day. In May of 1978 I was hired by Marv Pester in Billings and worked as a Station Agent until the demise of Frontier in August of 1986.

I was unemployed until January of 1987 when I was hired by United Airlines in Billings as a Customer Service Rep. I have been employed with United and working in Billings since then.

-Steve O'Dell, Laurel MT

I went to work for FAL in October 1964 as a Station Agent in FMN. Later moved to DEN as a crew scheduler and attended Clinton Aviation Academy to complete flying ratings. Started flying as a Second Officer (G.I.B. — Guy in Back) on the B737 in 1972. Transferred to GTF in 1973 as First Officer on the Twin Otter. Held various positions with FAL including Captain and Instructor Pilot.

Two years after the Lorenzo takeover in 1986, I went to work at the Boeing Co. in SEA Flight Crew Training as an Instructor Pilot. In 1996 I returned to Continental as a B757 Captain. Six months later, I became an Instructor on the B757/767 and moved to HOU.

I plan to retire to DRO in 2006. I will ask every trout I catch how they feel about the airline business and report back to you.

-Charles Trantham, tranthamc@msn.com

I began my FAL career as an Agent in MCK in 1963 followed by moves to DEN, JAC, CPR, then BIL where I remained until the end. While I was in JAC I met and began dating Donna Palmer who worked for Hertz in BIL and I just had to keep coming back to BIL. We were married and raised our family here in BIL.

After FAL I tried some HVAC work and presently am working for Billings School District 2 as a custodian.

-Ron Huet, alzy3@180com.net

Mechanic with FAL Nov. 19, 1965 till August 1986. Mechanic with NW Oct. 1986 in DTW then Engine Shop in MSP from Mar. 1995 till Nov. 2001. Now retired — fishing and playing golf.

-Al Taylor, leslea2@msn.com

My years at Frontier Airlines were good years. I started with FAL on November 27, 1958 in BIL. I worked in BIL as a Station Agent until September 3, 1959 then I transferred to MCK. I worked in MCK for about 4 months then transferred back to BIL where I worked until September 25, 1968.

Next, I moved to Missoula. On November 8, 1968 I returned to BIL as an Agent and after about 10 years I became a Senior Agent. Three years later I went back to Agent and stayed in that position until FAL went out of business in Aug. 1968.

I hired on with Western Airlines then went to Delta Airlines (Sept, 1986) until I retired on December 1, 1994. I went to work for School District 2 in Billings after the airline retirement and that is where I am presently working.

-Irwin Humphrey, ihumphrey@aol.com

I was a stewardess from 1958 to 1960. I was based in PHX for 3 months and then transferred to BIL. I was Chief Stewardess in BIL from 1960 - December 1962 when I married. We lived in California until we retired and returned to Billings in 1992.

-Mary Ellen Metzger, Billings MT

MORE NOTES FROM FLOLKS

I was flying for Combs Airways out of BIL when FAL handled Combs Highline flying. While there I met and married Pam Dillon, who was an attendant for Hertz and National there in BIL and is now Human Resource Manager with Argobex America, a synthetic paper company.

When I was working for Combs, I also was a flight instructor for several FAL personnel working the BIL station (Lou Pecora and Jerry Zapp).

I was hired by FAL as a pilot in May 1973 and flew out of DEN until the end. I was on a layover in MOT when we shut down.

I went to work as a pilot for Piedmont in Nov. 1986 flying out of CLT (Charlotte, NC.) Due to a merger I am now at USAirways, again in bankruptcy. It's a laugh a minute.

I had a heart attack just prior to Sept. 11, 2001, so I am on medical disability, but feel good, doing woodworking and the honeydoo list trying to figure things out.

I most likely will not fly again as a pilot. We live in Tega Cay, SC, on the south edge of Charlotte, NC.

-Jim Currie, aspentool@yahoo.com

I worked as a Station Agent from 1964 to 1979. I started in Wolf Point and in '68 transferred to Billings.

After leaving FAL I have worked in Real Estate and Income Tax Preparation and am still doing so. That about sums it up!

-Lou Pecora, ipecora@imt.net

Started with FL as a stewardess in 1961, also worked later on as a TCA. After FL I worked for Western then was hired by Delta. After 9/11 Delta made an offer for early retirement - one I couldn't refuse, so I retired 1-1-02 with Delta.

-Darlene Spieler, Billings MT

I had a short (official) career as a stewardess for FAL from November of 1962 to June 1963. After training in DEN I was based in SLC. I flew one month of DC-3 across Wyoming and the rest of the time on the Convair 340 flying SLC-JAC-BIL-FMN-ABQ and back to SLC.

