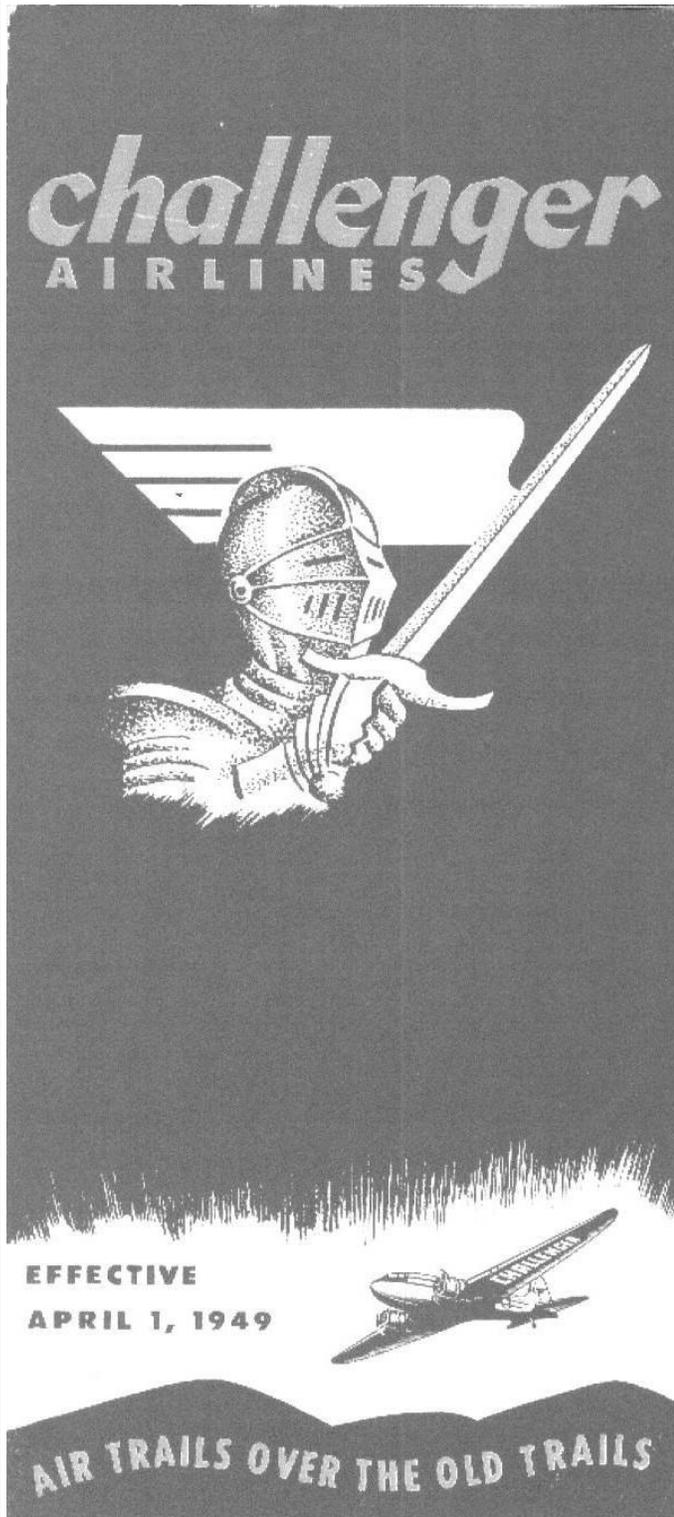


FALL 2005

ISSUE # 21



Ken Schultz sent a huge packet of FL history which includes his essay on the history of Challenger Airlines that starts on page 16. We're reprinting it with Ken's permission. He also sent a copy of the timetable to the left and an essay on Arizona Airways's history which will run later. Additionally, Ken sent a considerable amount of documentary history which is being offered via photocopies at Frontier Reports on the back page. Thanks very much to Ken for making this historical data available to the FLfamily.

More FL history was sent by Herb Schmidt who was a sales manager in BIL, DEN and MCI from 1959 to 1972 when he left the company. See Herb's article on page 14. Lew Dymond, who's mentioned in Herb's article, was FL's 4th president and 2nd longest serving - Apr 1962 to Jan 1969. Guess who was the longest serving? And who was the shortest termed president?

The FL reunions season is about over. All the events this year had good attendance. SLC was especially successful with over 100 FLolks attending. If your location is having an event, be sure to let us know so we can post it on the FL website and in the newsletter. If you're not having one, consider starting one up like SLC did and let us know about it. PHX is reviving theirs - see pages 2 & 24 for more information.

The new Frontier Airlines is featured in the Sep/Oct issue of AIRLINERS magazine. The article is 7 pages long and has photos of all their aircraft's animal tails. F9 celebrated eleven years of operation last July. All the Boeing 737s are gone and the fleet is all Airbus. The old Frontier Airlines is mentioned and how Hank Lund, along with seven other FL executives, started it in August, 1993.

(See 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.

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



The
Lamkins
Letter

JAKE LAMKINS, Editor

Al Feldman was FL's 6th president and longest serving - Mar 1971 to Jan 1980. The shortest service of any FL president was from Nov 1984 til Apr 1985 - Hank Lund, our 8th president.

I got an email from a lady who is selling FL posters. Here's the info if you're interested:

My father-in-law used to do some of the promotional posters for the old Frontier Airlines and he passed them along to me. I have been selling them on eBay for over a year now - but still have quite a bit left over. I'd be willing to sell sets of 3 posters to your members for \$20/set. I can send pictures and a description of the posters if interested. Anyways, let me know if you or anyone is interested in some posters.

I'd love to get rid of some more! I can be reached at: j a z z e r - shaw@gmail.com.

*S&H would be about \$6/a set - sent Priority Mail via USPS. Thanks again!!!
Shauna Shaw*



STEIN '86
PROUDLY PRINTED
IN NEA



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 is date planned. Details will be posted as soon as they are received.
Contact Dee Martenson, adsanta@bresnan.net or Bob Voight, voightr@aol.com

COLORADO SPRINGS

Early Jan., 2006 at 7 pm at Deanna's house
Contact: Deanna Hinkle, ddbiscuit@juno.com, 719-226-1932

DALLAS-FT WORTH REUNION

Friday, October 21, 2005, 6 pm at Los Vaqueros Restaurant, 2629 North Main St., Ft. Worth, TX. Mexican Buffet \$12.50, includes tax and gratuity (coffee and tea included in price) 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

Took place 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

Happened May 13-15, 2005. Theme will be "Viagra, Thunderstorms and Turb..."
Contacts: JoDelle Burwell - 816/665-6023 or jodelleburwell@comcast.net,
Phil Stallings - 816/668-6294 or redrydertexas@sbcglobal.net,
Lisa Sachetta - 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-Euleus 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, tmillword@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

FAYETTEVILLE-FT.SMITH MEMORIAL PIGNIC

Held 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 Saturday, September 10th, 2005 - 12 noon - 3pm at Barry Platte Park
Contact: Rose Dragen, preferably via e-mail: mdragen@juno.com or call 816/741-1995.

PHOENIX REUNION

Sunday, November 6, 2005, 11:00 AM until ?? at Papago Park Ramada in Tempe AZ. Cost \$12.00 per person. Contacts: Cyndy Camomile, 480-831-1660 e-mail cynhoff55@qwest.net or Ginger Treptow at 480-813-4595

SALT LAKE CITY GET-TOGETHER

Saturday, June 17, 2006, 10am to 6pm, at Walden Park in Murray, Ut. Address is 1070 West 5450 South. Food will be provided (fried chicken and the fixin's). Everyone should bring their own drinks, small donation & your FL memorabilia.
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, In Green Valley, AZ
Coordinator is Ron Butler, 520-762-5084, RButler24@worldnet.att.net

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

REUNIONS

DEN GOLF TOURNNEY

Once again this year's golf tournament was a big success with a good turnout and everyone had a great time. Among those attending were: Paul Allen and his brother Bruce, Jerry Balfanz, Jim & Stacey Buick, Jack Burt, Dan Cady, Donna Carr & her son Robert, Dick Cochran, Mike Daciek & his son, Joanne Griffin, Roger Gunderson, Howard Logan, Earl Morency, Bob Reisig, Joe Roorda, Peggy Sauer, Leo Schuster & his two sons, George Sims Jr. son of George Sims who was also there but did not play, Keith Sleator & his wife Stella, and Ernie VanWinkle.

In addition to 1st, 2nd, & 3rd prize money for the top four-somes we were able to give away many donations we received from various organizations including a trip for 2 on Frontier Airlines and some very generous gift certificates to restaurants, golf shops, etc. Everyone attending won a prize.

We don't have any pictures this year because my assistant tournament director was also the secretary, score keeper, and golfer. I guess she just couldn't find time to take pictures too for some reason.

Next years tournament will be held June 23rd which will be the day before the annual reunion picnic. Also Diane Hall's party is the evening of the tournament. All this is subject to change, of course, since next year will be the 20th anniversary and there may be a consensus that a different date will be desirable for the picnic, party and tournament.

-Bob Reisig, jobob@bojos.net

MCI REUNION

It was hot...but with a nice breeze and under the shelter we all did very well. It was a light turnout this year...about 35..Herb Schmidt was there...we made contact with him when Tom joined the FL Yahoo site...writing to Tom and then he had Herb give us a call.

-Mike and Rose Dragen, mfragen@juno.com

FYV FSM PIGNIC

The 37th FL PIGNic was very successful with about 45 attending: Armon Beard, Jack Chambers, Walker Collins, Rod Downey, Paul Farris, Jerry Gill, Phil Green, Dave Grober, Darwin Haudrich, Austin Henry, Richard Horn, Ed Jones, Joe Keys, Rusty Lambert, Jake Lamkins, Art Lewis, Harold Maxwell, Johnny Matthews, Kayla Naima, Ben Pacheco, Fred Perry, Ken Stewart, Keith Sturgeon, Larry Thomas and Tony Worden.

There are several dozen photos at the FL website.

Wayne Stilwell donated a beautiful FL mirror for a door prize which was won by Johnny Matthews. Kayla Naima donated a t-shirt which was won by Paul Farris.

Thanks to Jerry Klyne, Rick & Chuck Burford for donating the beer and use of the Burford Pavillion all these years.

The PIGNic next year is planned for the Saturday nearest FL's bankruptcy date. Details will be announced later.

-Jake Lamkins, ExFAL@yahoo.com

PHX REUNION

As mentioned elsewhere in the newsletter, Cyndy Camomile and Ginger Treptow are getting this affair re-started which is terrific news. See the ad on page 24 for details and try to attend.

MINI-BASH

The Mini-Bash went very well. So well that we will have the same thing next year. We had 25 show up and it went very smooth. Like old Jim Beam. Attending were Phil (Pig) Green (& 5 buddies from FSM); Sam & Jo Clark, Jim & Stacy Buick; Donna Carr; Jim Dickerson; John Matthews, Gary Mackie, Austin & Sharon Henry; Bev (Weed) & Del Bedsaul; Bill Lassiter; Jim Wyche; Paul & Kate Allen.

-Rusty Lambert, RustyLGolf@cs.com

WHERE DID FRONTIER COME FROM?

Here is the information on where the name Frontier came from. Over the years we talk about our beloved airline and of that great era that ended so suddenly. The lasting friendships that came about, the great memories there for us to dwell on—memories that carry us through the day. Indeed, it certainly was the Golden Years of flying, and Frontier made it happen.

For an airline that went missing, now, twenty years later the dedicated employees from that era still remember those wonderful years backed up by the remarkable letters received by you of past good times. I read those items, and I wish it was yesteryear. Many of the names I recall very well. As Captain Jack Schade best describes it, 'I know the readers will wish that we could all go back in time for just a little while.'

This letter alludes to an era of the DC-3s, and two of the Challenger pilots of that time period who flew them. It was early Spring of 1950, much talk was in the air, there was to be a merger of Challenger, Arizona Airways and Monarch. The Two Challenger pilots conversed of names that might be a desirable fit for the merger. A name suggestive of the mail and passenger flights into the pristine empire of the Rocky Mountains, and that part of the country it would be blazing. When pondering the various titles that would be appropriate, the name Frontier popped up. Bingo! It would be a perfect fit.

