



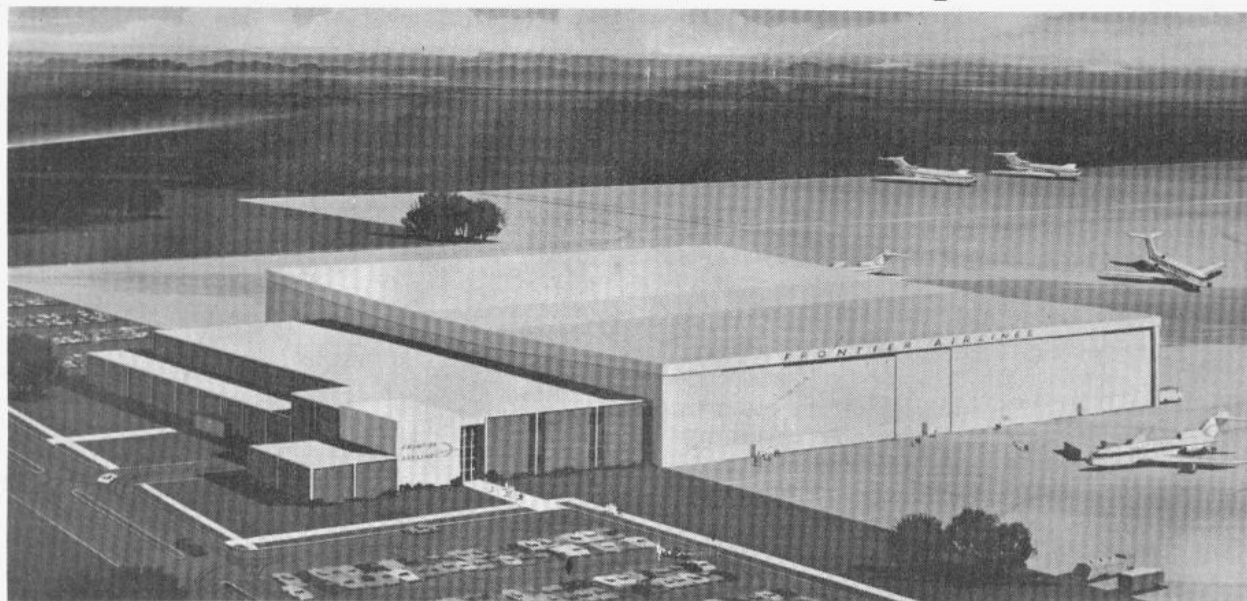
FRONTIER NEWS

VOL. 15 — NOS. 1 AND 2

Published by Frontier Airlines

JANUARY - FEBRUARY, 1966

\$8 Million Operations Complex Okayed For Frontier



PROPOSED FOR FRONTIER AIRLINES is this artist's conception of a new \$8 million operating base to be built at Stapleton International Airport. The facility to be built on the north side of the airport facing Smith Road. It will employ approximately 750 persons and serve as the principal operating base for the company.

A new eight million dollar hanger, maintenance, training, and reservation facility will be built for Frontier Airlines at Stapleton International Airport in Denver. Frontier's facility will include a six bay hanger suitable for Boeing 727 tri-jet aircraft, an engine overhaul shop, miscellaneous maintenance areas, flight crew and ground maintenance training facilities, dispatch, reservations and computer center.

This expansion of Frontier's facilities in Denver would be coincident with Frontier's acquiring 103-passenger Boeing 727 tri-jets. It would be financed under the revenue bond program approved by Denver voters in August, 1965. Provision would also include the additional construction of a general office building and subsequent expansion of two additional jet aircraft bays in the operational building.

The engineering firm of Burns-McDonnell of Kansas City, Missouri, has been retained by Frontier. The firm, in agreement and conjunction with the City of Denver, will supply complete architectural, engineering and consulting services, plus supervising the construction of the new facilities.

Revolutionary Standby Fares Set Pace For Airline Industry

Public response to Frontier Airlines 50% Standby Fare has been most heartening in the first few days during which the fare has been in effect. A good volume of passenger traffic has moved between Denver-Kansas City, Denver-Salt Lake City, Denver-Rapid City, Great Falls, Billings, and between Albuquerque-Phoenix/Tucson. Telephone inquiries have been running into the hundreds. The fare became effective January 24 and makes available a 50% reduction on air travel between 20 city pairs throughout Frontier's system.

The 50% Standby Fare, like other reduced fares, the Youth Fare, liberalized Family Plan Fare, Government transportation request travel, and the \$100 Vacationland Fare, have all been traffic generators of new passengers to air travel. They have set the pace in the airline industry, with other airlines now following Frontier's lead.

Despite vigorous objections by four of the nation's airlines and 46 member carriers of National Trailways Bus System, Frontier was given a 90-day experimental period to prove to the Civil Aeronautics Board that an untapped air travel potential among the general public would respond to the bargain air fare and, at the same time, fill empty seats.

The special fares are comparable in price to bus fares and between five city pairs are actually lower than prices currently

(Continued on Page 6)

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

Dennis Casadoro sent a packet of CN info that has been added to the CN packet which now has 75 pages. See the back page for details.

Don Miller sent newsletters as did Herb Schmidt which included some Arrow-Jet News and Sunliner Times. Thanks very much for these great sources of FL history. I'll be glad to make copies and return originals to owners - just check with me to see if I have a copy yet.

You probably read about the Southwest Airlines 737 that slid off the end of the runway at Midway Airport last December. The jet came to rest about 150 feet from ALEA headquarters. The building was completed in 1967 and was sold in 2000, two years before ALEA went out of business at the end of 2002. The union had lost all their members to mergers and bankruptcies.

Ken Schultz graced our pages in the Fall 2005 issue with a history of Frontier's predecessor Challenger Airlines. In this issue, starting on page 17, Ken gives us a history of Arizona Airways. Ken has been invaluable in many ways to the newsletter and his help is greatly appreciated.

Reporting the deaths of our FLfriends keeps my mortality on my mind. We all must fly west someday. Is there anyone who would care to take over the NEWS and the FL websites when I take that last flight? I would like very much to see them continued for the sake of the FLfamily. I'm not suggesting I expect to go soon but one never knows. I'm 63 and have the usual assortment of ailments. My dad, who is 86, assures me it will not get any better and says getting old ain't for sissies! Contact me if you're interested.



TIMETABLE



This is the information we currently have. Coordinators of FL events, please let us know the details so we can post it. More info <http://FAL-1.tripod.com>

BILLINGS

Saturday, July 29, 2006, 2pm-10pm, Tryan's Lazy DF Guest Ranch, \$22 each.

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

COLORADO SPRINGS

Was Jan. 7, 2006, 7 pm at Deanna's house

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

DALLAS-FT WORTH REUNION

Friday, October 28, 2006, 6 pm at Los Vaqueros Restaurant, 2629 North Main St., Ft. Worth, TX. Mexican Buffet \$12.50, includes tax, gratuity, coffee and tea.

Contact: Jim Ford, 817-268-3954, JEFord15@comcast.net

DENVER GOLF TOURNAMENT

Thu-Fri, June 22-23, 2006 at 10am, Park Hill Golf Course, 4141 E. 35th Ave., Denver CO (just east of Colorado Blvd. on 35th ave.).