My second week on the job I met Al on the ramp after one of my flights. After we were married I still went out on trips occasionally with my ex-roommate, Shari Hammond.

Since I married a FAL employee I stayed connected to FAL until the end came in '86 and I have enough wonderful memories to last me into the rocking chair at the nursing home, if I make it that far.

Al and I celebrated our 40th wedding anniversary and I celebrated my 60th birthday in May, so there have been a few milestones recently. Putting this FAL reunion together this past year has been one of the most enjoyable highlights of the year!

-DeLois (Dee) Curl Martenson, adsanta@bresnan.net

I was with Frontier for 28 years beginning in DEN in Feb. of 1958 as a Station Agent. I transferred to SLC a few months later and stayed until 1964 (with 2 years of military leave in between). I met my wife, Dee, in SLC where she was based as a stew and we were married in 1963.

I transferred to FMN as a Senior Agent in the fall of 1964 then moved to OLF where I was Station Manager for 4 years. I was awarded a bid in BZN and getting ready to move there when BIL had a Senior Agent position open. I bid it then went to BZN for a month leaving Dee and daughter, Michelle, in OLF and most of our furniture already loaded on a truck, where it sat in storage until I found out I had the BIL bid.

The truck, my family and I all met in BIL in October where we remained until Aug. of '86 when the "best" regional airline in the U.S. had the props kicked out from under her.

I sold insurance for a couple of years then went into the liquid cattle feed business as a dealer. I sold and delivered feed to ranchers in an area that covered from Roundup, MT on the north to the Wyoming border on the south. I drove the truck and Dee did the paperwork for 10 years then I quit and started driving a truck for someone else for awhile.

I did event night security for Metra Park for 7 years and helped with ticket sales for the Big Skyfest Balloon event for 5 years and in 1999 became a school bus driver here in BIL. That same year I also became a professional Santa Claus.

I worked one Christmas season (which lasts 7 weeks) at MacArthur Mall in Norfolk, VA then took a position at Hayward Mall in Hayward, California. I worked Hayward in 2000 and 2002. I had heart bypass surgery in the fall of 2001 and was unable to go to California that year as Santa.

-Al Martenson, adsanta@bresnan.net

(Editor's note: I contacted Tex (Capt.-SLC) to see if he could come up and bring or send copies of his book "The Golden Years of Flying". He has also written a fiction book that has not been published as yet. Here is his response:)

I did two printings of "The Golden Years" and 5000 copies were sold. I am waiting for a publishing company to see if they'll take it on. It got to be more of a job than I planned on, didn't expect it to do what it did. Right now I'm out of books--wish I had some for you. If I can't find someone to take it on I may do another printing.

The new book, if it receives name clearance, will be called "A Last Hurrah". I want to try and get "Golden Years" into publishing before I spring "A Last Hurrah" on them. Hurrah is fiction. Three old retirees hijack a DC-3 from drug runners and after that it's one episode after another. The copilots I flew with always said I had a big imagination.

I wish I could be at the reunion, I'll be away at a family reunion. Please give my regards to everyone BIL was my favorite layover.

-Tex Searle, Texsearle@cs.com

I started with FAL in May 1966 as a Station Agent at Great Falls, MT and worked in the following cities: Wolf Point, MT; Rock Springs, WY; Billings, MT; Helena, MT; Fargo, ND and at last as a SATO Agent in Helena, MT.

I am currently employed with the U.S. Government as a Material Handler with the Montana National Guard.

-Elmer Kwasney, Elmer.Kwasney@mt.ngb.army.mil

From Oct. 1957 to August 1986 I worked for FL as a Station Agent. First at GJT and SLC, then I was transferred to CDR where I also was a Relief Agent for AIA. Later on, I was CDR Station Manager, the last few years CDR was open for business.

In addition to being a FL employee, I had my own crop dusting business for 20 years during the summertime. When CDR closed, I went to BIL until Aug. '86 when FL filed for bankruptcy.

-A. George Smith, Sheridan WY

I was a Billings pilot from 1958 to 1967. Moved to Denver in 1967 and retired in 1985. Don't do too much anymore. A little target shooting and motorcycle riding,

-Jim Schwartz, Aurora CO

I was station agent in BZN. I went back to college after FAL died and received an engineering degree from Montana State University. I then went on a few years later and developed a new commercial grade amphibious ATV and started my own company manufacturing them. They can now be found from the North Pole to Florida and about 25 States in between. Our biggest customer is the USFS, USBOR and the US Army is testing. So far it is working out well and our company employs 4 full time employees and a couple of parttime.