The name Frontier Airlines was submitted to the hierarchy in Denver. When the merger had taken place, Frontier Airlines was the accepted name. The two pilots in this story are Captain Bob Rich and Chief Pilot Scott Keller, who incidentally were never given due credit by the company for the appropriate name of Frontier Airlines. So now you know.

-Captain Tex Searle, TexSearle@cs.com

(Bob Rich retired in 1980 and still lives in DEN, aged 85. The last phone I had for him was 303-337-7372. Scott was living

near FCA but moved to Mesquite NV this past year.

He's 86 and his phone is 702-346-0154 . Both these

pioneer pilots are mentioned in Tex's great book on

Frontier, THE GOLDEN YEARS OF FLYING. Give

them a call - they will enjoy hearing

from their old FLiends.)

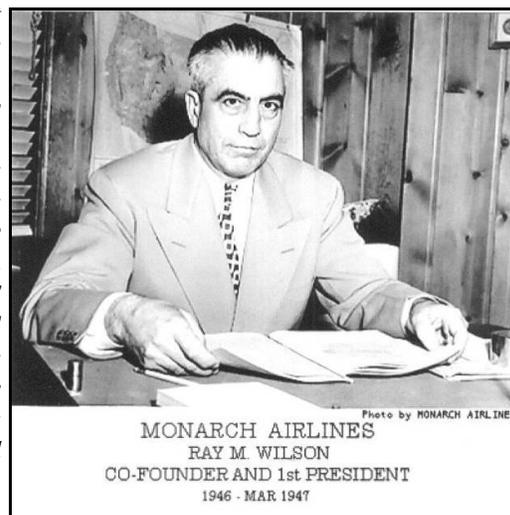
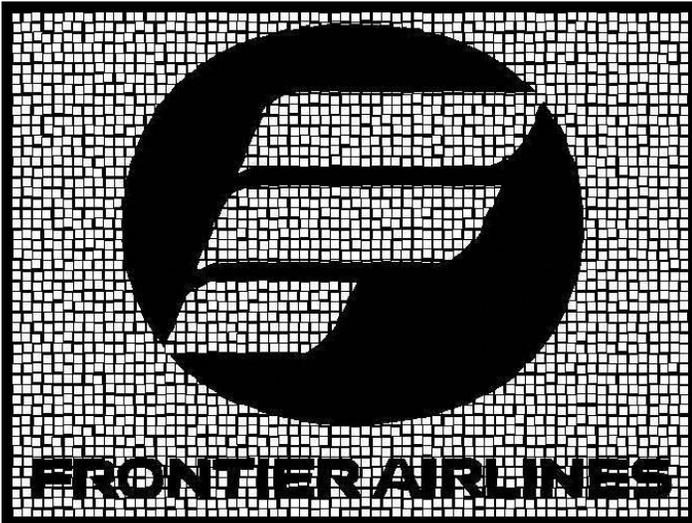


Photo by MONARCH AIRLINES
MONARCH AIRLINES
RAY M. WILSON
CO-FOUNDER AND 1st PRESIDENT
1946 - MAR 1947



GONE WEST

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

DEATHS REPORTED OR UPDATED SINCE THE SUMMER ISSUE

Wilma Antos, DEN accounting clerk, 4/29/05, age 84
 Bill Bustell, DEN a/c mechanic/inspector, 6/21/05, age 77
 Bob Hammarley, DEN pilot, 4/18/05, age 62
 Don Haven, GTF station agent, 9/5/05, parkinson's disease
 Al Olinger, DEN maintenance, 7/30/05, age 79
 Les Schaffer, DEN pilot, 8/10/05, need info
 Larry Sills, DEN VP-Sales&Marketing, Nov71, age 39,
 heart attack
 John Stark, DEN pilot, 8/11/05, age 75
 Bill Stohlton, Director-Schedule Administration, 7/28/05,
 age 66, cancer
 Ed Stone, GFK station manager, 8/27/05, age 55
 Jeannie Mahaffey Whitlock, GSW DAL flight attendant,
 Oct75, age 40, auto accident

WILMA HERLACHER ANTOS

Ref: Obit. of Wilma Eisenbarth Uschak in the summer 2005 Frontier News. I contacted Mrs. Virginia Reichert, daughter of Wilma living in Torrington, WY., as listed in the Obit. and inquired what departments Wilma worked in.

She said her mother went to work for Frontier as Wilma Herlacher, continued as Wilma Antos and retired from Frontier December 19, 1985, where she was Sr. Clerk, Credit & Collections department.

I recall that Wilma was very helpful to me in the early 1970s when she was in the Employee Benefits Department with insurance company paper work.

-Ken Schultz, Wheat Ridge CO

BILL BUSTELL

The obituary for William (Bill) B. Bustell is in the Denver Post, Sunday, September 4, 2005. Bill was born December 20, 1927, and died June 21, 2005 in Bozeman, MT. He was 77. He went to work as a mechanic for Frontier Airlines, June 16, 1975,

in Denver, and became an Inspector April 17, 1976. He was an Inspector in Heavy Maintenance, Overhaul and Receiving Inspection, at the time of the shut down.

-Ken Schultz, Wheat Ridge CO

Obituary - William Bunker Bustell, formerly of Billings and Denver, passed away on June 21, 2005, in Bozeman. He was 77. Bill was born to Carl A. and Clarice (Bunker) Bustell on Dec. 20, 1927, in Red Lodge. The family later moved to Billings, where Bill attended Billings Senior High School, graduating in 1945.

While in high school he went to work for Northwest Airlines as a baggage handler and soon became schooled in the mechanics trade. He later transferred to Minneapolis, where he met Shirley Ann Struyk while singing in the Northwest Airlines Choir. They were married 1957 and later welcomed two children, Kerri and Michael.

Another transfer brought the family to Billings in 1967, where Bill continued to be employed with Northwest Airlines until 1970. After his divorce, he moved to Great Falls to work for Frontier Airlines, relocated to Denver, and eventually joined Continental Airlines where he worked as an engine inspector.

After his retirement in 1994, Bill enjoyed volunteering at the Wings Over the Rockies Air and Space Museum in Denver. Bill was a quiet man with a playful sense of humor. Even in his spare time, he loved tinkering with machinery.

He is survived by his brother, Carl F. (Wilma) Bustell of Des Moines, Iowa; and his sister-in-law, Shirley Bustell of Billings; by his daughter Kerri (Peter) Brown of Bozeman and son Mike (Margaret) Bustell of Norwalk, Conn.;

Memorials in Bill's name may be given to Wings Over the Rockies, 7711 E. Academy Blvd., Denver, CO 80230.

-BILLINGS GAZETTE, August 30, 2005

ED STONE

Just got the news this morning. Ed Stone, one time GFK Manager, passed away at home in PHX. He was 55 years old. Cause of death was probably a heart attack but that is to be determined. When he was in GFK he was the youngest station manager on the system. He is survived by a wife and two children.

-Mimi Buckstead McCartney

Obituary - Ed Stone, 55, passed away Saturday, Aug. 27, 2005. Ed loved life and gave of himself unselfishly to friends, family and others in need.

Ed was born Dec. 12, 1949 in Norwood, Mass. and grew up in Wolf Point, Mont.

He will be greatly missed by his wife, children, family and all whose lives he impacted.

Ed loved to support the Fountain Hills Boys & Girls Club, so in lieu of flowers, memorial contributions in his name can be made to the Boys & Girls Club of Greater Scottsdale, Four Peaks Branch, 14605 N. Del Cambre Ave., Fountain Hills, AZ 85268.

-FOUNTAIN HILLS TIMES, Sep 1, 2005

LES SCHAFFER

Forgive this late notification...the Gone West of Capt. Les Schaffer on 8/10/05 of Parkinson Disease. Les (his real first name is Lester) Schaffer was living in Aurora Colorado. His services were very (strictly) private at the request of his last wishes and therefore of his family. He went west because of Parkinson's disease.

He was one my favorite captains when I first came on board Monarch Air Lines in 1948. He was from Ottumwa, Iowa and he learned to fly there and then joined the Royal Canadian Air Force when Britain went to war with Germany. He ferried Lockheed "Hudson" bombers across the North Atlantic from Canadian ports to London on the Lend-Lease program prior to the US entry into WWII.

An interesting note - - on one of his assignments, he lost an engine on take-off and was forced to land on a frozen lake during a snowstorm. He along with his copilot and crew chief huddled together under a tarp for 2 days prior to their rescue. They ran out of cigarettes and used a toothpick to share their last cigarette. When finally rescued, they found out their entire load was Lucky Strike cigarettes bound for the USO's in London, England!

He was a wonderful person - a great pilot - and I learned quite a bit from him as his copilot during the DC-3 days with Monarch.

I cannot tell you the hollow, sad feeling I get when I tack a name to our Gone West Scroll. The memories of the known ones really tug at my heart strings as I recall good times together. I guess at our age, we have to expect these things but when they do happen, it just seems so, so sad. I guess all we can do is to look back and - remember, "the good times."

-Ace Avakian, AceAvak@aol.com

SID TOLBERT

Sid Tolbert - Manager Transportation Services died Tuesday, December 5 (1972) following a long illness. Tolbert had been with Frontier since 1958.

-FRONTIER NEWS, December 1972

Sidney Tolbert, Born 16Sep1935, Died Dec1972, Age 37

-SSDI

Sid Tolbert was station manager in MDW when he died. I was there with Loren Holmgren, Truman Matheny, Willie Baker, Ted Grissom, Larry Neilson, Richard Pennino, and Doug Bittner.

-Bob Ostrom (agent in MCI MDW MEM BOI TPA)

(Sid worked as a station agent, asst. station manager and station manager in DAL MHK ICT MEM MDW during his FL career.)

BILL STOHLTON

Bill Stohlton, Director of Schedule Administration, a direct report to Tom Lamb, passed away last night at 8:15PM in Spokane. He died from cancer. Bill requested cremation and no service.

-Dick Rohrmann, richardrohrmann@sbcglobal.net

Obituary - STOHLTON, William Albert, Sr.
"Bill" - completed his journey on July 28th, 2005, after a long and most courageous battle with cancer. He showed amazing determination and tenacity to live and beat it during his battle.



Bill was born on July 1st, 1939 in Seattle, Washington to Albert and Isabella Stohlton who preceded him in death. Bill grew up in the Seattle area attending West Seattle High School, and upon completion of high school, Bill joined the U.S. Navy where he spent his time in service aboard ship and traveling the Pacific Ocean to exotic ports of call.

Bill then attended the University of Washington before finding his passion in the airlines industry working for West Coast airlines, Air West, Hughes Air West, Frontier Air, Gem State Air, Frontier Horizon Air, Destination Caribbean Charter Air, Air Charters of America and Ports of Call Charters.

Bill is survived by his current wife, Jackie (Anderson) Stohlton; his first wife, Martha Marsden; his three children, William Alan Stohlton, Frederick Adam Stohlton, and Kristina Allene Stohlton.

Bill's pastimes included fishing (he loved it!), motor home traveling, creative home and gardening, building and flying model air planes with his last venture being a motorized model Coast Guard boat that he built with his friend, Gary Benner.

At Bill's request, no services will be held at this time. A celebration of his life will be held at a future date. If desired, memorials may be sent to Hospice of Spokane.

-SPOKANE SPOKESMAN-REVIEW, August 1, 2005

JEANNIE MAHAFFEY WHITLOCK

My name was Mary Jane (Janey) Bailey and I flew out of GSW 1965-1968. I was in the class with Nancy Tipton and Jeanne Hamilton. I now live in Houston. I met someone here who use to date Jean McHaffey (sp) one of Central's very senior stewes. He was asking me if I knew what ever happened to her.?

My memory tells me that she married a captain? Do you have any info on her. Hoping to hear any info regarding Jean McHaffey so I can pass it along to her childhood sweetheart!