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

THE PARTY BEFORE THE DENVER PICNIC

Fri, June 23, 2006 at Diane Hall's Club House, 6pm. BYOB. In Denver at 10391

Little Turtle which is off E. Evans Ave. The party will go on as scheduled, in memory of Diane Hall. Contact is Ace Avakian, AceAvak@aol.com

DENVER REUNION PICNIC

Sat., June 24, 2006, Park Hill Golf Club, 10:30am-5pm. Contact: Carolyn Boller, 1293 Revere St., Aurora, CO 80011, 303-364-3624, CKBoller@aol.com

KANSAS CITY FLIGHT CREWS REUNION-LAYOVER

Fri-Sun, October 6, 7 and 8, 2006 at the Kansas City Airport Marriott. Watch the website <http://www.KansasCityCrewBase.com> for details. Contact Lisa Sachetta at lsachetta@yahoo.com or JoDelle Burwell at jodelleburwell@comcast.net or Phil Stallings at redrydertexas@sbcglobal.net

FRONTIER AIRLINES RETIRED PILOTS

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

DFW: Luncheon, every odd month, 3rd Monday, noon @ Ernies, 8206 Bedford-Euless 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, tntmillword@aol.com

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

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

FAYETTEVILLE-FT.SMITH MEMORIAL PIGNIC

Saturday, August 19, 2006, 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

FRONTIER BASH

Fri-Sat, September 15-16, 2006. The Bash is back after some talk of dropping it.

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

KANSAS CITY REUNION

Saturday, September TBA, 2006 - 12 noon - 3pm at Barry Platte Park

No definite date this year yet. Contacts: Rose Dragen, mdragen@juno.com
816/741-1995, Reva Burke, RevaBurke@aol.com

PHOENIX REUNION

Sunday, November 5, 2006, 11:00 AM, Desert Breeze Park in Chandler.

Contacts: Cyndy Camomile, 480-831-1660, cynhoff55@qwest.net or
Ginger Treptow, 480-813-4595, peaches85233@qwest.net

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 or
Paul Farris, 479-770-6655, paulamos@yahoo.com

ST. LOUIS

TBA: The 2001 meeting to hold the event every 5 years. No news at press time.

TUCSON GOLF TOURNAMENT

Sat-Sun, Apr 29-30, 2006, In Green Valley, AZ

Coordinator is Ron Butler, 520-762-5084, RButler24@worldnet.att.net

REUNIONS

The reunion season will get kicked off with the TUS golf Tourney which takes place later this month on April 29-30. This is a big year since it marks the 20th year since FL's demise.

The following week SLC joins in with their reunion on June 17. This event got started last year and was a huge success.

Next up is the biggest of them all - the DEN golf tournament and the Reunion taking place June 22-24. Sadly missing this year will be Diane Hall's "night before the reunion" party. Maybe someone will pickup up the slack and host a memorial party for Diane the night before the reunion.

July 29 is the date BIL is having their gathering. It sounds like it will be a terrific reunion.

Later in the year reunions are scheduled for FYV/FSM, MCI, PHX, DFW and others. If you are coordinating an event, please let us know so we can get the word out in the newsletter and on the FL website at <http://FAL-1.tripod.com>.

SLC GET-TOGETHER

Sat, 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.

-Marlene Jensen Francis: MARSJF@aol.com, 801-302-1098, Stan Covington: stanorpris@cs.com, 801-808-4264, Don Anderton: 801-968-3225, DAnderton@qwest.net or Paul Farris: 479-770-6655, paulamos@yahoo.com

DENFL GOLF TOURNAMENT

Thu-Fri, June 22-23, 2006 at 10:00 A.M. Park Hill Golf Course 4141 E. 35th Ave. (just east of Colorado Blvd. on 35th ave.) Denver, Colorado COST: \$50.00 each. Includes Green Fee, Cart, Range Balls, Contest Holes and Prizes. Deadline: June 9th - REGISTER EARLY

-Bob Reisig, 8211 E. 128th Pl., Brighton, CO 80602 303-920-2060 email: jobob@bojos.net for more info

DEN REUNION PICNIC

Sat., June 24, 2006, 10:30am-5pm. Park Hill Golf Club, 4141 E. 35th Ave. (just east of Colorado Blvd. on 35th ave.) Denver, Colorado. See ad on page 8.

-Carolyn Boller, 1293 Revere St., Aurora, CO 80011, 303-364-3624, CKBoller@aol.com

BIL 20 YEAR REUNION

Sat, July 29, 2006, Time: 2:00 p.m. to 10:00 p.m. Place: Tryan's Lazy DT Guest Ranch. Cost: \$22 per person (Catered pitchfork fondue dinner with lemonade, iced tea, water and coffee. Beer will be provided by reunion committee member Hardy Hanson). BYOB if you want anything else)

It's been 20 years - let's make this our best reunion yet! Please attend, bring your memorabilia and renew old acquaintances. If you need a ride from the airport or your home in Billings, call Bob Voight at 259-6631. Send email to let me know if you are going to make it, as well as your latest information (address, etc.) Checks can be mailed to: Dee Martenson, FAL Reunion, 832 Kale Dr., Billings, MT 59105

-Dee & Al Martenson adsanta@bresnan.net, Bob Voight voightr@aol.com, Darlene Spieler and Hardy Hanson

20 YEARS AFTER!

FRONTIER BASH IS BACK SEPTEMBER 15th & 16th, 2006 36 HOLES - TEAM GAME - SKINS COME EARLY AND PLAY A FEW PRACTICE HOLES GOOD RV PARKS CLOSE BY. GOOD HOTEL RATES

Rusty at rustylgolf@cs.com

903-852-3970

Austin at shenry45@yahoo.com

Please send us address or e-mail changes.

FYV-FSM MEMORIAL PIGNIC

Sat, August 19, 2006, 11am-5pm, Burford Pavillion near the FSM airport. Meat and drink furnished. Bring a potluck dish, FL memorabilia and a donation for the FL newsletter.

-Phil Green, 2101 Packard Pl., Ft. Smith, AR 72901, 479-783-2981, SusiGreen0609@aol.com or Jake Lamkins, 365 Wallin Mountain Road, West Fork, AR 72774, 479-839-8556, Ex-FAL@Yahoo.com

MCI FLIGHT CREW LAYOVER

The Third Annual "MCI Return to FSM Layover & Reunion" is tentitively set for October 6, 7 and 8, 2006, Fri-Sun, at the Kansas City Airport Marriott. Watch the website www.KansasCityCrewBase.com for details

-Lisa Sachetta at lsachetta@yahoo.com, JoDelle Burwell at jodelleburwell@comcast.net or Phil Stallings at redryder-texas@sbcglobal.net

PHX PICNIC

Sun, November 5, 2006, 11:00 AM, Desert Breeze Park in Chandler. Over 100 FLolks turned out for the 2005 event and it was a great success.

-Cyndy Camomile, 1089 N Willow St., Chandler, Arizona 85226, 480-831-1660, cynhoff55@qwest.net or Ginger Trep-tow, 1686 W. Harvard Ave., Gilbert, Arizona 85233, 480-813-4595, Peaches85233@qwest.net

MCI REUNION

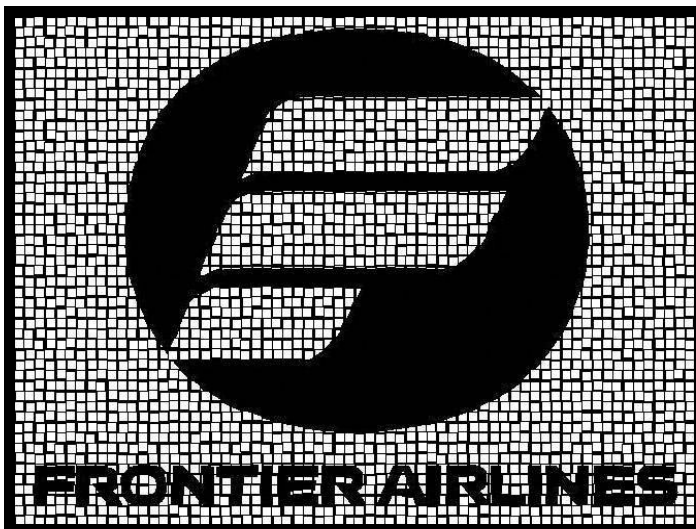
Sat., September TBA, 2006, 11AM - 3PM. Place: Barry Platte Park, Kansas City, MO. From Hwy 152 & N. Platte Purchase Dr., Go South to Barry Rd. (about .6 mi.). Turn right (west) on Barry Rd & go ONLY about 250 ft. to the next immediate Right Turn: Old Stage Coach Rd. Go North on Old Stage Coach for about .2 mi. & look for the Park on the Left (west) side of the road.