-Pat Miller, PFM_MT@msn.com

Got hired March 29, 1979 and was in BIL until August of 1984. I went to DEN and was there till the end.

Am now in Townsend MT and working at a sawmill here since March of 1999 and hope to retire here. I spend all my time on the golf course in the summer and in front of the TV or computer in winter. Am a grandpa twice and loving every day of my life.

-Mike Swenson, dogdad7589@msn.com

I was employed by FAL-DEN for eighteen years starting in 1968 in the Telecommunications Department as a clerk-typist. I stayed in that department for several years, then transferred to Technical Training (Maintenance) as a Senior Clerk-Secretary, and I remained there until the close of FAL.

I felt fortunate that I was able to be a part of FAL-DEN for as long as I did. It was a great airline with great people.

After the shock of FAL closing, I chose early retirement and did some volunteering for the Heart Association, Arthritis Foundation, and the Veterans Administration. I also helped maintain the library in Aurora, where I lived.

In 1999 I moved to Billings, Montana to be near my son and his family. I am again volunteering with the Cancer Foundation, Arthritis Asso. and VA.

-Evelyn Kelly, Billings MT

I began my Frontier career the beginning of 1959 and ended it the beginning of 1969. I started in COD and transferred from there to BIL then POY, ABQ, FLG, back to BIL (all as Station Agent) then became Manager in GDV until I resigned in '69. (Editor's Note: I asked Bud what he'd been doing since he retired and he said, "Oh, eatin', sleepin', mowing grass in the summer and shoveling snow in the winter. You know, all those things that go along with livin'".)

-Bud Shepherd, Billings MT

I was hired by FAL on September 24, 1954. They asked if anyone would voluntarily take a typing test. I volunteered and was the first to take this test for Frontier. This was a big joke because all they had for this was a long carriage accounting typewriter and a small typing stand. Everytime you returned it, the typewriter would fall off the stand!

Then I went to Rock Springs, Wyoming to work until they opened the Highline route. On Thanksgiving day of 1954 I went from Rock Springs to Sidney, Montana to open the station and work. Then on New Years Day of 1955 was transferred to Wolf Point to help open up that station. Then on April 3rd I transferred to Billings, arriving just in time for the 43 inches of snow on the the level.

The managers of these stations at this time were Jim Sabation - Sidney, Ken Berrett - Wolf Point and Billings - Mel Bernard, Gordon Bost, Ollie Brunz, Marv Pester, and Gene Martin (at the time of the bankruptcy).

(Editors note: My memory isn't any better than Zeke's — I had to call Gene Martin to verify but Joe Barker was manager when

FAL went out and Larry Scofield was also manager between Ollie and Marv Pester. Jim Schneider was in the mix somewhere as well. Back to Zeke's bio:)

During my time with Frontier Airlines I was an agent up to about 1970 when I became a Sr. Agent until the end. While with Frontier I injured my back three times. First time was in February, 1967 just after a light snow storm. I was moving the large power unit away from the aircraft. The second time was in 1977 when trying to remove a large 750 pound barrel of chains out of the front pit of the Convair and the third time when loading a 240 pound drill bit into the rear pit of the DC-3. I was laid up and on Workmans Comp until 1986 when Frontier went into bankruptcy.

I then started my retirement in 1987 and have been since then to the present time. I had a total of 32 years, 11 months and was number 11 on the Frontier Seniority list.

-Les (Zeke) Atwood, Billings, MT

I am semi-retired. After FL quit, we hung out in BOI for a year and a half then went to SAC for a year to be with our daughter Laurie & family but didn't like it too much.

I had partnership in a gallery in Folsom, CA and loved it there but Martha had to work in Sacramento and hated it, so we came on back to her old hometown, bought her mothers old house and remodeled it (which is my lifetime effort but has been really rewarding).

I started teaching adult art classes in BOI and taught both at home and all over that area and Eastern Oregon, plus traveled all over showing in juried art shows over several western and southwestern States.

I still have a small gallery here but don't teach anymore. We have slowed down on the art shows we do but still do 4 or 5 a year. It's getting tougher all the time.

I work a couple of hours a day for the county driving senior citizens to their foster grandparent assignments and serve as chairman for the S E Idaho Foster Grandparent Adv. Council.

We travel to BIL often cause our oldest son Rick still lives in Lockwood. We still see Bob Eckhart once in awhile but he is the only one we bump into.

-Vern Russell, Saint Anthony, ID

I have been retired since July 1996 from Alaska Airlines. I was with Alaska in Seattle almost 6 years and I was with Big Sky Airlines in Billings 3 years before going to Seattle. I was with the good Airline 28 years before they went down.