-Janey Bailey Swanson, janeswan5810@sbcglobal.net

Jean MaHaffey, married the Chief Pilot, Walt Whitlock, and at that time, she was still the same old Jean, and she later had a Son, named Alexender Whitlock, and he was the Joy of both Walt, and Jean, and when he was a couple years old, Walt died of Cancer, and Jean about a Year Later, was Killed in a Car Wreck, and her Brother In Wichita Ka. took the Boy to raise.

-Bill Blackmon, bbmon@juno.com

JEAN WHITLOCK , Born 30 May 1935, Died Oct 1975, Age 40, At 76135 (Fort Worth, Tarrant, TX), SSN issued in Kansas
-SSDI



CENTRAL AIRLINES

JOHN STARK

MORE GONE WEST

OBITUARY: John W. Stark, 75, Seward, died Thursday (8/11/05). Born, Sept. 3, 1929. Earned a Bachelor of Science degree at Oklahoma State University. Served, United States Army, 17 years.

Former pilot with Trans-World Airlines and Frontier Airlines. Member: Seward United Methodist Church; National Rifle Association; lifetime member, VFW Post 4755, Seward; American Legion Post 19, York; Oliver Lodge No. 38 A.F. & A.M., Seward; OES No. 199, Utica; Seward Kiwanis Club, Kitones; Relative Harmony.

Survivors: wife, Eleanor Stark, Seward; children, spouses, Jerry and Donna Stark, Hidden Valley Lake, Calif., James Stark, Nancye and Ricky Calkins, all Kansas City, Mo., Ric and Cheryl MacKenzie, Sidney, Scott and Gayla MacKenzie, North Platte, Kris and Morey Bayne, Hershey; 14 grandchildren; eight great-grandchildren.

Memorial services, with full military honors: 10:30 a.m. Monday, Seward United Methodist Church. The Rev. Eric Ford. Burial, 11 a.m. Tuesday, Fort McPherson National Cemetery, Maxwell. Cremation; no visitation. Signing of the Remembrance Book: 9 a.m.-8:30 p.m. Sunday, Wood-Zabka Funeral Home, Seward.

LINCOLN JOURNAL STAR, 8/12/2005

-Sent by Cork Guenther, saylor@inetnebr.com

John was captain on a CV580, on a trip landing at one of the small Nebraska stations. John said on short final, they encountered a cross wind gust so powerful, the plane suddenly was headed for a cornfield instead of the runway. John said he firewalled the throttles and remembers just skimming the tops of the corn as he recovered the aircraft. John related that he looked over at his low time co-pilot, who was white as a sheet and immobilized by the thought that they were done for.

After successfully landing the plane, John said he chewed out the co-pilot, not because he was scared, (anyone would have been) but because in John's words, "Let that be a lesson to you. NEVER quit trying to fly the aircraft out of trouble."

I think John would be happy to know that I related this idea to my son, now a professional pilot himself, during his training days. I hope the lesson sticks with him. John was always good for a story, and genuinely enjoyed just hanging out at the airport and shooting the breeze. His wit and folksy humor will be missed.

Steve Burger, sburger@14wfi.com

The stories of John's exploits are too numerous to mention. I would imagine anyone who ever met him would agree. The time the MCI Chief Pilot called him into his office to bring him on the carpet for wearing cowboy boots when flying is an example. His reply was they weren't cowboy boots, they were western boots. He then explained the difference between them as to what stuck to the cowboy boots. John will be missed

-Don Porter, donmarilyn@qwest.net

If I go back 36 years, I still remember John and I are sitting on the a/c and he says to me "You know there's two ways to do this job - the hard way and the easy way. I guess you know my way. It was smiles, stories and laughter that nite to MKC and ever since then.

-Howard Logan, Denver CO

A legend has flown West and will never be forgotten. An incredible personality who made his crew members feel com-

fortable and very much at ease. I'll never forget those many times I flew with Johnny on the CV 580. He had a very colorful way with the with semantics of inflight procedures. I'll always remember PRGUP (positive rate gear up), WOMPFUP, (water off meto power flaps up), ATOS (all that other stuff)

Most importantly, I'll remember the man himself: his passion for flying and his love of life.

-Frank Malone, Frank.Malone@jetblue.com

(John's death brought so many positive comments that they would fill this newsletter. He was that kind of guy. Go to the FL website to see them all. I'm glad I knew him. There's an old saying that you may forget someone's name or face but you never forget how they made you feel. I always felt way better after seeing John!)

AL OLINGER

I am sorry to report that Al Olinger has been moved to a hospice bed at St. Joe's hospital on Franklin St. in Denver. He went into the hospital on July 2nd with what everyone thought was congestive heart disease. They treated him for that disease but after a CT scan found out that he has a rare and fatal type of pneumonia. We do not believe that he will live past Sunday 31 July 2005. It may be sooner. He will not regain consciousness from now on.

Most of his immediate family was with him when they brought him off the respirator yesterday morning. They did not give him any more sedatives yesterday and until noon today so we were able to "wake" him up. Each family member got to speak to him and tell him how much we all love him and what a great dad, husband, and grandfather he was to all of us. He has chosen to not be put on the respirator again.



I will try to email you all again once we know the arrangements for his memorial service. As this time we do not know where and when that will be. Thank you all for being a part of his long and wonderful life.

-Mark Olinger, Denver CO

Al Olinger passed away yesterday evening. (Jul 30). He was in Maintenance and in a supervisory capacity. A real great guy - I worked with him when I was the Engineering and Air Safety Chairman for FAL for 38 odd years. After FAL's demise, he went to work for Boeing for a number of years before retiring and returning to the DEN area. He always came to our monthly luncheons and we would see each other socially now and then.

-Ace Avakian, AceAvak@aol.com

OLINGER, ALVIN (AL): A memorial service will be held for Al at 11:00 a.m., Unity Church of Denver, 3021 S. University Blvd., Denver on Thursday, August 4th. Make any donations to the charity of choice.

-DENVER POST - NEWS, August 3, 2005

(Al was 79 and held numerous titles during his long career including Superintendent of Line Maintenance.)

LARRY SILLS

Larry Sills was a close and personal friend and my boss and mentor after Vern Carlson went into the home office. Larry died at the age of 39 in Denver, it was a heart attack and it happened while he was talking to his wife Donna, (Bunny) on the telephone. This would have been in October of 1971. Larry at the time was the head of the Convention and Visitors Bureau in Denver.

He also was part of the purging going on after Al Feldman took over. I saw his wife on several occasions in Denver as she was working in Continental's reservation office but that was at least 20 years ago.

-Herb Schmidt,
falherb@yahoo.com
LAWRENCE SILLS

Born 08 Sep 1932
Died Nov 1971
Age 39

SSN issued in Colorado
-SSDI

(Lawrence C. Sills was Vice President - Sales & Marketing per a June 23, 1970 interoffice memo.)



BOB HAMMARLEY

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

-FARPA Newsletter, May 2005

Bob did a lot of project stuff for Ed O'Neil after coming with FAL. He flew the line some as well. After FAL he went, I think, with Piedmont which ended up part of USAir then USAirways. He was on their MEC. Later he became the Executive Administrator under Randy Babbitt's ALPA presidency.

According to Randy Babbitt, Bob Hammerly did an excellent job as the National ALPA E.A. He was very pleasant to be around. I worked with Bob on many occasions and thought a lot of him.

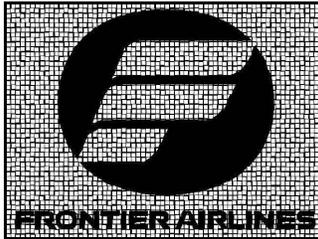
Bob retired to Florida. Later, I heard he was ill, but was surprised and saddened to hear of his "Flight West." I have not yet learned of the circumstances surrounding his demise.

-Billy Walker, BillyWalker@cox.net

I knew of Bob's death. He was hired in the first class of Frontier pilots at US Air in October, 1986. He got initially involved with ALPA over there through an ad hoc committee called the B=scale committee.

He was later the MEC chairman at the combined Piedmont/US Air/PSA as a compromise leader that had no history with any of those airlines. He was an excellent leader because he was a pragmatist...and a likeable one at that. He helped Babbitt get elected and they got along well so Randy hired Bob to be his Admin. Assist.

He stayed at my house in Denver for the 2nd or 3rd reunion at Frontier, before I moved east. He had already moved with Gail, (she died of cancer 3 years ago) to Pittsburgh. I went to lunch with him once in DC when he lived part time in Georgetown and part time in Key West.



I don't know for sure, but I heard that he died from emphysema.

-Rich Schwartz, richard.schwartz@jetblue.com
(It's quite a story how a pilot of a defunct airline can go to another airline at the bottom of the seniority list and within a few years be a major factor in determining the election of the pilots' union president. See how Bob did it on the next page. Frontier was full of people who landed on their feet running after August, 1986!)

DON HAVEN

Another FAL went west- Don Haven passed away Monday, Sept 5th after a long battle with Parkinson's. He was 68 - started with FAL in 1960 until 1986.

He moved with his wife to Eugene, OR in June of 2000 after being diagnosed with Parkinson's so he could be close to a daughter.

For the 19 of my 23 years with FAL, I worked with Don. He was #1 in seniority here at the GTF station.

-John Goldsmith, goldsmith.jk@netacape.com

MORE ON GEORGE SLIVKA

(George's obituary was in the Summer 2005 issue)

I first met George in '49 when he was a Relief Agent covering my vacation in WRL. As a Manager I appreciated his relief work as he fell right into the station routine whereas others sometimes had their own way of doing things.

I bought my first car from him when he was in POY. I forgave him later! He was good dancer and a sharp dresser. I once asked him where he got his clothes (none of us were making over \$175-200/mo at the time) he replied "at Goodwill!" He often looked quite distinguished smoking his pipe. George was easy going (I often called him "Gorgeous George Sloborowski"). He did have a temper though if you set him off.

I remember visiting him at CFT, when we both worked down South, and asking him about the women situation. He said not very good although there was this snotty gal working at the bank (he later married her!). The three of us had a big laugh about it years later at their home in PUB.

He pulled a short stint as Superintendent of Stations in '60 or '61. We had adjoining offices at 5900. I lost touch when he went back to the field, although I did see him once much later when he was working at the SLC counter.

"GS" was a good friend. Thanks for the memories.

-Bill Monday, bandbmonday@comcast.net

Three Frontier pilots, two veteran captains and a newly hired first officer, lost their lives in the crash of a training flight in the DHC6 Otter aircraft at Pueblo Memorial Airport on January 18th: Jack Howell, Captain, Dennis A. Meyer, First Officer, Dale L. Glenn, Captain.

With a combined total of 20 years of outstanding service to the company, Jack and Dale exemplified the highest standards of Frontier flight crews. Their loyalty, dedication and professionalism won them the respect and friendship of all who knew and worked with them. Dennis, just hired in January, had proven himself a fine pilot and was well on his way towards following in their tradition. Our deepest sympathy to the families of these fine men. Their memories will always live with us at Frontier.

Dick Orr, Vice President - Flight Operations

-FRONTIER NEWS, February/March, 1978



It was graduation day in Cheyenne, Wyoming, for Challenger Airlines' first stewardess class in 1948. Challenger was the first of Frontier's predecessor airlines to have stewardesses. Seated on the couch are Wyoming Gov. Lester Hunt with "Miss Cheyenne, Frontier Days, 1948," Susan Murray (right), and "Lady In Waiting" Norma Jean Bell (left). Miss Bell now is Mrs. John Morris, wife of a Wyoming rancher associated with the Frontier Days celebration. Their daughter, Karen Morris, was America's Junior Miss in 1974. An actress (inset), Miss Morris currently is playing the part of Faith Coleridge in the soap opera Ryan's Hope. Miss Murray now is Mrs. Susan Cosgriff. Others in this photo, standing from left, are Alice Wright, Mary Jones, Sylvia Diedricks, Ellie Bastar (the author), Isabell Wilson, Vicky Marason, Mary Warhover, B.J. Schider and Carol Speck. Seated on the arm of the couch are Kitty Knete, left, and Pat Larson, right. Seated beside "Miss Cheyenne Frontier Days" is Chief Stewardess Libby Decker. (Challenger Airlines photo by Charlie Wunder)

Enclosed please find my check for \$10 for one year of FRONTIER NEWS. I was Challenger Airlines 1/15/49 to 5/30/50 stn agt RKS & BIL. Frontier Airlines 6/1/50 to 8/24/86 Stn Mgr LBS Sr Agr BIL, Assistant Dispatcher, Dispatcher, Assistant Director System Control, Operations Manager, Manager of Special Projects.