Bring your own beverages and "finger-food snacks" (optional), lawn chairs

A \$1.00 donation to help meet expenses, too, please, and any Memorabilia you would like to show.

We don't have a date yet...it is usually in September...to try to get cooler weather, and the same park, near Metro North....more when available. - Rose (3/26/06)

-Rose Dragen, mdragen@juno.com, 816-741-1995 or Reva Burke revaburke@aol.com.



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 WINTER 2006 ISSUE

C Whitcomb Alden, board of directors, 4/7/98, age 82
Bob Anderson, CYS station manager, 12/3/65, age 42, heart attack
Arlee Bethel, DEN manager-overhaul shop, 3/7/06, age 73
Jim Butler, TUS PHX manager, 3/19/06, age 85
Mary Dazevedo Casey, 3/27/05, age 55, cancer
Carol Davenport, DEN accounting clerk, 12/21/05, age 64, heart attack
Ken Dedrick, DEN, 3/23/06, age 77
Hoadley Dean, RAP board of directors, 12/27/89, age 71
Elaine Cornelio Guinn, need info, 1/20/06, age 75
Dan Gunn, DFW DEN pilot, 1/12/06, age 71, cancer
Diane Hall, DEN flight attendant, 3/9/06, age 63
Wes Hamilton, DEN board of directors, 11/12/94, age 83
Blaine Liles, DEN Director- Budget&Cost Analysis, 3/11/96, age 65
Jim McGhee, DEN pilot, 2/1/06, age 69, cancer
Bob Meisenbach, DEN director-base overhaul, 2/10/06, age 86
Jack Taggart, SLC BIL PHX pilot, 5/17/81, age 59
Joe Tesar, DEN pilot, 1/19/06, age 61, heart attack
Joe Umerski, DEN inspector, 3/21/06,
Pres Walker, GJT board of directors, 5/28/71, age 62
Jack Weiss, DEN Monarch steward & crew scheduler, 11/3/04, age 78
Bob Wood, CN Board Director, 7/1/93, age 82

THINKING THE UNTHINKABLE

I often hear of a FLriend passing away and nobody has a photo to put on the FL memorial webpage. If you would like to send me a photo for your webpage after you fly west, just email me a copy or mail the original which I can scan then return. Send some facts about your FL career such as date of birth and hire, positions & locations worked, what you've done since FL and anything else you want. -Jake

OLDEST GONE WEST

Someone recently asked me who the oldest FLOlks were who had "flown west." Here's the oldest 10 in my files. If you have more and/or corrections, please let me know.

Ken Stevenson, DEN Director-Maintenance

6/10/1909 - 9/16/2005

96 yrs, 3 mos, 6 days

Pappy Russell, DFW aircraft mechanic

7/7/1909 - 10/11/2005

96 yrs, 3 mos, 4 days

Chet Lubben, Manager of Sales

6/18/1908 - 6/17/2004

95 yrs, 11 mos, 29 days

Elsie Ballard, DEN clerk

3/4/1906 - 5/5/2000

94 yrs, 2 mos, 1 day

Pop Burnell, DEN machinist

10/20/1878 - 10/1/72

93 yrs, 11 mos, 12 days

Tollie Glaves, Supt of Air Mail

12/18/1893 - 2/20/1987

93 yrs, 2 mos, 2 days

John Shaffer, DFW aircraft mechanic

4/8/1912 - 7/27/2004

92 yrs, 3 mos, 19 days

Floyd Ririe, pilot

12/4/1906 - 3/4/1999

92 yrs, 3 mos

Mac McManis, DEN aircraft mechanic

7/2/1912 - 6/24/2003

91 yrs, 11 mos, 8 days

Leonard Stuart, DEN lead inspector

2/9/1909 - 4/15/2000

91 yrs, 2 mos, 6 days

ON REFLECTION: A PERFECT DAY

Parking brake on, beacon light off,
Checklists put away,
Chocks are set, jetway's in place-
The end of a perfect day.

The wind was stiff, but the sky was smooth,
The sun warm on my skin.
I could even smile about the landing
As we slowly taxied in.

"Speed's at your discretion,"
Cracked the controller's crispy voice,
"Let me know when you have the field in sight-"
"The runway is your choice."

That's when the wind subsided
And the glare of the sun went away.
There could be no further doubt
That things were going my way.

The lineup couldn't be better,
The VASI was red over white,
The visibility was just perfect-
It was almost a heavenly sight.

Easily gliding above the runway,
Just inches now to go -
I'll spare the bragging if you like,
Because I think that you already know.

Are you wondering when I figured it out?
When I knew that I was done?

They say that you should be able to tell
From the setting of the sun.

But it wasn't that way, as it often is,
As they would have you believe.
I didn't find out 'till I got up to go
And gave my flight case a final heave.

It was empty, you see, and so was the plane -I didn't even have a crew.
Though I had my doubts all through that day,
I think that's when I knew.

The terminal is empty as well -
Misty, damp, and gray.
Maybe that's when I really knew,
That this was the end of the day.

The concourse seems much longer, too,
Lonely, dark, and cold,
And I can't help hearing the old refrain -
Son, never, ever, grow old.

So I start to walk the final walk.
This time, my pace is slow.
There is no crew van waiting for me.
Now - I finally know.

And I wonder if I'll be remembered
When pilots speak in a hall.
Perhaps it is best, like most of the rest,
If I'm not remembered at all.

One question remains as I walk away,
As I steal my last glance at the sky -
Could my time here have been better spent
Had I not been able to fly?

The answer is beyond me,
The question comes too late.
Would I have done things differently
If I had known this would be my fate?

My years were filled with silver jets,
And sunsets at the end of the day,
Bad coffee, good pilots, and lonely nights,
Spent very far away.

Over white-capped seas and snow capped peaks,
My jet and I did roam,
Splendid days among thunder and light,
But days away from home.

Moonlit clouds and distant stars,
Became so familiar to me -
The people I met, the people I missed,
And the world that I did see.

Now here I stand, looking for the truth
In a life framed by wonder and grace,
While I know in my heart how few there
Who would not have taken my place.

So finally the answer comes -
It will be easier now to go.
I'll spare you the bragging if you like,
Because I think that you already know.

Look quickly now if you care to do,
And maybe you will see,
The fading of my shadow as I walk,
To eternity.
(TWA pilot Steve Parrella wrote this for a friend who died several years ago.)

HOADLEY DEAN

Born 18 Sep 1918 and Died 27 Dec 1989 at age 71 at 57701 (Rapid City, Pennington, SD). SSN issued in South Dakota.

-SSDI

Hoadley Dean was a member of the FL Board of Directors and part of the RAP group.

-Roger Greenlee, ChoicePropertiesWY@msn.com

(Hoadley Dean was elected to the SD state legislature in 1963 per the Feb 1963 FL NEWS and served two years. He was on the FL board of directors over twenty years until about 1985.)