Since I retired Gladys and I have finished building our home 6 miles east of Ten Sleep WY and have enjoyed every minute of what we have done here. We try to take some time off and go south to Arizona in the winter.

My three boys Patrick, Mike and Kevin all live in the Billings area. I have 9 grandkids and Gladys has 6 living grandkids.

-Lyle McGarvin, lmgcarvin@tctwest.net

My Frontier History: Station Agent GTF 1968 - 1971. Relief Agent HVR 1971 (from GTF), Station Agent HSI 1972, RKS 1972-1978, BIL 1978-1985, DEN 1985- End.

Warehouse work 1987 - 1997 (Denver, CO), Retired and traveled in motorhome 1997—2000, Warehouse work 2000 - Present

-Jim Purdy, JPurdy@aol.com

Wells Fargo still has money for 1400 exFLolks. Their phone is 800-444-4823, ext. 6258 if you know someone due ESOP money.

CENTRAL AIRLINES

BEECHCRAFT BONANZA, MODEL A - 35

HISTORICAL DATA

No. REGISTRATION NO.	SERIAL NO.	CN	DATE NEW	DATE SOLD	REMARKS
1. N8709A	D-2119	Aug 15, 1949	Jul 9, 1951	To Lin mold Co. Compton, CA. Aircraft totally destroyed March 29, 1968.	
2. N8710A	D-2120	Aug 19, 1949	Dec 26, 1950	To Ritchie Flying Service. Ft. Worth, TX. Aircraft totally destroyed July 19, 1965.	
3. N8711A	D-2121	Aug 19, 1949	Dec 26, 1950	To Ritchey Flying Service. Ft. Worth, TX. Registration cancelled May 20, 1965. Due to "Dismantled or salvaged".	
4. N 8712A	D-2122	Sep 9, 1949	Dec 26, 1950	To Joe C. DeBona. Beverly Hills, CA. The aircraft crashed November 23, 1952, and was subsequently permanently retired from service.	
5. N8635A	D-2123	Sep 9, 1949	Dec 26, 1950	To Ritchie Flying Service. Ft. Worth, TX.	
6. N8648A	D-2124	Sep 13, 1949	Mar 2, 1951	To Joe C. DeBona. Beverly Hills, CA. Re-registered, Jun 12, 1973, as N 23WC. Re-registered, Jan 25, 1983, as N 23DC.	
7. N8649A	D-2125	Sep 13, 1949	Mar 2, 1951	To Joe C. DeBona. Beverly Hills, CA. Registration cancelled April 12, 1958. Due to an accident.	
8. N8650A	D-2126	Sep 19, 1949	Oct 31, 1951	To Johnson Oil Co. Ft. Worth, TX. Sold Oct 1, 1952, to F. Kirk Johnson (Central Airlines - Chairman of the Board)	
9. N8767A	D-2189	Nov 10, 1949	May 28, 1951	To Milton E. Bacon. Balboa, CA. Registration cancelled May 20, 1965. Due to "Dismantled or salvaged".	
10. N8768A	D-2190	Nov 21, 1949	Feb 1, 1954	To Robert E. Harding Jr. Ft. Worth, TX. (Central Airlines V.Pres. of Operations)	
11. N8769A	D-2191	Nov 28, 1949	May 31, 1951	To Blankenship & Killion. Ft. Worth, TX.	
				Thanks to Russ Ohara, Brady White, Fred Waish, Jim Keding and Capt. Paul Liscomb who located the N- Numbers in his old log books.	
				Information on the dates bought, sold, owners and status, from FAA Aircraft Records, Oklahoma City, OK. Research by Ken Schultz	
				2004	

PERSONNEL RECORDS

Remember the time we printed everything; res card, radio log, ticket and freight reports, ATC Direction (ATCR) and others? I can't seem to break the habit. (*The letter Lee sent was printed*)

On page 3 of the Spring 2005 (issue #19) is an article about personnel records. The writer indicates that Continental has quite a few. As I read this it would mean they don't have them all. If an employee was active or on any kind of leave, Continental has that person's file.

They were also sent and received the employee files of employees that had left Frontier prior to August 24, 1986 if some part of the required retention period as prescribed by federal law. All files were purged down to employment fact and qualification records. All other files destroyed.

I was responsible for the effort and at that time Continental accounted for files, although they sent them to different departments. I still receive several phone calls a year regarding personnel files, most from Continental. I have been able to give enough information that Continental can track them down.

My point here is that Continental has your file if the qualifications I have outlined herein are met.