American Airlines 10/1/86 to 10/1/91 Dispatcher

-Charles Buckingham, Arvada, CO 8005

NORMAN F. BLUM WAS BORN IN NEBRASKA ON JULY 28, 1923. HE WAS HIRED BY FRONTIER AIRLINES IN NOVEMBER 1957. HE WORKED AS A STATION AGENT IN DENVER, LUSK WYOMING, WILLISTON NORTH DAKOTA, SANTA FE NEW MEXICO, AND WAS A TICKET COUNTER AGENT IN SALT LAKE CITY WHEN FRONTIER CEASED TO OPERATE.

NORM AND HIS WIFE DOROTHY MOVED TO WHEATLAND, WY IN 1987. THEIR CHILDREN LIVED IN CHICAGO AND CALIFORNIA AND WHEATLAND WAS ABOUT HALF-WAY BETWEEN. NORM WORKED AT THE JOHN DEERE STORE AND AT THE TORCHLITE MOTEL IN WHEATLAND.

NORM HAD TO COMPLETELY RETIRE IN 2002 DUE TO HEALTH PROBLEMS. NORM AND DOROTHY'S ADDRESS IS #6 LORETTA DR WHEATLAND, WYOMING 82201. (307-322-4437) FEEL FREE TO SEND A CARD AND SAY HELLO TO A FRONTIER FAMILY MEMBER.

-Paul Farris, paulamos43@yahoo.com

DALE PATTERSON

STATION AGENT

DEN PHX SNA SAN WYS

Dale phoned about getting the newsletter. He said Ginger Treptow told him about it. He opened SNA and then SAN. He had about 19 years with FL. He just retired and has a condo in Hawaii. He said two other PHX agents live in Hawaii: Mark Andrew - DEN PHX, Doug Hanna - LNK PHX

Dale worked for America West 17 years, the last 15 as a FA. He also put some time in at UA before America West.

-Dale Patterson, Phoenix AZ

That's an old, old picture of Charlie, taken even before I met him, which was in 1977. I'm attaching one that was taken just a couple of year before he died, before Al died, when everyone was still safe and happy.

I'm also attaching a picture of Al that I've always loved. He hated when I walked in, because it always meant he was going to hear that dreaded clicking of the shutter, but, hey, I took some brilliant pictures of him. This one, attached here, was taken four months before his suicide.

Notes From FLolks

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

As I understood it, Al hired Charlie as general counsel right after he became CEO of FL. That was long before my time, but he brought Charlie in after he left his post of Chairman at the Civil Aeronautics Board. (I can't believe I'm remembering all these little details - who knew they were still in my head?) So, you can date Charlie's time with FL approximately at the beginning of Al's tenure there. Charlie stayed on after Al left for Continental.

It was one of the lowest points in my life the day I had to call Charlie to tell him of Al's death. They had quite the father-son relationship.

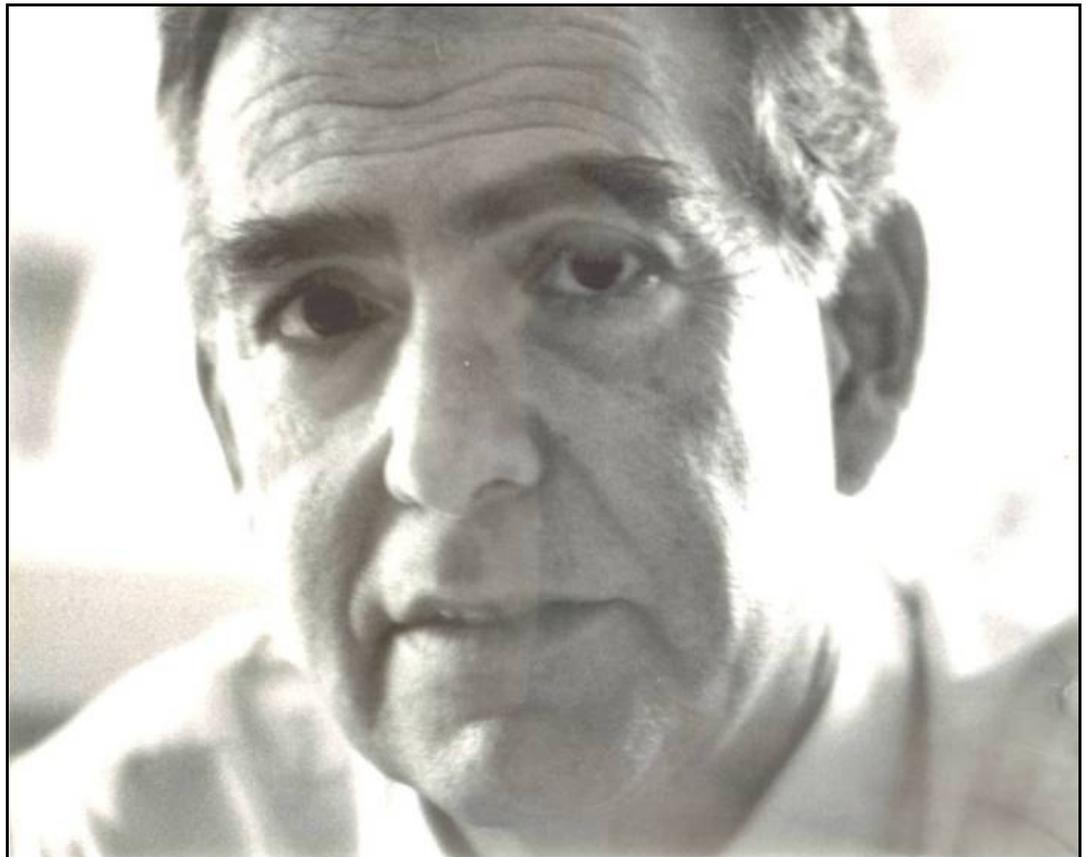
Do you know what ever became of Glenn and Corinne Ryland? I'm just curious. Poor Glen. He never aspired to be anything but CFO of Frontier, and Al's leaving for CO just threw him into a spot where he really didn't belong. He was a decent man in an impossible situation.

I remember Al laughing as he told me how he'd had a brainstorm while driving to work one day, and managed to get a \$14 million subsidy to FL written into the Airline Deregulation Act. I remember thinking that that was just gonna backfire so bad on everyone. And it did.

One grand consolation, though, is that Lorenzo was forever banned from the airline industry, which was the only place he ever wanted to be. What no one knew was that Burton Lifland, the judge who threw Lorenzo out of bankruptcy court, had grown up in the same neighborhood as Al and his four brothers. Small world, eh?

-Annette Appollo, Washington DC

(Annette worked for Charlie Murphy who was FL's general counsel. See page 17 of the last issue. All photos mentioned are posted at the obituary webpages for Al and Charlie.)



I was a flight attendant for FL from November 1966 thru August 1986. I was based in SLC from 11/66 -2/70, then in Denver for the remaining time.

-Lynda Lane, Llane@flyfrontier.com

I want to order three gift subscriptions for one year to: Carol Lilly, Ellen Quinn, Jim McGhee

Carol Lilly and Ellen Quinn were both FAL FA's, Carol is one number below me on CO's seniority list, and of course Ellen is # 2. Ellen and I meet in Tokyo for a beer, she comes in from IAH and I'm on the EWR crew. Carol and I often fly together out of EWR. Bars in Narita, where we stay on Tokyo trip not as much fun as FSM, but they are pretty crazy, cater to all the airline crews laying over there. One is called Fliers Club, free peanuts and popcorn, throw shells on the floor, they show old videos of crashing airplanes, also Jet Lag bar and another called the Truck, two semi's put together. Men use a urinal outside. You can sing and dance there, don't make it to the Truck very much, get home too late.

Jim McGhee was a FAL Captain then retired as Captain with CO then he flew 5 years as a second officer on the DC-10 and got to see all of Europe on CO's dime. He had to retire when DC-10's went away. Jim goes to all the pilot luncheons here in DEN and some of the out of town reunions.

I still have the last seniority list published for Flight attendants at Frontier, dated Feb 28, 1986.

Also felt bad my name was not on the list for FAL DEN reunion as Jim McGhee paid my entrance fee, but I was there, got the pictures.

-Bonnie Dahl, Dahlbc767@cs.com

I worked almost 20 years at FL. The entire time was in the line maintenance departmen as a line mechanic.

After bankruptcy, I went to Northwest Airlines in MSP where I worked in the DC-10 check hangar for a little over a year. Then I was very fortunate to get an inspection department position mainly on 727 & DC-9 check lines with some time on CV-580s, DC-10s, 757s, 747s, A-320s.

I retired in Aug 1999 & since have been back in DEN enjoying family here and working part time as a handy man.

-Donald Slack, Arvada CO

Well, I did it again! I mixed up the "K's" and gave you the wrong name for one of the two people besides Al and Huet that had knee surgery. It was Al Krauter not Elmer Kwasney who had surgery. The mind is fading away. Sorry for the confusion!

-Dee Martenson, adsanta@bresnan.net

I worked with both Bill Castleman & Ken Hopper at Frontier, Piedmont and U.S. Air. Both were fine people and I miss them since they passed away.

-Joe Crider, Troutville VA

I started in Williston ND in 1976, moved to Fargo ND in 1978, became station manager if Gallup NM for 7 months, moved to SLC as Asst Mgr transportation SVcs until 1982, then to Reno for 7 Months, then to Manager in Riverton WY for 7 months and then to Manager in Missoula, MT until 1985 when I quit and went to work as a customer service supervisor for Northwest Airlines in Billings. I worked for NWA from July 1985 until Decemeber 1994.

I went back to college from January 1986 until I graduated in June of 1991. I graduated with a degree in accounting, sat for the CPA exam, and I am now a

tax partner with Eide Bailly LLP.

-Roger Huebner, RHuebner@eidebailly.com

My name is David S. Goad, my emp. # was 3179, I was in line maintenance at many stations. I hired in at GSW shortly after the Central merger then on to AMA,STL,GTF,SLC,DEN,MKC GEG,CDR,DEN,GEG,DEN,LEX,SLC, Yeah, we moved a lot.

After the close of FL, I hired on at Horizion Air in PDX, stayed for 2 yrs, then went next door to UPS for 13 months, then went to Alaska Air and retired from there last Feburary at PDX.

I would like to subscribe to the newsletter & get the back issues on the disks and also join the FL Club. Thanks, I'll be looking forward to catching up on my reading.

-David Goad, davgoad@comcast.net

23 years with frontier: 19 years in DEN overhaul, 4 years GEG in line maintenance. Retired from Alaska after 19 years: 2 years in SEA, 17 years in MWH (Moses Lake, WA) working for JAL in their pilot training program.

-Dale Thaemert, DLTHAE@aol.com

I hired on 1973 in GLD, the 6 mos later fuel embargo, was furloughed, but recalled before layoff. Bounced to SLC, JAC, SLC, Hill AFB SATO, then when flights added back the following June, went to COS for 7 years. Was City Manager in FSD from open to close.

After FAL went to CO and opened FAR as General Manager. They flew it for 14 months then pulled out. Wound up in MSP as a Supervisor. In 1995 hired on with the New FL as City Manager in OMA. Was there from 1995-2004.

I had a lung transplant in 2002 and took a medical retirement in 2004. Now living in Manhattan, KS.

-Larry Gilbert, LarryG028@aol.com

I really enjoy reading about the people that ran a "real airline." Today's airline business is such a disappointment the way we have to do it. I just completed 41 years July 1st in the business with FL & CO. Sure miss the good days at FL.

-Bill Newnum, Lafayette LA

I'm Jan Brown, formally Jan Dove, AKA Jan Dove-Wyatt. The website is great, thanks for the memories! I appreciate all the work you have put forth on the website, it's awesome.