JOE TESAR

On Jan 19, 2006 Joe suffered a heart attack while laying on the couch at home and died. His wife is not doing well and we have no other information at this time.

-Phil Stallings, redrydertexas@sbcglobal.net

(Joe started at FL as a pilot on 7/24/67 per the FL/ALPA seniority list dated 9/1/1985. He was 61 years old.)

ELAINE JACQUILANE GUINN

I just ran across this obit in the Reno paper. I didn't know Elaine but it says she worked for Frontier.

-Dee Martenson, adsanta@bresnan.net

Elaine Jacquilane Guinn passed away on January 20, 2006 at the home she shared with her husband, Gene Guinn. Elaine was born on December 12, 1930 to James and Irene Cornelio in Du Quion, Illinois. She grew up in Chicago and Denver, moving to California in 1956.

She worked for Frontier Airlines in Denver and was the assistant to the City Manager in Palo Alto, California when in 1963 she met and married the love of her life, Gene Guinn. Their son, Steve, was born the next year and after a stop in Truckee, California, they settled in Reno in 1982.

Elaine was a devoted and loving wife and mother who enjoyed reading, learning, travel, and sewing. She loved animals and spending time with her husband in their garden. Most of all, she enjoyed spending time with her family. She had a sharp, lively and inquisitive mind and a wonderful sense of humor.

She is survived by her loving husband, Gene Guinn of Reno, her son and daughter-in-law, Steve and Jennifer Guinn of Reno, her stepchildren, Ann Guinn of Seattle and David Guinn of Phoenix and her grandchildren, Abigail and Ryan Guinn of Reno.

She made everyone in her life feel like the most important person. Elaine will be dearly missed by all who knew her, but will live with us in our hearts forever.

-Reno Gazette Journal dated 1/25/06

(Does anyone remember Elaine and where she worked at FL?)

DAN GUNN

Dan A. Gunn, 71, passed away at his ranch in Energy Thursday, Jan. 12, 2006. Funeral: 2 p.m. Tuesday at St. Mary's Episcopal Church in Hamilton. Visitation: 4 to 8 p.m. Monday at Riley Funeral Home. Memorials: St. Mary's Episcopal Church in Hamilton.

Mr. Gunn was born Sept. 26, 1933, in Borger, the son of Charles Norwood Gunn. He graduated from Amarillo High School in early 1952 and graduated from Oklahoma State University in 1956. From there he served in the Air Force, obtaining his pilot experience. He retired from Frontier Airlines after 29 years. He was an avid cattle rancher and a member of the Texas

Cattleman's Association.

On April 4, 1970, he was united in marriage to Elaine Daniels Irby. She preceded him in death March 8, 2004. Survivors: Daughter, Jennifer Amanda Gunn of Lake George, Colo.; sons, Clay Irby of Midland, Randy Irby of Springtown, Terry Lee Irby of Fort Worth, Thomas Miles Irby of Energy and Kenneth Shertzer of Justin; mother, Martha Marchbanks Gunn; six grandchildren; sister, Amma Lynn Jones of Cleburne; brother-in-law, Jack Joe Daniels of Big Sur, Calif.

-Fort Worth Star-Telegram on 1/16/2006.

BOB ANDERSON

IN MEMORIAM

Well known and respected Robert L. Anderson, Sales/Service Manager at Cheyenne, Wyoming for Frontier Airlines died December 3, 1965.

Returning from a vacation trip with his family, Bob suffered a fatal heart attack in Denver.

Bob has been Sales/Service Manager of the Cheyenne station since 1951. He has long been looked up to by all who knew him for his admirable personal character, his thoroughness in managing a high level station and his ability to develop the full capabilities of his personnel.

In 1947 Bob joined the carrier as a station agent for Challenger Airlines, predecessor to Frontier, in Greeley, Colorado. He also worked at Billings, Vernal, Denver and Albuquerque stations. He first became a Sales Service Manager in 1949 at Vernal.

All of us with Frontier Airlines extend our deepest personal sympathies to Bob's wife Myrna, his son Ole and daughters, Kristi and Randi Lou.

-FL NEWS, Jan/Feb 1966

JACK WEISS

Hanford resident John C. "Jack" Weiss, 78, died Nov. 3. Jack was born on March 12, 1926 in Denver, Colo. He was retired from the United States Navy as an Aviation Ordnance man.

Jack's cremated remains will be scattered at sea outside of Morro Bay. Remembrances may be sent to the Jack Weiss Memorial Scholarship Fund, Hanford High School, 120 E. Grangeville Blvd., Hanford, CA 93230.

-The Hanford Sentinel dated November 10, 2004

I was hired in Aug. 1946, one of the original three stewards (with Monarch Airlines). I flew on the inaugural flight out of Denver with ticket holder #1, a young lady from Aurora. I flew for 3 years, got a messed up ear so I went to Ops as a crew scheduler.

I quit the airlines (1950) and went back in the Navy and retired from active duty in 1972. My days with MAL will always be remembered as some of the "best" I ever had. Great friendships emerged from these times.

I've only been back to Denver a few times. Met Glenn Gettman in Collins and John & Donna Myers met me at the airport. Did see Gordon Schaeffer and talked to Clair Almquist. Really have great memories of MAL.

I am now a young 75 and am enjoying my kids and grandchildren. I would really like to hear from anyone who might remember me.

-Jack Weiss, email dated 10/1/01

JIM MCGHEE

Thank you to all of you for all of your prayers, wishes, and concerns over the last several days. Monday, February 1, 2006 was the day that Jim McGhee has flown to his next destination. At about 1:35 this afternoon the jetway was pulled back, and within 15 very peaceful minutes he began his roll down the runway, pulled back on the stick, and took off into the sky for what was surely a very smooth flight into the heavens.

We will have the viewing on Saturday from 2:00 to 4:00 at the Horan McConaty Funeral home at Parker Rd. and Dartmouth Ave. in Aurora. The funeral will be on Monday at 11:00 at All Saints Lutheran Church, 15625 E. Illiff Ave., also in Aurora. It is a block east of Chambers Rd.

The burial will be at the Horn Cemetery in Bailey, CO., late in the afternoon. Thank you again to all of you for all of your thoughts and prayers.

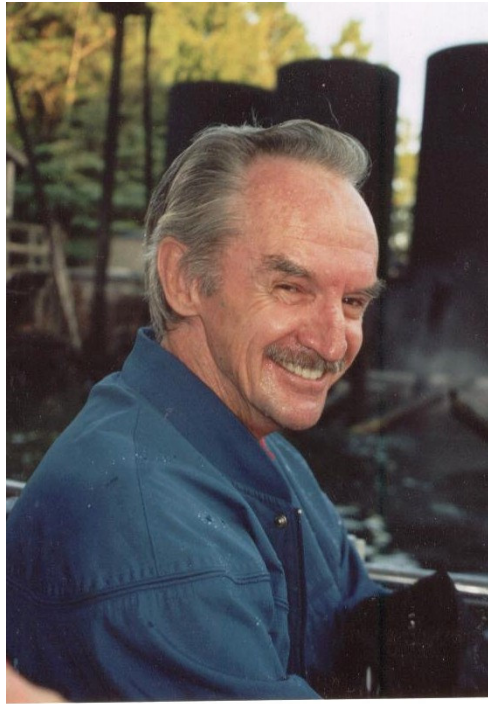
To all of you that were able to attend the service yesterday, thank you so much for being there. For those that were not there, thank you so much for all of your thoughts and prayers throughout all of this, we felt your presence.

I cannot begin to express how much it has meant to me and my family to receive so many e-mails and telephone calls over the last couple of weeks. I have tried to respond to many of you individually, but it has been overwhelming. I am not sure how personal a group thank you e-mail is, but please understand if I missed any of you.