-H. Lee Davis, vdavis1@attg.net

COUNTRY SAYIN'S

1. Your fences need to be horse-high, pig-tight, and bull-strong.
2. Life ain't about how fast you run, or how high you climb, but how well you bounce.
3. Life is simpler when you plow around the stump.
4. A bumble bee is considerably faster than a tractor.
5. Words that soak into your ears are whispered... not yelled.
6. Meanness don't jest happen overnight.
7. Forgiveness your enemies. It messes up their heads.
8. Do not corner something that you know is meaner than you.
9. It don't take a very big person to carry a grudge.
10. You cannot unsay a cruel word.
11. When you wallow with pigs, expect to get dirty.
12. The best sermons are lived, not preached.
13. Most of the stuff people worry about ain't never gonna happen anyway.
14. Don't judge folks by their relatives.
15. Remember that silence is sometimes the best answer.
16. Live a good, honorable life. Then when you get older and think back, you'll enjoy it a second time.
17. Don't interfere with somethin' that ain't botherin' you none.
18. Timing has a lot to do with the outcome of a rain dance.
19. The easiest way to eat crow is while it's still warm, 'cause the colder it gets, the harder it is to swallow.
20. If you find yourself in a hole, the first thing to do is stop diggin'.
21. It don't take a genius to spot a goat in a flock of sheep.
22. Sometimes you get, and sometimes you get got.
23. The biggest troublemaker you'll probably ever have to deal with is the face in the mirror every mornin'.
24. Always drink upstream from the herd.
25. Good judgment comes from experience, and a lotta that comes from bad judgment.
26. Lettin' the cat outta the bag is a whole lot easier than puttin' it back in.
27. If you get to thinkin' you're a person of some influence, try orderin' somebody else's dog around.
28. Live simply. Love generously. Care deeply. Speak kindly.

BAD KNEES

Station agents knew bad knees were an occupational hazard. Crawling around aircraft cargo bins was hard on them. I've gotten word of three station agents having knee replacement operations so far this year: Al Martenson, Ron Huet and Elmer Kwasney. The same problem hastened my retirement but so far I've avoided surgery.

-Jake Lamkins, ExFAL@yahoo.com

I had both knees replaced two years ago - its not easy.

-Bill Kirkley, bkirkley@flash.net

Working on one's knees for extended periods of time have a very damaging effect. That's why so many rampers wore those ugly looking knee pads. They were nice in the pits but uncomfortable and awkward when walking. I solved that problem for myself. I sewed two deep pockets inside my work pants, then got two strips of one-inch-thick white foam rubber and placed them inside the pockets. The padding was always in place when needed, and free and out of the way when walking. The only thing is that my pant legs had a very noticeable over-sized look. But, Hey! It really worked and here I am almost 80 and don't have any knee problems at all.

-Mac McElhaney, waymac@utlnet.net

Been there; done that; but haven't bought the T shirt (Surgery for replacement) All I know is they hurt!!

-Ivan Newell, ivannewell@hotmail.com

I had my left knee replaced last Oct and will have the right one done this Oct. May I suggest you not put it off Until you are too old to for them to do the surgery.

-Buddy Griffin, brgriffin@centurytel.net

I'm sure there are many like these and myself out there with bad knees from days in the pits. I have problems with both knees but I've avoided surgery too. I've tried exercises and walking for strengthening but always end up having to quit because of pain and swelling. I guess 70's is not what you call getting any younger.

-Ron Herring, ron-herring@msn.com

I've had 5 foot surgeries that doctors have attributed to the long hours standing (working) on the hard ramp surface accentuated by jumping from the pits onto the hard surface. Also have had 2 hand surgeries and 1 shoulder surgery as a result of getting my arm caught in a belt loader before they had shut offs at each end. The additional shut offs and the wider area between belt and metal were a result of that injury to me on July 7, 1970 in MKC.

-Tom Schmidt, dschmidt9@msn.com

Having had a hip AND a knee replacement, I recommend to all of you who are avoiding the knee replacements, to go ahead with them...you will still have some pain, but NOTHING like you had before. If it were possible, I would kick myself for putting mine off for as long as I did.

-Mary Pat Simpson, diamond_stargazer@msn.com

I had my left knee replaced in Aug 1999 and my right one in June 2001. Went skiing again in the winter of 2002-03 and again in 03-04. The doc said I couldn't run, weigh like a Sumo wrestler, squat like Johnny Bench, or ski the bumps but that's OK. I had too much arthritis to blame my past job. I would suggest anybody with bone on bone knees to have them done, but not at the same time.

-Jim Lane, jim-marylane@interplus.net

Both of my knees are bad but I have escaped the knife so far, but I am being threatened by my doctor.

-Don Cecil, dhmececil@aol.com

FRONTIER NEWS



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

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