If you're still out there Billy Walker, a big hello to you!

I was a flight attendant from 1976 -1986. I was also on the MEC from 83-86 and was very involved with the Frontier Employees Coalition.

-Jan Brown, HOOSIERHON@aol.com

AWA Captain Paul Jones was with FAL the last year of our existence. This is his airplane. He has a home and hanger on a private runway South of Phoenix. Paul is a check airman and

examiner flying the B-737. His wife, Captain Marsha, is on the AWA A-319/320.

Paul is in our local EAA chapter and is a DE along with a being propeller specialist.

-Billy Walker, B i l l y - Walker@cox.net



Lietz Named Commander of Year

Flight Captain Eldon P. Lietz (Denver), a 24-year veteran with Frontier Airlines who also holds the military rank of Major-USAFA, has been named "Aircraft Commander of the Year." This outstanding achievement award was presented by the 161st Military Aircraft Group of the Arizona National Guard—Phoenix.

Prime considerations for Captain Lietz's distinguished award included attitude and consideration toward fellow crewmen throughout the year.

Lietz served in the First Air Transport Squadron, 20th Air Force, during World War II in the China-Burma-India theater. He has served a total of twenty-seven years in the military and has logged during his military and commercial aviation career in excess of 25,000 flight hours.



Attitude toward fellow crewmen won Major Lietz his award.



FRONTIER CAPTAIN E. P. LIETZ

The article is from the March 1971 FL NEWS. EP started flying with one of FL's predecessors, Challenger Airlines. He was co-pilot on the DC-3 (1-2-50) that overshot the runway in SLC, hit a passing car and ended up on it's nose. It was the same a/c, #65276, that clipped the mountain near PHX (4-21-57) then crashed and burned in DEN (12-21-67).

He hasn't been feeling so well lately. Being about 85 years old does have it's drawbacks. Shirlee, his wife, was a FL stewardess back in the days when they were called that and she was forced to resign when they married.

EP retired from FL about 1979, I think. If you knew him along the way in your FL career, write him and say howdy. He doesn't feel up to a bunch of phone calls but would love to hear from the FLamily. You can send him and Shirlee cards & letters at E.P. Lietz, Keller Oaks Nursing Home, Room 225A, 8703 Davis, North Richland Hills, TX 76180

(EP has been very helpful with the newsletter since its inception. He's a great source of stories that range from flying the "hump" in World War II to his days captaining a FL Boeing 737. See the following page for a collection of his recollections that he's shared over the years. His extensive comments about the SLC accident in 1950 illustrate what a distinctive career he has had in aviation.)

NOTES OF AN AVIATION PIONEER

by E.P. Lietz

I enjoyed the newsletter, Jake. I noted a letter from John Koehler concerning a target shooting session in PHX. I went hunting with John several times north of PHX. Dove hunting was great out there. This was in the Cave Creek area and I am sure that is all covered with homes now. Things have changed a lot since the old days. I was glad to hear that John is still around. I did enjoy that station group in PHX. They were all great people.

Hope all is well with you. I am having health problems. My emphysema is getting worse and my heart is lousy. I strongly suspect that I am paying for the indiscretions of my youth. I did have a lot of fun however and can't think of anything in my life I would have changed.

This isn't a hair raising war story but some things about the Hump. You have to actually see that thing to understand just what it is like. I have often wondered why someone didn't put a huge resort hotel somewhere in that place. As far as scenery is concerned it is beautiful. One distinctive feature I remember so well. We flew basically east until we got just north of Kunming and then turned Northeast to A-1 or the city of Hsinching.

Right where we turned North there was a sort of rock just like Devil's Tower in Wyoming. It was probably three miles across a perfectly flat top and went straight up for many thousands of feet. The walls were straight up and down and it looked pretty hard to climb. After I checked out as first pilot I decided to see just about how high that thing was so I dropped down and flew as close to the height I could. My altimeter said 15,000 feet. BUT as I flew past I could see people running around on top of that thing. It looked to me like they were living up there. How anyone could have possibly got up there amazed me. I actually wonder what could possibly be up there as far as water and a way to grow food. But they were up there and how anyone could have climbed that smooth wall amazed me. It was perfectly round and went up for about ten thousand feet from the base.

Too much flying can really wear one out. When I was in the Air Guard there were many months I flew over 200 hours with FAL and Guard flying. We were required to fly 85 hours a month on Frontier and many Guard missions were 125 hours long. When we flew to Vietnam out of PHX it was over 125 hours. We had to sit on the ground somewhere for 2 days to stay legal as far as the Air Force was concerned. Before I finally gave that up I got pretty worn out.

We were restricted to 1000 hours a year civilian flying and 125 a month Air Force flying. Neither one paid any attention to what was going on in the other group. Incidentally, to get gruesome, Shirlee and I went out to the National Veteran's Cemetery here to see what it was like and what we had to do to be buried there. I went through my military records to get the necessary paper work and came across one that stated that I had flown 530 combat hours during my tour overseas.

We got an Air Medal for 150 hours, A DFC for another 150 hours and another 150 to get the Oak Leaf Cluster to the Air Medal. I flew a lot more than that but had never kept track of it. We got credit for combat time when we were actually over Jap held territory and subject to anti-aircraft fire or interception by Jap fighters. Each mission we flew we were over that territory 8 hours.

Regarding the Challenger DC-3 that ran off the runway at SLC. The Captain was Bill McChrystal. I was about a 2nd year copilot and not too long after that I checked out as a Captain myself. We were on the last leg of a flight into SLC from either Denver or Billings, don't remember which. The weather at Salt Lake was horrible. We were holding on one leg of the Ogden radio range waiting to see if the weather might come up to minimums before we had to proceed to an alternate. It was night, snowing, the whole nine yards.

The stewardess came up into the cockpit, leaned over Bill and put her hand on the arm rest of his seat. She said one of the passengers was sick. I noticed that her hand was jerking and she had trouble holding onto the arm rest. I got the distinct impression that something was

seriously wrong.

I told Bill I would go back and see what the problem was. I opened the door to the cabin and immediately got a shock. Several other passengers aided by one of our ground people had this guy across two seats holding an oxygen mask to his face. What I could see of his face was very black. He was kicking his legs and jerking his whole body around. I went back up to the cockpit and told Bill that this guy was in serious trouble. Bill called the company and they agreed to let him try an instrument approach into SLC. Of course the weather was below our legal minimums but Bill declared an emergency.

We went ahead and made the approach. We were landing south on the north south runway. Bill broke out below the clouds just a few feet to the left of the left side of the runway. I could see it but Bill apparently couldn't. I told him to turn slightly right and then he picked it up. He put it on the ground about half way down the runway. NOW just before we touched

down the wind changed from CALM to about 35 knots on our tail directly out of the north. Add to that the runway was covered with ice. There was no way Bill could have stopped that thing. We slid all of the way to the end, hit the boundary fence and tore about a mile of it out of the frozen ground, posts and all. There was a guy in a DeSoto car driving east on the highway. Our left wheel hit him right in the center. We then slid, car, airplane and all across the highway and into the field with one wing almost touching the approach lights at that end of the runway. Just before we hit Bill reached up and turned off all of the cockpit switches. He didn't want a fire. We came to a screeching halt and both of us just sat there. Then Bill reached up to turn on the switches again. He was going to call the company on the radio. I stopped him from doing that. Then he remarked, "There went a promising career."

(Bill McChrystal would later win the Guinness world record as the pilot with the greatest number of hours (17,111) flying the DC-3! He retired from FL about 1975 and passed away Jul 8, 1992, aged 76.)

OK, no one on the airplane was hurt. The four people in the car were severely injured. The company had an ambulance standing by to take care of the sick passenger. It turned out that the passenger was having an epileptic fit. Nothing anyone could have done for him at that time. Actually he had recovered when we hit, got off the airplane and climbed onto a bus. They never even found him for several days after that. It also turned out that we had a registered nurse aboard. She knew what the problem with this guy was but said nothing. At the hearing she said

she was not a doctor and did not feel it was her responsibility to diagnose anything. The ambulance picked up the injured people in the car and got them to the hospital very quickly.

The airplane was standing almost on its nose with the tail in the air. The left gear was gone. My overcoat was hanging on a rack in the tail. I needed that overcoat. It was colder than a mother-in-law's kiss out there. So I climbed the seats just like a ladder. When I got up there the stewardess was standing there behind the last seat crying her head off.

Her name was Batsine Frazier, we called her Batsy. I put my arm around her and convinced her no one was hurt, everything was OK, got her to stop crying and then put on my coat. I helped her back toward the cockpit. The only way off that airplane was out of the small door behind the captain's seat. She got out that door and stood on the ground. Just then some JERK said, "My God, you killed everyone in that car." This just wasn't so but poor Batsy did a little jerking around herself and passed completely out. They got her to a hospital. She stayed there for a couple of days. Then she quit her job and rode a bus back to Denver. I doubt if she ever got on another airplane.

Hearings and legal procedures continued for the next two or three years. Actually the tower had a major part in all of this. A cold front was just passing through, the runway was covered with ice and we actually had about a 40 knot tailwind. The tower NEVER gave us any of this information. The last word we got was that the runway was OK and the wind was calm. Had that been the case the accident would never have happened. If that cotton pickin nurse had told us the guy was an epileptic it never would have happened. Such is life.

YOU START TO REMEMBER THINGS

by Herb Schmidt, falherb@yahoo.com

I was glad to see the FL web site, found out about it from my brother, Tom, who also worked for Frontier.

I started on February 7, 1959 and worked until April 22, 1972. (I got caught in the Al Feldman purge like so many, Jerry Bacon comes to mind). I started on the ramp in Denver at Stapleton loading DC3's working with John Morgan, Jack Bass, Sam Paulson (Sam was known as Stuttering Sam but when he use to PA you thought this guy should be in radio).

In July 1959 I was hired in the sales department and worked for Vern Carlson, who was the District Sales Manager. I worked with so many fine people in sales in Denver, Billings and Kansas City.

I was in Billings when Flt. 32 crashed in Miles City, Montana, I had returned from a sales trip to Miles City and Glendive and was visiting with the crew before it left Billings. I received a call around 1:30 AM from Vern Carlson advising me of the situation and asked that I go over to Dan Gough's place and comfort his widow until her minister could come by to see her. This had to be one of the hardest things I ever did while at Frontier. Ken Huber the Captain was a great person and liked by all. I knew everyone on the flight that night except the passenger from Williston, ND.

We were a close knit group at the Billings domicile, Ellie Bastar was the Chief Stewardess and Ben Stuart the Chief Pilot.

Dan Gough's widow was pregnant with her second child at the time of the accident (Flt. 32 was the first plane to have fatalities on Frontier). On November 7, 1964 Kurt, our second son was born at St. Vincent's Hospital in Billings and my wife's room mate was Dan Gough's widow who also had a son.

(I was able to put Herb in touch with Dan's son who is also a pilot.)

Life is full of many strange things. I was transferred to Kansas City as Regional Sales Manager, January 1965. I was involved in setting up Board of Director meeting in KC, our first ticket office in the Muehlebach Hotel, first jet service, setting up the sales operation in St. Louis along with a ticket office. It was my suggestion for the new B-727's name of Arrow Jet. *(See next page)*

It was great working for Lew Dymond (the best president Frontier ever had), Paul Burke, Larry Sills, Ken Smith and Tom Makurat. Some of the sales people I can remember, Dick Cummings (my first sales rep) Paul Glidwell, Jim Pliler, Jerry Bacon.

I have every issue from January 1959 through April 1972 of the Sunliner News, Arrow Jet News and Frontier News and countless photos.

I am looking forward to the MCI get together in September.

After leaving Frontier, I stayed in the sales and marketing working in different capacities--- District Sales Manager, General Sales Manager and VP of Sales. The companies were in marketing and printing and I worked in Kansas City and Oklahoma City (Saw Doyle Johnson numerous times while living there).

I also spent sometime in Missoula, MT working with my brother Tom. I still live in the Kansas City metro area in

Lenexa, KS and working full time as a sales assistant to a realtor. I got my real estate license 3 years ago. I enjoy working and plan to as long as my health is good - I turned 70 in May.