Obviously Dad meant a lot to a lot of people, and I think what I have learned from this, and what we can all take from this, is that it is not that hard to open our hearts to those around us. He was always there to lend an ear or a shoulder to anyone in need, and it only took a couple of minutes to do so. A couple minutes after that, he had people feeling much better about themselves or their situations. We can do that as well with anyone around us, just as he did. So lets continue to make this celebration a learning experience that we can pass on to others.

-Tim McGhee, SPLBND4@aol.com

(Jim started at FL as a pilot 5/10/1963 and flew with CO after FL for a total of 38 years. He was 69 when he died of cancer. He wrote a poem about Frontier and it's last days. It very well expresses what most of us felt and continue to feel about OUR airline.)



ODE TO FRONTIER

One day soon, in late afternoon,
A silent bugle will blow,
A sound of Taps, a sound of doom,
And the Rockies will soon know.

For when it's heard, though it seems absurd,
FRONTIER will be laid to rest.
And the empty skies will not be heard,
For we have interred, the very best

It started small, but to us all,
It became as big as life,
And we fought for it, as you recall,
When it struggled in its strife.

We nurtured it, for it seemed fit,
For in it we did depend,
And now in tears, we cry a bit,
As we see an era end.

Together in stride, and side by side,
We flew the skies of the West.
With heads held high, in honest pride,
We were the very best.

Then they came, in hopes of fame,
And they drained this blood of ours.
They took the pride, and then the flame,
And left us with but scars.

But we're FRONTIER, and we could hear,
The voices from our past.
And with their strength, we conquered fear,
And fought it to the last.

MORE GONE WEST

With Rylands, O'Neils and other slick eels,
Our careers were bought and sold.
Caring less for how our family feels,
With their greed so hard and cold.

Scared of fate, and full of hate,
We fought their every turn.
It seemed that we became the bait,
How our minds and bodies squirmed.

There was no smile, for quite a while,
As we faced our futures grim.
We missed big Al, and his constant smile,
And we rued the loss of him.

No matter the cost, it all seemed lost,
And yet we couldn't die.
PEOPLES could never be our boss,
For we couldn't live their lie.

With pain we flew, both I and you,
With a shame we couldn't stand.
To treat our fares, with People's view,
Became the final stand.

Time was short, and yet we fought,
To maintain FRONTIER as great.
But that future, that we had sought,
Was placed in the hands of fate.

Then in July, came a sudden cry,
And our huddled masses hailed.
A real airline, had come to try,
To build where others failed.

Now we have a need, for them to succeed,
As a group of the very best.
And we must be part for their creed,
So they can achieve that quest.

And as it ends, and we part friends,
Show them how good you are.
Protect their future, defend their trends,
In your future there'll be a star.

Ya'll I'll miss, and sad is this,
For you have been so close and dear,
A hand I'll shake, a cheek I'll kiss,
For you are the real FRONTIER.

By Jim McGhee
Pilot, Frontier Air Lines



FRONTIER AIRLINES
a better way to fly

PRES WALKER

Pres was the publisher of the GJT Daily Sentinel newspaper in 1959 and was on the FL board of directors several years. The following article gives an insight into the type of people who built Frontier - from the board to the ramp, from the cockpit & cabin to dumping the lavatories, from the data entry folks to the mechanics fixing the aircraft, from the secretaries & clerks to the janitors - we ALL helped make Frontier what it was. We can ALL be proud.

(Ed. note: While soliciting comments on his article from the late Preston Walker's friends, the author received the following letter: "Thank you so much for the wonderful paper on my old friend, Pres. I knew him very well and went with him on several trips. In fact, he and I used to have contests as to who could row the boat the fastest and he usually won. It was thoughtful of you to do this and I sincerely appreciate it. Sincerely, Barry Goldwater)
(Barry's brother Robert was on FL's board at one time.)

The West, and our whitewater sport, lost another of its pioneer river men with the death last year (May 28, 1971) of Preston Walker, publisher of The Daily Sentinel of Grand Junction, Colorado. He died at the oars of his raft, and on his own river-the Dolores-in southwestern Colorado. He and three companions had put in early that morning at the head of the lower canyon, about ten miles below Gateway. They were in two ten-man rafts, and had planned a one-day trip down to the Colorado, mostly to observe nesting geese. Pres was setting up a wildlife sanctuary near his home outside Grand Junction. After a mile or so, Pres and his companion ran Beaver Creek rapids-it was fast cold water from the Spring runoff-and while rowing his raft through the slack water below, Pres collapsed. Efforts at resuscitation failed.

Pres was widely known and respected in publishing, business, and political circles in the Rocky Mountain West, but was not much publicized as a river runner-he would have been the last to blow his own horn. His whitewater career reached back to the 1930s, and included considerable time as boatman, friend, and alter ego to Norm Nevills, the pioneer boatman of the San Juan River, before the latter's death in the crash of his light plane

in 1949. In those days Pres was said to have more whitewater mileage behind him than anyone else.

His last San Juan trip, a sentimental journey made just before the Glen Canyon Dam destroyed the lower canyon, was his eighteenth. Like Nevills, Pres was not physically a large man, but both burned with an adventurous spirit and a huge delight in the rivers and canyons of the West.

Once he and Nevills, each alone in one of Nevills' San Juan semi-cataract boats, ran Gypsum Creek rapids, just above Mexican Hat, in the dark. Nevills landed safely below, then kept lighting kitchen matches to guide Pres through, roaring directions well lubricated with profanity in his famous "river voice." Pres' responses can well be imagined by those who knew him. Again, the two of them made a winter run down the San Juan (December 9 1941) with ice cakes competing with their boats in the rapids, feet frozen into the bilge water, and bonfires every few miles to thaw out. These two inspired zanies did this just because John Wetherill, the trader at Kayenta, had insisted to them that the river could not be run in winter.

Pres also made an early Grand Canyon run with Nevills, but one of his finest exploits was on the Snake, where he helped Nevills run a party of thirteen through Hell's Canyon just after the war. All rode in San Juan boats, except for Pres, who somehow was elected to navigate an open skiff which Nevills had used on the San Juan. He managed beautifully with this totally unsuitable craft, thanks to his skill in heavy water. After a capsized in Buck Creek rapids, he managed to regain his boat, recover the oars, and somehow get through. He is probably the only man to run Hell's Canyon in an open boat.

But it is the Dolores which was his last and perhaps best favorite, and it must be regarded as his personal river. The first of several runs he made was on the high Spring waters of 1948. It included the entire length of the canyons below the town of Dolores and on to Moab, and must be counted as a first descent. He took three others along in his own San Juan boat, the Rainbow Trail (which he also entered in the first Arkansas River Race the

next year). It was a remarkable performance - an expert West German kayak man of vast European experience ran the upper canyon solo in 1964, and rated the chief rapids, "Old Snaggletooth," as Grade VI. He described it as the most rugged he had ever seen -and he had run the Grand Canyon solo in a kayak that same season.

Pres was an extraordinary man, full of humanity. He had great courage, and great pleasure in doing; and this was combined with a sensitivity and good will towards his fellow man, and a keen enjoyment of the natural world around him, to an extraordinary degree.

A man of wide experience, he was always downright pleased to be able to share his knowledge, his rewards, and his enjoyment with his friends. He did much for river running. - tcb
-AMERICAN WHITEWATER, Sum 1972

BOB WOOD

I did not work for Central. Dad's name was Robert L. "Bob" Wood. Dad was on the board of directors and partners with Mr. Johnson and Mr. James Stewart in Central and many other business ventures. I met Mr. Kahle many times. They were in our home in Midland often as was the whole Ambassador and Central bunch.

When my dad passed away, I got the Hubbell print and the Central memorabilia. My children have a lot of it and I have told them all of the stories of those days. I think of them often and my wife tells me I dwell on the past too much. Well, they were great folks and good models to dwell on. It is not like that today and I miss them, and their era, very much.

I contemplate the changes as I read the letters from the old Central and Frontier folks, what pride and devotion they truly had for their fellow employees, their company and their job. My dad always told me he was sorry how business had changed. He was loyal to his old colleagues and friends until his death in 1993. He would never believe that corporate management had changed and become what it is today. Lorenzo and his group were just the tip of the iceberg. It is even worse today.

-Lee Wood, emails from 2002

ROBERT L WOOD born 09 Jul 1911, died 01 Jul 1993, age 82, at Midland, TX
-SSDI

(Lee Files Wood, 67, surrounded by family passed away Sunday, April 24, 2005 in Midland, TX. He was a FL Club member and FL newsletter subscriber)

FRONTIER AIRLINES 20TH ANNUAL REUNION PICNIC

Saturday, June 24, 2006

10:30 am to 5:00 pm

**Aurora Reservoir on East Quincy Ave. 2 ½ miles East of Gun Club Road (E470)
(or 7 miles East of Chambers Rd. on East Quincy)**

Come one, come all to the 20th Annual Frontier Airlines Reunion Picnic. Spread the word!!

We have reserved the **Longs Peak and Pikes Peak Pavilions**, which are covered and each have 25 large tables with seating. There is a sandy beach, swimming, grassy play area, ample parking and restrooms nearby.

Your tremendous contribution and support over the last three years has enabled us to provide a catered BBQ with beer for this year's festivities. Admission will again be a **flat fee of \$5 per person and children under 12 free.** **This charge covers your food (BBQ ribs, brisket and chicken with all the trimmings) plus Beer, ice tea, lemonade and water.** Food will be served from **11:30 AM – 1:30 PM**, Beer will be offered from **11:00 AM – 3:00 PM.** The fee also helps defer other costs (facility rental, paper, printing, mailing, prizes, etc.). Payment in advance is greatly appreciated but otherwise payable at the Pavilion.

Park entrance fee of \$5 per car (\$10 van or \$25 bus) is payable at the gate entrance. Park restrictions prohibit any alcohol beverages other than the beer we are serving.

Last years drawing was a huge success and we will continue the fun. The drawing this year will again be for **space available tickets on Frontier's domestic system** as well as many other great prizes. **Coupons for the drawing will be \$2 each or 3 for \$5 and will be available at the Pavilion. Drawing will take place at 2:00 PM.**

A big **THANKS** again to all of you that attend the function and those of you that have mailed in donations. We couldn't continue if it were not for your generosity and support.

Feel free to bring any items of "nostalgia" as we will have tables available for their display and/or sale.

Finally, it is extremely important that you advise if you will attend by completing the section below and mailing it by June 10th. Needed for accurate food count.

Your Committee

Carolyn Boller, 1293 Revere St., Aurora, CO 80011 303-364-3624, ckboller@comcast.net
Bill & Barb Monday, 9800 E. Walsh Pl., Denver, CO 80247 303-344-8745, bandbmonday@comcast.net
Julie Dickman, 13210 Abilene St., Brighton, CO 80601 303-654-1116, dickmanranch@aol.com

Please detach on the line and mail to: **Barb Monday, 9800 E. Walsh Pl. Denver, CO 80247**

____ **I will attend this year # in party** ____ **\$** ____ **Enclosed \$5/per person (make checks payable to Frontier Airlines Picnic Fund)**
____ **Sorry, I cannot attend this year, however please keep my name on your list (a donation is appreciated for continued mailing)**
____ **Enclosed are names of my friends who may be missing from your list**

Name _____ **Address** _____

City _____ **State** _____ **Zip** _____ **Email** _____ **Phone** _____



BOB MEISENBACH

Bob Meisenbach died Friday, February 10, 2006. (age 86). Services will be held Tuesday, February 14, 2006 at 1:00 P.M. at: Fairmount Cemetery, Denver, Colorado, 430 South Quebec Street In the Ivy Chapel.

Bob went to work for Monarch Air Lines, November 11, 1946 in Denver. He was the Director of Base Overhaul Shops, and retired in January, 1985.

Here is Bob's obituary read at his service on February 14.

Charles R. (Bob) Meisenbach was born May 25, 1919 in Lincoln, Nebraska. He spent his early years there and completed High School. He enlisted in the U.S. Navy in September, 1940 and received his Aircraft Machinists training at Wright Aeronautical Institute and the Ford Motor Company, Dearborn, MI. plant. After the Pearl Harbor bombing he was sent to the South Pacific. He landed at Guadalcanal with the first Marines. It was hard duty as they were continually bombed by the Japanese.

After R & R in the Fiji Islands. he was sent back to the Russell Islands. After 3 1/2 years, he finally went home. He married Dorothy, May 15, 1944 and they moved to Green Cove Springs, Florida, where he was stationed at a training center for fighter pilots. In October, 1945, he was discharged, and after a short time in Lincoln, NE., they moved to Denver, CO., where he worked at Lowry Air Force Base.

On November 11, 1946, he went to work for Monarch Air Lines and worked there through several mergers. It became Frontier Airlines in 1950 and he moved up through the ranks from Aircraft Mechanic to Director of Base Overhaul, and retired in

January, 1985.

Positions held by Bob at Monarch Air Lines and Frontier Airlines: Aircraft Mechanic, Lead Mechanic, March 14, 1950. Asst. Foreman of Accessory Shop, Feb. 1956, Foreman of Engine & Accessory Shops, Oct. 1957, Supt. of Engine & Accessory Overhaul, April, 1966, Director of Service Shops, May, 1968, Director of Base Overhaul Shops, 1976.

-Ken Schultz, Wheat Ridge CO

JACK TAGGART

Here is info on FAL pilot Jack Taggart. Jack G. Taggart, 59, who had been a captain with Frontier Airlines 17 years and was a member of the ALPA, died May 17, 1981, in St. Luke's Hospital in Phoenix, Arizona. He was born in Twin Bridges, Montana. Wife Patsy.

-Joe Ferguson, jhferg@msn.com

JACK TAGGART, Born 01 Feb 1922 Died May 1981, Age 59, At 85020 (Phoenix, Maricopa, AZ), SSN issued in Montana

-SSDI

WES HAMILTON

WESTON E HAMILTON, Born 02 Jul 1911, Died 12 Nov 1994, Age 83, At 84109 (Salt Lake City, Salt Lake, UT) SSN issued in Utah

-SSDI

(Wes served about 20 years on the FL Board Of Directors. He was from SLC and is mentioned in FL NEWS articles dated 1961 thru 1980 as being a board member.)

CAROL DAVENPORT

Carol worked in accounting with my wife Mary Ellen. She died of a heart attack Dec. 21, 2005. She was at the 8250 Smith Road building by the Airport Village Inn. Mary Ellen's son was married to Carol's daughter.)

-Bill Thiets, OKPapaBear@aol.com

Carol Davenport, 64, of Dillwyn, wife of the late John W. "Bill" Davenport, died Wednesday, December 21, 2005 at her home.

She is the daughter of Harriet Wimberly of Biloxi, Mississippi and the late John H. Wimberly.

Mrs. Davenport owned and operated Davenport's Engraving in Buckingham along with her husband until his death in 2001. She was a member of Browns Chapel United Methodist Church in Dillwyn.