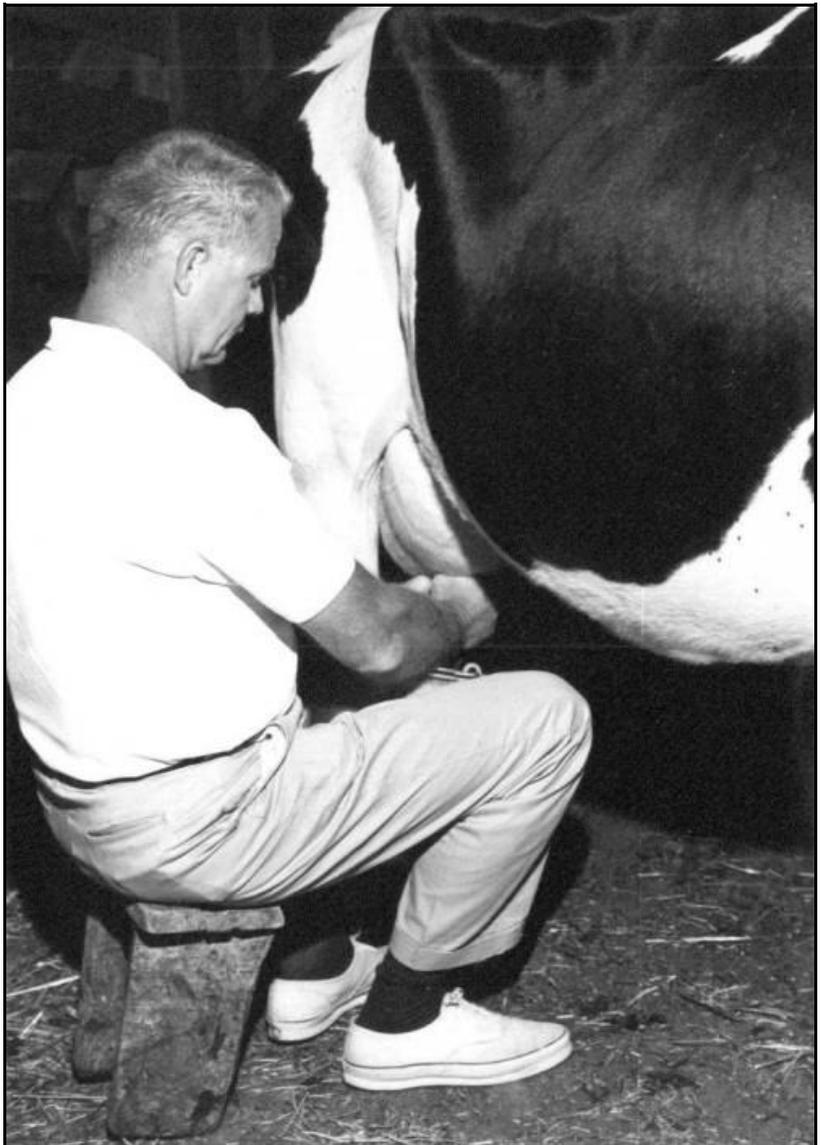
It's sad to see some of my old friends who have died, Vern Carlson, Larry Sills, Dick Cummins, Ann Yanulavich and more.

I noticed in the Billings get together several people from the past. One in particular Mary Ellen Metzger (maiden name was Geiger) and she was the Chief Stewardess before Ellie Bastar.

I also read the the information of DC3 #276 that hit the mountain, I knew Dave Welling, a great guy and pilot. Whenever we had 276 come through Denver or I rode on it, I remembered the incident. I was very good friends with Rick Cochran who was killed on #276 on take off in Denver and his twin brother Dick who was also a pilot for Frontier. Regarding #276, the stewardess on board was Donna Bailey - she was referred to as Beetle Bailey by most of the FL'ers. *(Later there was a pilot by the same nickname.)*

I also noticed in the Denver get together that Larry Sills' widow, Donna (Bunny) was on the list of attendees.

It's funny how you start to remember things that you hadn't thought about for years.



Lew Dymond may have been the best cow-milking president that Frontier ever had. *(Herb sent this candid photo of Lew at work.)*

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FRONTIER AIRLINES

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FOR IMMEDIATE RELEASE

"EXECUTIVE EXPRESS" SERVICE INTRODUCED BETWEEN KANSAS CITY AND DALLAS/FT. WORTH

DENVER, COLORADO, June 7, 1971 - - Kansas City's business commuters to Dallas/Ft. Worth will find inflight service completely different on board Frontier Airlines' new "Executive Express" flights to be introduced between the two cities June 15.

Herbert C. Schmidt, regional sales manager for the airline in Kansas City, says that the red carpet treatment begins just as soon as the customer checks in prior to the 8:20 a.m. departure of the flight. "Fresh hot coffee will be available in the boarding area, and a personal copy of the morning paper will be available when you board your flight," Schmidt reports.

Aboard the 97-passenger "Executive Express" jet flight, a hearty steak and egg breakfast is served by attractive stewardesses outfitted in a newly created form-fitting "hot pants" uniform. Coral pants offset by a navy blue slit skirt of "wet look" knit material are complemented by a gold blouse and navy blue gladiator boots. This eye-appealing outfit will be worn exclusively on the Kansas City-Dallas/Ft. Worth "Executive Express" flights. An hour and eighteen minutes after the Kansas City takeoff, the flight lands in Dallas/Ft. Worth at the convenient arrival time of 9:38 a.m.

Early evening return of the Dallas/Ft. Worth-Kansas City flight departing Dallas at 5:30 p.m. makes possible a convenient one-day commuter schedule. En route, there is ample time to leisurely enjoy a full course steak dinner accompanied by a personal bottle of imported wine which is served in both the deluxe coach and coach sections of the aircraft. Arrival time in Kansas City is 6:43 p.m. on the "Executive Express".

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CHALLENGER AIRLINES COMPANY

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The company was incorporated in Wyoming, December 31, 1941, by Charles W. Hirsig II, as **Summit Airways Inc.**¹ Hirsig came from a Wyoming pioneer ranching family which settled in the Cheyenne area in the 1880's. At the age of seventeen, Hirsig, in 1928 received the first private pilot's license issued in Wyoming.² He was engaged in ranching, but kept an interest in flying, and in 1941, after selling his ranch, and prior to buying another ranch, his good friend Bill Walker of Plains Aviation in Cheyenne, asked him to help out on a temporary basis to manage the Laramie branch at Brees field, Laramie, Wyoming. Plains Aviation which was headquartered in Cheyenne, wanted to concentrate on its large Civilian Pilot Training (CPT) operation in Cheyenne. The Laramie branch was sold to Hirsig who had become very interested in aviation.^{3,4} He organized Summit for the purpose of carrying on fixed-base aviation activities at Laramie, which specialized in student training. The company in conjunction with the University of Wyoming at Laramie, trained pilots under the CPT programs for the Army and Navy.⁵

In 1944, Charles W. Hirsig II, as founder, president, and principal stockholder of the corporation, filed an application with the Civil Aeronautics Board (CAB) Docket No. 1091, for a Certificate of Public Convenience and Necessity to engage in air transportation in Wyoming, Colorado, and Nebraska, using Beechcraft Model D-18S aircraft.⁶ Mr. Hirsig was killed in an airplane accident on January 15, 1945.⁷ After Hirsig's death, George J. Forbes, president of the 1st National Bank of Laramie, a director and one of the original incorporators of Summit became president. Mr. Hirsig's stock was purchased by Fred M. Manning of Denver, whose principal occupation was in the oil well drilling business, and who owned or had an interest in a number of oil drilling operations in the Rocky Mountain area.⁸ The CAB permitted the applicant to supplement the record to reflect the resulting change in ownership and management.⁹

The CAB in the decisions listed in the SERVICE IN THE ROCKY MOUNTAIN STATES AREA CASE, Docket No. 152 et al, March 28, 1946, awarded Summit Airways Inc., a Temporary Certificate of Public Convenience and Necessity, effective March 28, 1946 until March 31, 1949, designated as U.S. Air Mail Route No. 74.^{10 11 12 13 14}

¹ Wyoming. Secretary of State, Corporations.

² *Laramie Republican and Boomerang*. January 16, 1945, pp. 6, col. 8.

³ Mrs. Marian Hirsig Nuss, interview, August 13, 1979, by Ed Gerhardt. Frontier Airlines Collection, Denver Public Library-Western History Department.

⁴ *Wyoming State Tribune*. Cheyenne, Wy., Dec. 2, 1941, Plains Airways sells division at Laramie, Willis C. Walker, president announced.

⁵ *Laramie Republican and Boomerang*. Annual Progress Report - 1942, June 23, 1942, Section Four, pg. 1.

⁶ *Civil Aeronautics Board Reports*. Volume 6, Economic Decisions (July 1944-May 1946) pp. 718-721.

⁷ *Laramie Republican and Boomerang*. January 15,16,17, 1945.

⁸ *The Denver Post*. November 1, 1958, pg. 6, col. 4, Obituary. *The Rocky Mountain News*, November 1, 1958, pg. 13, col. 1,2, Obituary.

⁹ *Civil Aeronautics Board Reports*. Volume 6, Economic Decisions (July 1944-May 1946) pp. 718-721.

¹⁰ *Ibid*. p. 718.

¹¹ *Ibid*. pp. 695-763.

¹² *Colliers Magazine*. June 16, 1946, pp. 86,87.

¹³ *Liberty Magazine*. May 25, 1946, p. 8.

¹⁴ *Civil Aeronautics Journal*. May 15, 1946, p. 54.

"George W. Snyder Jr. of Salt Lake City, Utah, who had been engaged in aeronautical activities since 1936, as a pilot-civilian and military, and airplane charter service operator, also submitted an application to the CAB in the SERVICE IN THE ROCKY MOUNTAIN STATES AREA CASE, Dockets Nos. 700 and 1071, as Challenger Airlines, Inc., (Midwest Airways). Challenger Airlines Inc., was organized as a Nevada corporation in June 1945 for the purpose of carrying out the plans and prosecuting the applications filed under the name of Midwest Airways. Midwest Airways is a trade name which was adopted by George W. Snyder Jr., at the time the original applications were filed."¹ Challenger Airlines Inc., was organized with Snyder as president,² and with the financial backing of Claude Neon Inc., of New York, inaugurated an intrastate airline service in Utah, and non-scheduled flights to Phoenix, Arizona, on March 4, 1946,³ using Beech Model D-18S aircraft. He started the service to Phoenix, to demonstrate and establish the need for these routes.^{4,5} The CAB however, denied the applications in its decisions of March 15, 1946, in the SERVICE IN THE ROCKY MOUNTAIN STATES AREA CASE, Docket No. 152 et al.⁶ The airline could not survive without receiving a certificate of public necessity and convenience, and mail pay from the CAB, so all flying operations ceased on November 9, 1946,⁷ and the Corporate name was changed to Altair Inc. in December 1946,⁸ which then continued to do business as a Beechcraft Distributor, and fixed base operator. Snyder still wanted to start up an airline, so with the financial backing of Claude Neon Inc., he purchased the dormant Certificate of Public Necessity and Convenience from Summit Airways Inc. In January, 1947, the controlling stock of Summit Airways Inc., was purchased from Fred M. Manning, George J. Forbes, and Fred O. Rice, by Claude Neon Inc.^{9, 10}

At the annual stockholders meeting January 7, 1947, the name was changed from Summit Airways Inc., to **Challenger Airlines Company**, and George W. Snyder Jr. was elected President and General Manager.^{11, 12}

On January 9, 1947, the *Laramie Republican and Boomerang*, on pg. 1, reported; ... "Forbes [V.P. of Finance] also announced today that Summit Airways [Challenger] had purchased three DC-3 planes from the Pennsylvania Airline Company ..."
[NC 65135, NC 65276, NC 65385]¹³

Snyder moved all operations to Salt Lake City, Utah, where a hangar was leased on the airport and the main office was located downtown in the Felt Building.