In addition to her mother, she is survived by three daughters, Teresa Mann of

Dillwyn, Lisa Hodge of Bedford and Cindy Roland of Dillwyn; one son, Terry Davenport of Denver, Colorado; her sons-in-law, Doug Mann and Jimmy Roland of Dillwyn; her grandchildren, Erin and Chad Mann of Dillwyn, James, Jullie and Daniel Hodge of Bedford and Angela Stovall of Virginia Beach; her sisters, Diane Carpenter of Biloxi, Mississippi, Kathy Wimberly of Venetia, Pennsylvania, Bobbi Harbrecht of Biloxi, Mississippi and Vicki Wimberly of Aurora, Colorado.

Services will be held Wednesday, December 28 at 2 p.m. at Browns Chapel, United Methodist Church, Dillwyn.

-The Farmville Virginia Herald

ARLEE BETHEL

The Obituary for Arlee Bethel is listed in the McCook Daily Gazette, March 9, 2006. (McCook, NE.) Arlee started at Frontier as a mechanic in the Accessory and Engine Overhaul Shop, August 18, 1958. In 1968 he was a Foreman in the Accessory and Engine Overhaul Shop.

In 1971 he was Manager in the Power Plant Overhaul Shop. He moved back to a farm in Watsonville, NE. in 1994.

-Ken Schultz, Wheat Ridge CO

Arlee D. Bethel

Thursday, March 9, 2006

Sept. 9, 1932--March 7, 2006

WILSONVILLE -- Arlee D. Bethel, 73, died Tuesday (March 7, 2006) at the Cambridge Memorial Hospital.

He was born near Lebanon on Sept. 9, 1932. to Klee C. and Laura R. (Fisher) Bethel. He graduated from Danbury High School in 1950.

He served in the U.S. Army during the Korean conflict. He graduated from Airframe and Power Plant School in Denver, Colo. He was a certified airframe and power plant mechanic. He worked for Frontier Airlines and farmed.

He married Sue Mares in Englewood, Colo., on April 2, 1955. The couple made their home in Colorado before moving to Wilsonville in 1994. He was a baseball and softball coach in Aurora, Colo. He was also a member of the VFW and American Legion Posts of Lebanon.

Survivors include his wife, Sue of Wilsonville; son, Rick and wife, Kelly of Wilsonville; daughter, Kathy and husband, Ron Christensen of Arvada, Colo. A memorial service is planned for Friday, March 17.

-MCCOOK DAILY GAZETTE, 3/9/06

MORE GONE WEST



DIANE HALL

(There are times when FLriends die that generate an overwhelming response. Diane and Jim McGhee are two such cases. Come September, Diane would have been a flight attendant 40 years. See both their memorial webpages at <http://FAL-1.tripod.com> for much more about our loss of these great FLolks and others.)

Diane Marie Hall, 63, was born on April 25, 1942 in Chicago, IL. She passed away on March 9, 2006 at her home in Denver, CO. A long time Denver resident, Diane worked for a time as an x-ray technician.

She began her career with Frontier Airlines as a flight attendant in 1966. She continued working at Continental Airlines until recently. She enjoyed working the Houston International Base. Traveling the Trans Atlantic route, Diane received many commendation letters from passengers and co-workers alike.

People appreciated her for always being helpful, professional, caring and friendly. Her laughter and uninhibited zest for life endeared her to many. SHE ENJOYED LIFE TO THE FULLEST.

Diane is survived by siblings Patricia Hunt from Arizona, Charlene (Bob) Ryniecki from Wisconsin, Howard (Susan) Hall from Illinois, Michael (Julie Baxter) Hall from Arizona and Margaret (Scott Sorensen) Hall from California.

Her beloved nieces and nephews had a special place in "Auntie Di's heart." She is also survived by many cherished aunts, uncles, and friends.

She was preceded in death by her parents Ruth and Charles Hall. Memorial services Tuesday, 12:00 noon, Horan & McConaty Family Chapel, 3201 S. Parker Rd.

-Published in the Denver Newspaper Agency from 3/12/2006 - 3/14/2006.

Usually, on Thursdays, we have a luncheon with a small group of which Diane was one. She wasn't there Thursday (3/9) so a few went to her place to see what was the matter. Long story short...her sister (from Chicago) calls Diane every day and couldn't get hold of her for a few of days - worried - called the police to investigate with permission to break in. She was found dead. Cause is pending. A great loss!!

-Ace Avakian, AceAvak@aol.com

We've known Diane for almost 40 years (when we all were very young!!) Diane and Joanne were in the same "Stew" class in 1966 and Bob was a new pilot then. We had great times flying around this country together and, after that, sharing laughs and stories at the Denver reunions.

Her early departure will leave a big hole in the Frontier family that's still here but those who have gone before are really celebrating - they're parties have just done a barrel roll. So long old friend, we'll miss you.

-Bob Reisig and Joanne Griffin, frontiergolf@yahoo.com

I met Diane when I first started with FL in CYS. She always had a positive attitude and her famous "Hi There" when we opened the door. There wasn't anything put on about her. She told it like it was. Those on the other side will benefit from her presence.

-Jim Bogan (Phoenix, AZ), BOGIE9202@AOL.COM

For twenty years we laughed and played in the Frontier skies. I will always remember the joy and laughter we shared. Maybe you can tell me a new story when we meet (assuming we end up in the same row). I will miss knowing you are there. My thoughts are with your family and close friends.

Kathy Norris (Seattle, WA), rangerthecat@msn.com

Diane, you are leaving behind a lot of sad hearts. However, those hearts are filled with love and fond memories for you kind soul, beautiful, warm smile and Zest for life. You will be missed by many and the FAL reunions will never be the same. You are a truly loving, "one of kind" SPECIAL person. Love you!

-Lynette Clements, flynet@comcast.net

Diane, you aged just like the rest of us but in your fun-loving heart, always 21. Professional in your duties, and yet mischievous and playful, but never in a malicious way. Your effervescent smile and disarming wit not only charmed all the flight crews but the passengers as well. We all have been fortunate to know you. Your kindness and caring shown to all was a real blessing. We wish you God's peace and love.

-Mike & Joan Daciek, mikedaciek@earthlink.net

Diane always added sunshine to the day when I opened the A/C door and saw her smiling face. God be with you and bless you, Diane.

-Charlie Clark (Sacramento, CA), chclark@cwnet.com

I was a Sr Agent in DEN for many years. When a Flight would arrive at the gate & I opened the passenger door & saw Diane there my whole day just got a 100% better. She will be missed!

-Wally Reid, akmitre@yahoo.com

Always, Always a pleasure to have Diane on a flight. Smooth Air and Tailwinds "Hall"! Keep that light burning for the rest of us. Others have said it better than I can

-Kenneth O. Larason, kennethlarason02@aol.com

With fond memories. Tailwinds and happy landings, Diane.

-George Bilotta (Mesa, AZ), GBilotta@aol.com

MARY DAZEVEDO CASEY

I have been in contact with Jack and he is doing fine as far as the aneurysm went. He was widowed about a year ago. His wife died of brain cancer after a brave fight. He lives in Morrison CO and is the same Jack you remember.

-Linda Casey Hamala, vette91@swiftwireless.com

MARY M CASEY born 10 Dec 1949 died 27 Mar 2005 at 80465, Morrison, Jefferson, CO, SSN issued in Florida

-SSDI

OBITUARY: Mary Casey

Survived by husband Jack; daughter Valerie (Dano) Cornell, son Patrick Dazevedo; grandson Caleb; mother Mary Mathew, siblings and family.

Visitation Wednesday 4-8 p.m., with Rosary at 7 p.m. at Newcomer West Chapel. Mass Thursday 11 a.m., Christ on the Mountain Catholic Church.