¹ *Civil Aeronautics Board Reports*. Volume 6, Economic Decisions (July 1944-May 1946) p. 728.

² Nevada. Secretary of State, Corporations.

³ *The Deseret News*, Salt Lake City, Utah, March 4, 1946, pg. 5, col 3.

⁴ George W. Snyder Jr., interview August 24, 1978, by Ed Gerhardt. Frontier Airlines Collection. Denver Public Library-Western History Dept.

⁵ Challenger Airlines Company, Common Stock Prospectus, September 3, 1947, pp. 9,10,19.

⁶ *Civil Aeronautics Board Reports*. Volume 6, Economic Decisions (July 1944-May 1946) pp. 696, 745.

⁷ *The Salt Lake City Tribune*. November 9, 1946, pg. 13, col. 7.

⁸ Nevada. Secretary of State, Corporations.

⁹ Challenger Airlines Company. Stock Prospectus, September 3, 1947, pg. 4.

¹⁰ Challenger Airlines Company. Stock Prospectus, August 4, 1948, pg. 22 (Agreement to buy Stock December 21, 1946).

¹¹ Wyoming. Secretary of State, Corporations. Certificate to Amend Articles of Incorporation.

¹² *Laramie Daily Bulletin*. February 3, 1947, Summit Airways [Challenger] Elects Officers, Three Directors, ... at its annual meeting. Officers elected, George W. Snyder Jr., president and general manager, George J. Forbes vice-president, finances; Harold A. Covey, vice president, traffic; C. Allen Elgren, secretary; C. M. Christensen, treasurer.
Directors: George W. Snyder Jr., Lowell M. Birrell [President of Claude Neon Inc.], William B. Yeager [of Claude Neon Inc.]

¹³ NC 65135, SN. 13803; NC 65276, SN. 19202; NC 65385, SN. 20542.

On January 27, 1947, Summit [Challenger] purchased a C-47, at Hill Air Force Base, Ogden, Utah, from the War Assets Administration.¹ [It was flown to Van Nuys, California, where Timm Aircraft Corporation converted it to a DC-3C, as NC 55376], which brought Challenger's fleet to four DC-3's.² An AT-6 was also owned by the Company, which was used for pilot route familiarization, and occasionally to fly a mechanic and parts to a city where a DC-3 had a mechanical problem.

The Wyoming Secretary of State received and recorded the Certificate of Amendment changing the name of the Corporation from Summit Airways Inc., to **Challenger Airlines Company** on February 7, 1947, so that is the official date reported on all subsequent documents.³

The CAB reissued the temporary Certificate of Public Convenience and Necessity to Challenger Airlines Company for Route No. 74, March 21, 1947.⁴ Preparations were made to start operations as soon as possible, and approval from the Civil Aeronautics Administration (CAA), was received late Friday afternoon, May 2, 1947.⁵ Challenger inaugurated service May 3, 1947, and *The Deseret News*, Salt Lake City, Utah, May 3, 1947, reported, "**Challenger Airlines Opens S.L.-Denver Route**. Christened 'Centennial Queen' ... a twin engined 28-passenger plane took off from Salt Lake Airport at 7 a.m., today to begin regular daily flights over the new Salt Lake-Denver route of Challenger Airlines Company ... Piloting the plane on the inaugural flight was Albert H. Hall, with Robert J. Nicholson as copilot.... Saturdays initial flight calls for stops at Kemmerer, Rock Springs, Rawlins, Laramie, and Cheyenne, Wyo., before reaching the Denver terminal."⁶ The Flight Agent [Steward] was Calvin E. Cowley.⁷

Challenger achieved full-scale operations on July 10, 1947, on all segments of Route 74, with service to Billings, Montana.⁸

Snyder in an interview, stated that the company had financial problems soon after inauguration of service, due to inadequate mail pay, and Claude Neon Inc., not providing the agreed on monthly budgeted cash. "we had set up a budget of \$25 or \$30,000 a month, and two months later they'd send \$10,000"... "they had all their funds locked up"...⁹ "they were involved in a SEC, or a civil action which absolutely precluded them from meeting the budget that we had given them, and we had agreed on." In answer to the question, how were we making it at that time, in '47?

¹ Bill of Sale, Federal Aviation Administration, Oklahoma City, OK. Aircraft Records. NC 55376, SN. 19542

² George W. Snyder Jr. interview, August 24, 1978, by Ed Gerhardt, Frontier Airlines Collection. Denver Public Library-Western History Dept.

³ Wyoming, Secretary of State, Corporations. Recorded, 7th February, 1947.

⁴ *Civil Aeronautics Board Reports*, Volume 8, Economic Decisions (April to December 1947) Docket No. 2897, Order Serial No. E-397 p. 948.

⁵ *The Salt Lake City Tribune*, May 3, 1947, pg. 14, col. 3.

⁶ *The Deseret News*, Salt Lake City, Utah, May 3, 1947, pg. 9, col. 1-4.

⁷ Captain Floyd H. Rine, Chief Pilot, interview, August 24, 1978, by Ed Gerhardt. Frontier Airlines Collection. Denver Public Library-Western History Department.

⁸ Challenger Airlines Co. Stock Prospectus. September 3, 1947, pg. 9.

⁹ *The Wall Street Journal*, March 3, 1958, pg. 10. "A judgment for \$3,256,639 was entered against Lowell M. Birrell in favor of Claude Neon Inc. Mr. Birrell is a former officer of that company. The action arose in 1947 out of a stockholders' suit, charging Mr. Birrell and other officers and directors of the company with fraudulent manipulation of stocks..." (Note: Lowell M. Birrell was also on the Board of Directors of Challenger)

¹⁰ *The Wall Street Journal*, March 5, 1958, pg. 6. "Supreme Court Rejects Motion to Kill Warrant For Arrest of Birrell. Mr. Birrell is now in Cuba. Mr. Birrell is also the subject of an IRS tax lien: he was once president of (Claude Neon Inc.), he had been accused of fraudulent manipulation of stocks."

Snyder replied; "...one of the principal ways was a lot of money that I had put in it... and I met a few payrolls and things of that kind, [personally]... it was in excess of \$50,000... and I just lost it.... so we started seeking other sources of Capital..."¹

Challenger reported the operations of the Company in a Stock Offering Prospectus, September 3, 1947, pg. 9. "...the Company route, designated as No. 74, connects the terminal points of Salt Lake City, Utah; Denver, Colorado; and Billings, Montana, via the intermediate points of Evanston*, Kemmerer, Rock Springs, Lander-Riverton, Thermopolis*, Worland, Greybull, Cody-Powell-Lovell, Rawlins, Laramie, and Cheyenne, Wyoming; Ft. Collins and Greeley, Colorado. (*Service indefinitely suspended due to airport conditions.) At the present time, the Company operates an airline system over approximately 3,226 route miles (airport to airport) and serves directly 16 cities in the states of Utah, Colorado, Wyoming, and Montana. ...Scheduled flights as of the date of this Prospectus totaled 6,452 airplane miles daily. ... the number of Company employees is about 155..."²

A REPORT TO STOCKHOLDERS (March 7, 1949), referred to the year 1947, as, "... During this period the company operated under a severe financial handicap due to under-capitalization and inadequate rates of air mail compensation..."³

On August 13, 1947, the company filed a petition to amend the original CAB Order (E-560), so as to increase the temporary compensation to be paid to Challenger for transportation of mail (35 cents per airplane mile on a direct airport-to-airport basis). The CAB on October 20, 1947, found that: 1. A temporary rate of 35 cents per airplane mile is substantially less than Challenger's reported need.... 2. On the basis of reported results, the temporary rate of 35 cents per airplane mile is inadequate to prevent the exhaustion of Challenger's working capital..... The CAB ordered new temporary rates of: 60 cents per airplane mile, May 3, 1947, to October 31, 1947, (Retroactive); 55 cents ... November 1, 1947 to January 31, 1948; 50 cents... February 1, 1948 to April 30, 1948; (and additional date-date, cents per mile rates)⁴

THE POWELL TRIBUNE, [Wyoming] Thursday, May 29, 1947, reported; **Challenger Secures Advisory Experts.** Challenger Airlines company has retained Donald A. Duff and associates of Denver to serve as consultants to the recently certificated airline for its operations in 19 communities of four western states, George W. Snyder Jr., president and general manager, announced this week. Mr. Duff, prominently identified with air transportation since 1932, will serve Challenger as an advisor on organization, sales and traffic. He formerly was associated with the Pennsylvania-Central Airlines, its predecessor companies, and with Northwest Airlines, where he was traffic and sales manager. He came west in 1943 as executive assistant to the president of Continental Airlines.^{5 6}

¹ George W. Snyder Jr., interview June 16, 1980, by Ed Gerhardt. Frontier Airlines Collection. Denver Public Library-Western History Dept.

² Frontier Airlines Collection. Denver Public Library-Western History Department.

³ Ibid.

⁴ *Civil Aeronautics Board Reports*. Volume 8, Economic Decisions (April to December 1947) pp. 948-952.

⁵ *Maverick: The story of Robert Six and Continental Airlines*, by Robert J. Serling, pp. 73,75.

Donald A. Duff joined Continental in July 1943 as assistant to Terrell C. Drinkwater, who was executive vice-president and general manager of Continental during the World War II service of president Robert Six, and then as assistant to Robert Six.

⁶ *American Aviation*. February 15, 1948, pg. 16. Donald A. Duff held executive positions in Pennsylvania Central (Capital Airlines) for ten years, and for Northeast Airlines for three years.

In an interview George W. Snyder Jr., stated that "he had brought in Don Duff on matters of traffic and public relations." Snyder also stated that, "Don [Duff] was very helpful to me in certain areas, but ... I woke up one day with all of my files rifled... and he went to [Claude] Neon [Inc.], and presented the story of how he could do this job..."¹

On February 12, 1948, *The Salt Lake Tribune*, and *The Deseret News*, Salt Lake City, Utah, reported; Donald A. Duff, has been elected chairman of the board of directors, and managing director of Challenger Airlines Co., by the majority stockholders of the company. Mr. Duff was hired as a consultant in May 1947 on matters of Traffic, and Public Relations. He was previously an executive assistant to the president of Continental Airlines, and held management positions at Capital Airlines.

On March 3, 1948, *The Wyoming State Tribune*, Cheyenne, Wyoming, reported; "At a meeting of Challenger directors in Laramie [Wyoming] yesterday, Duff was chosen president and managing director to succeed George W. Snyder Jr., of Salt Lake City, who resigned Feb. 29. ...Challenger Airlines Co., and Monarch Airlines Inc., have announced the consolidation of their traffic and sales divisions. ...Announcement of the merger was made last night by Donald A. Duff, newly elected president and managing director of Challenger, and Ray M. Wilson, executive vice president of Monarch.² Gerald S. Kitchen, general traffic and sales manager of Monarch, will supervise the combined divisions."

A REPORT TO THE STOCKHOLDERS (March 7, 1949), stated; "In March of 1948 ... because of the discontinuance in advancement of funds for working capital purposes by the majority stockholder [Claude Neon Inc.] the new management of the Company found it necessary to apply to the CAB for a substantial increase in the rate of air mail compensation."³

The Salt Lake Tribune, March 28, 1948, reported; **CAB Approves Challenger Mail Pay Hike.** Increased air mail pay totaling \$363,000 has been granted to Challenger Airlines Co. in a decision by the Civil Aeronautics Board,⁴ Donald A. Duff Challenger president, said Saturday. ... The \$363,000 increased pay, of which \$81,000 is retroactive to the start of Challenger's operations on May 3, 1947, extends over that period to March, 1949, Mr. Duff said. ...

The Rocky Mountain News,⁵ and *The Denver Post*,⁶ April 11, 1948, reported; Challenger moving to Denver April 15. According to the *News*; "Transfer of the maintenance and overhaul departments of Challenger Airlines Co. from Salt Lake City to Denver will be made April 15, Donald A. Duff, Challenger president, announced yesterday. The two departments will be consolidated with similar departments of Monarch Airlines. The move, Mr. Duff said, follows recommendations of the Congressional Aviation Policy Board that consolidation in the interest of saving operating expenses, be exercised whenever possible. The consolidation will affect approximately 40 employees, some

¹ George W. Snyder Jr. interview June 16, 1980, by Ed Gerhardt. Frontier Airlines Collection. Denver Public Library-Western History Dept.

² *The Denver Post*. March 3, 1948, pg. 25, col. 7.

³ Frontier Airlines Collection. Denver Public Library-Western History Collection.

⁴ *Civil Aeronautics Board Reports*. Volume 9, Economic Decisions (Jan-Dec 1948) Docket No. 2897, pp. 919,920.

⁵ *The Rocky Mountain News*. April 11, 1948, pg. 42, col's 4,5.

⁶ *The Denver Post*. April 11, 1948, pg. 3A, col's 7,8.

of whom may be absorbed into Monarch's organization. Challenger will continue to maintain its operation headquarters in Salt Lake City, although the executive and accounting offices will be moved to Denver."

The Salt Lake Tribune, April 19, 1948, reported; **Air Lines Open Joint Sales Office Today.** Challenger Airlines Co. and Monarch Airlines Inc., will open a joint traffic and sales office Monday, in the Hotel Utah-lobby, Donald A. Duff, Challenger president, announced Sunday.

A REPORT TO THE STOCKHOLDERS, (March 7, 1949), stated; "In July [1], 1948, Flight Agents [Stewards] were replaced by Stewardesses, which has proved to be a highly successful move." ¹

The Salt Lake Tribune, Sunday, October 17, 1948, reported; **Challenger Notes \$29,481 Profit Made In Quarter.** A profit of \$29,481.24, has been reported by Challenger Airlines for the quarter ending August 31. In announcing the figure, Donald A. Duff, president, said it was based on preliminary unaudited figures...

On November 10, 1948, the CAB, issued an order; "that an amended temporary certificate of public convenience and necessity be issued to Challenger Airlines company for route No. 74, and that such certificate shall continue in effect up to and including March 30, 1950," ²

The Rocky Mountain News, Denver, Colorado, February 11, 1949, reported; Snow-locked Rawlins, Wyo., cut off completely from the outside world except by air, was the focal point for emergency relief activities yesterday as weary Wyomingites continued their six-week battle, against the weather. Rawlins was pounded by a 70 mile-an-hour ground blizzard that piled new snow on old drifts-some 20 and 30 feet high. United and Challenger Airlines on three flights, transported 5000 pounds of meat and 1740 pounds of bread into the town.... some 650 persons on three snow-bogged trains were still in town. ³ ...

The *SUNLINER NEWS* ⁴, December, 1961, in an article for the fifteenth anniversary of Frontier Airlines, "**Fifteen years of Aviation Progress Airlink the West.** ... The real opportunity to prove its value [Challenger] to the people of Wyoming came with the paralyzing blizzard in the month of February, 1949. Intrepid Challenger pilots flew thousands of passengers who had been immobilized by roof-high snow drifts which blocked highways and railroads over much of the state. Tons of fresh meat, bread, produce and Red Cross supplies filled practically every scheduled and shuttle flight to its gross weight capacity as Challenger's "Sunliners" roared off snow swept airports across Wyoming.

¹ Frontier Airlines Collection. Denver Public Library-Western History Department.

Challenger Airlines Co. First Stewardess Class; Chief Stewardess, Libby Decker, (On loan from United Airlines), Elsie Bastar, Sylvia Diedricks, Mary Lou Jones, A.J. "Kitty" Knot, Pat Larson, Vicky Marason, B.J. Schuler, Carol Specht, Mary Warhover, Isabell Wilson, Alice Wright.

² *Civil Aeronautics Board Reports*. Volume 9, Economic Decisions (Jan-Dec 1948) Docket No, 3369, pp. 675-678.

³ *The Rocky Mountain News*. February 11, 1949, pg. 9, col's 1-5.

⁴ *Sunliner News*. Published by Frontier Airlines.

Frontier Airlines Collection, Denver Public Library-Western History Department.

Frontier Airlines Collection, Colorado State Historical Society. Books and Manuscripts Department.

February 3, 1949. Service inaugurated to Casper, Wyoming.¹

The Salt Lake Tribune, February 27, 1949, reported; **Airline Given Back Mail Transit Pay.** Challenger Air Lines Co. will receive \$175,000 in retroactive mail pay, according to a recent Civil Aeronautics Board decision. John D. Lindsay, district traffic manager, Saturday was informed by Donald A. Duff, airline president, that a 70 cent airplane mile rate has been granted retroactive to the start of the company's operations in May, 1947.²

July 1, 1949. Service inaugurated to Vernal, Utah.³

The Wyoming Eagle, Cheyenne, Wyoming, Friday, September 9, 1949, pg. 1, reported; **AIRLINE THREATENS TO END WYOMING SERVICE**
President of Challenger says not enough traffic "Use it or lose it." were the words of Donald A. Duff, president of Challenger Airlines yesterday, when he informed Mayor Ben Nelson that Cheyenne and Wyoming stand a very good chance of losing the services of that company in the near future. The Challenger service to Cheyenne, the Big Horn Basin, and other Wyoming points, will be discontinued, Duff said, if it is not demonstrated that continuation of the service is required in the public interest to a sufficient degree to justify the cost burden on the government.^{4 5 6} Challenger has been providing service to Cheyenne under a temporary certificate of public convenience and necessity which was issued for a three year period in May 1947. The certificate is due to expire March 31, 1950, Duff said.⁷

The Rock Springs Daily Rocket, Rock Springs, WY., September 15, 1949, reported; **Challenger will Receive \$123,000 in Air Mail Pay.** A permanent mail rate order issued Wednesday by the Civil Aeronautics Board in Washington, D.C., will give Challenger Airlines \$123,000 in retroactive air mail compensation. Donald A. Duff, president of the airline, announced yesterday.⁸...

¹ *Civil Aeronautics Board Reports*. Volume 10, Economic Decisions (Jan-Nov 1949) Docket No's 3183, 3198, pp.13-23. January 14, 1949. Ordered the amendment of the temporary certificate for route No. 74 of Challenger Airlines Co. to authorize service to Casper, Wyo., and Vernal, Utah....

The Tribune-Herald. Casper, Wyoming, February 3, 1949.

² *Civil Aeronautics Board Reports*..Volume 10, Docket No. 2897, Order Serial No. E-2477, February 21, 1949, pp. 944-946.

³ *The Vernal Express*. Vernal, Utah. July 1, 1949.

⁴ *Civil Aeronautics Board Reports*.. Volume 6, Economic Decisions (July 1944 to May 1946) Investigation of Local, Feeder, and Pick-up Air Service. Docket No. 857. Decided July 11, 1944. pg. 5. ...we shall give careful consideration to the prospective cost of the service to the government, and to the share of the carrier's total revenues which it would appear likely that the government will have to provide to permit continued operation... and in each case we shall reckon with the necessity of keeping the total government outlay on this type of service within reasonable bounds...and will permit of the subsequent giving of permanent status only to such services as have shown during the life of a temporary certificate that they are capable of operation without undue cost to the government...

⁵ *Ibid*. Volume 6. Economic Decisions (July 1944 to May 1946) Docket No. 152 et al. Service in the Rocky Mountain States Area. Decided March 28, 1946. pp. 730,731. GUIDING PRINCIPLES, ... We cannot emphasize too strongly therefore that carriers authorized to operate such services will be expected to be on a constant search for methods of achieving economies in operation. The issuance of temporary certificates will give a measure of assurance that efforts in this direction will be made, and provide a safeguard against a static or a progressively increasing dependence on the Government, and also will permit the granting of permanent status only to such services as have been shown capable of operation without undue cost to the Government.

⁶ *The Local Service Airline Experiment*, by George C. Eads. Studies in the Regulation of Economic Activity, pp.88,89. Subsidy for Feeder Carriers.

⁷ See also; *The Vernal Express*. September 14, 1949. *The Kemmerer Gazette*. September 14, 1949, pg. 1.

The Riverton Review. September 14, 1949, pg.1. *The Rawlins Daily Times*. September 14, 1949.

The Laramie Republican-Boomerang. September 14, 1949. *The Laramie Daily Bulletin*. September 14, 1949.

⁸ *Civil Aeronautics Board Reports*. Volume 10, Economic Decisions (Jan-Nov 1949) Docket No. 2897. Adopted Sep 8, 1949. pp. 809-828.

September 30, 1949. Harold S. Darr, the controlling stockholder of Monarch Air Lines Inc., filed an application with the CAB requesting approval of the proposed acquisition of controlling stock interest in Challenger Airlines Co., pursuant to an agreement of stock from Claude Neon Inc., majority stockholder of Challenger, and the merger or consolidation of the two air carriers.¹

Cervi's Rocky Mountain Journal, Denver, Colorado, Nov. 23, 1949, pg. 7, col. 1, reported;

Don Duff's On-the-line Policy Pays Off

The announcement last week that Challenger Airlines' business for the first half of November was double that of a year ago showed that Challenger President Don Duff's unorthodox promotional ideas were paying off. Last September Duff horrified his advertising agency (the Arthur Rippey Co.), and presumably violated every known tenet of good public relations, by bluntly telling Wyoming cities on Challenger's route that they had better whomp up airline business or lose the airline's services entirely. ... In the meantime, Challenger more than held up its end. Not only did the service itself, improve, but Duff went all out to help the local boys with promotional brochures, credit cards, special get-acquainted rates and group rates.

A report to the stockholders, dated November 23, 1949, states; "... all bank loans have been liquidated, including long term debt on aircraft...", and records for the "Nine Months ending September 30, 1949, a net income of \$28,585.96."²

The Deseret News, Salt Lake City, Utah, December 17, 1949, pg. 4b, reported;
Burning the Mortgage (Article and photo). Photo shows Challenger Airlines Chief Stewardess Irene Replogle, burning the company mortgage. ...R.C. Wilson, executive vice president of the First Security Bank of Utah, Salt Lake City, and Donald A. Duff, president of Challenger Airlines, are interested spectators. The First Security Bank financed the original purchase of the DC-3 aircraft used by the airline...

December 16, 1949. The Civil Aeronautics Board approves acquisition by H.S. Darr of 224,000 shares of common stock from Claude Neon Inc.,³ the majority stockholder of Challenger Airlines Company, and merger of consolidation of Challenger Airlines Company and Monarch Airlines Inc., subject to certain conditions.⁴

May 15, 1950. The CAB approved the consolidation-merger of Monarch Airlines Inc., Challenger Airlines Company, and Arizona Airways, to form **Frontier Airlines**.⁵

On June 1, 1950, **Frontier Airlines** inaugurated service over the combined routes of the three merged Airlines.⁶

¹ *Civil Aeronautics Board Reports*. Volume 11, Economic Decisions (Dec 1949-Aug 1950) Docket No. 4129, pg. 38.

² Frontier Airlines Collection. Denver Public Library-Western History Department.

³ *Moody's Manual of Investments*. 1950, pg. 2970, Claude Neon Inc., col 3.
In Dec., 1949, company sold its 224,000-share controlling interest in Challenger Airlines Co. a subsidiary, for \$227,000 to H.S. Darr, president and chief stockholder of Monarch Airlines Inc.,

⁴ *Civil Aeronautics Board Reports*. Volume 11, Economic Decisions (Dec 1949-Aug 1950) pp. 33-38.
MONARCH-CHALLENGER MERGER CASE. Docket No. 4129, Order Serial No. E-3721.

⁵ *Ibid.* Volume 11, Economic Decisions (Dec 1949-Aug 1950) pp. 1096-1101.

⁶ *The Denver Post*. June 1, 1950, pg. 1, col's 7,8.

TO ALL CENTRAL VETERANS:

Airliners magazine will publish a CN follow-up article that I recently wrote for my "Reaching Back" column. The Nov/Dec issue will be available in late October.

The story will feature happenings of Harry Logsdon, Emmett Spinks, Gordon Bourland, Leonard Pratt, Stephanie Knowles, N91003, and the two "Watusis".

Airliners magazine is always available at Barnes & Noble Books and Borders books, as well as large newsstands.

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