-Denver Newspaper Agency on 3/29/2005

(Mary was 55 and was secretary to Don Hatfield, director-industrial relations. She married Jack Casey around 1985. Jack was a DEN station agent and longtime ALEA officer.)

JOE UMERSKI

The Obituary for C."Joe" Umerski is listed in the Thursday, Denver Post, March 23, 2006. "Joe" went to work for Monarch Air Lines, as a mechanic, April 5, 1947. He became an Inspector March 3, 1958, and retired May 30, 1979. He worked in the DEN hangar in the Non Destructive Testing (NDT) area. "Joe" is in the same photo of April 1979, with C.T. Phillips and Chester Fitch, in the NDT area.

-Ken Schultz, Wheat Ridge CO

OBITUARY: Clarence Umerski

Clarence Umerski, Northglenn. Preceded in death by wife Eleanor. Father of Darlyne and JoAnn; grandfather of Daral and David Rhoda, Todd Cope, and Kelly Crowe.

Visitation, Friday 10 a.m. to 2:30 p.m.. Service, Friday 2:30 p.m. at Olinger Highland Mortuary. Interment to follow at Highland Cemetery.

-Denver Newspaper Agency on 3/23/2006.

KEN DEDRICK

Just received a call from Marge Hruska that Ken Dedrick passed away on Thursday March 23rd in Oklahoma. His funeral is to be on Tuesday but have no details. His wife's name is Jeannie Dedrick.

He worked in telecommunications almost all of his FL career. He worked for Frank Davidson for many years before Fud went into fuel acquisition. Ken took over as manager of telecommunications and worked for me for a couple of years. He became the Director in the late 70's and held that position til the end. We worked together at Ports of Call for a number of years after the bankruptcy and remained good friends. He was definitely one of the "good ones"..

-Bill Monday, bandbmonday@comcast.net

Edmond: DEDRICK, Kenneth, 77, died Thursday (3/23/06). Services 2 p.m. Tuesday (Baggerley, Edmond).

-Daily Oklahoman on 3/26/06

LOST LUGGAGE

By Bradley S. Klapper

If you've ever been frustrated after an airline lost your luggage, you're in the good company of millions of others. An estimated 30 million bags were temporarily lost by airlines in 2005, and

200,000 of those bags were never reunited with their owners, according to an industry report released Monday.

The 30 million misdirected bags comprised only 1 percent of the 3 billion bags processed last year by airports, up from 0.7 percent in 2004, said SITA, which is promoting technology it says would reduce the problem.

Last year, mishandled luggage cost world airlines \$2.5 billion, compared with \$1.6 billion in 2004, SITA said, in a report released before Tuesday's airline and airport passenger services exposition in Paris. The jump partly reflects improvements in data collection, but also the increasing costs resulting from inadequate baggage management.

Greater airport congestion, tight connection times, increased transfers among airlines and stricter security are all contributing to more late or missing bags, said SITA, a Geneva-based company that is owned by the airlines, airports and other international air transport industry companies.

But the biggest problem is the growing number of passengers, whose additional bags cause delays and complicate handling, it said.

"Growth is welcome but it has to be better managed if airlines and airports want to improve the passenger experience by eliminating delays from the system," said Francesco Violante, SITA's managing director.

Mishandling during baggage transfer was the largest single cause last year of a bag failing to arrive with its owner at the intended destination. Other bags were temporarily lost because of airport personnel failing to properly load baggage, ticketing errors, problems with loading or unloading, and weight or size restrictions. Only 3 percent of all misdirection of baggage occurred due to tagging errors.

On average, bags are returned to their owners a little over 31 hours - or 1.3 days - after they are reported missing, SITA said.

There is no industry standard for permanently lost bags, and items in some countries are later sold at auction.

In the United States, the Unclaimed Baggage Center in Scottsboro, Alabama, sells more than 1 million items each year. Most of the merchandise sold is clothing, but also includes cameras, electronics, sporting goods, jewelry and - of course - luggage.

To help the airline industry cope with more passengers and more bags, SITA is promoting use of a tiny computer-style chip on luggage tags that it says will reduce the number of misdirected bags. The luggage labels, known as RFID for radio frequency identification tags, allow for tracking of luggage at all times over wireless networks.

The RFID chips also allow for quick removal of baggage from airplanes when the passenger who checked them fails to show up for the flight, SITA. But the chips are used at only a limited number of airports so far.

"The industry needs more sophisticated baggage reconciliation systems and greater use of self-service such as check-in through kiosks and on the Web," Violante said. "This will all help to simplify travel, reduce delays and baggage misconnections."

-Sent by Ken Wientjes, KJWientjes@cs.com

(The RFID chips are revolutionizing the way many businesses function. Wal-Mart and other retailers put them on their products for sales and inventory control, many libraries use them to track books and other items while veterinarians use them to ID and track animals. They are also being used on ID badges and credit cards.)

I flew as a stewardess from 58 - 60. The NEWS is of interest to me as I remember many of the people mentioned here as well as events. I received the Winter 2005, #18 issue from Ray & Rita Woodson. I flew with both of them & became firm friends.

-Rita Schow Lamsters, Stanton, ND 58571

My name is Ginger Ann Treptow, I worked from Frontier Airlines from 10-6-57 till its demise in 1986. I started in the Reservation Department which at that time was located in the Sahara Hotel in downtown Phoenix. On 1st Street.

I was there till they remoted to Sky Harbor Airport and we were located in Terminal One, behind our ticket counter and next to the Operations Department. Some of the agents at that time were Carl Foster, Ira Kemp Pete Couk, Tom Puckett, John Koehler, Jim Downs, Bob Fish, Vern Crawley, Don Blandford, Max Willis. Some of our Managers were Carl Foster, Cal Reese, Jim Butler, Bert Clark was an Assistant Manager after he retired from flying, and our last Manager was Sam Cales.

When the reservations office again remoted to Denver, I had enough seniority to remain in Phoenix. We worked the ticket counter, and I worked with Theo Leprich, Murry Price, Wanda Garrett, Carol Hollander-Dendy, and many more that I can not name at this time. They were great years. I have been in Phoenix all these years and now reside in Gilbert, Arizona.

I helped start the Phoenix Reunions again last year with the help of Cyndy Camomile and we look forward to the one in November of 2006. We will do them every other year after this one. We need to keep in touch with former employees and so many have Gone West.

-Ginger Ann Treptow, peaches85233@qwest.net

It has been years since I was a Stew on FRONTIER Airlines. I left in 1955. (OMG!! she is an "old" stew!!) I was just re-pasting pictures in scrap books when I came across some FRONTIER MEMORABILIA I had stored. So I looked up FRONTIER on my computer, and there you were.

I recognized a few names, like Ace Avakian, Brad Hurd, George Graham, not sure about others. My name was JEANNE C PALMQUIST. Now I am Jeanne C Wolf.

I was domiciled only in Phoenix, AZ. I was a stew in 1954-part of 55. My room mate was Barbara Lieb. I have both my stew hats... summer/winter. Have a picture of station employee John DeYoung giving me a hug, and pictures of me in uniform, my copy of a letter to a passenger (first flight) from J.B. Montgomery, (sup't of Passenger Service, My CERTIFICATE OF ACHIEVEMENT (no date) on successfully completing the academic course of training for a stewardess, signed by CG Myhre, president. Also a blank junior pilot commission for a kid. Also an impressive magazine about FRONTIER AIRLINES, introducing it as a NEW KIND OF AIRLINE.

Will send for the paper and see if there are others 'out there' from my time period. Thanks again for the memory lane.

-Jeanne Palmquist Wolf, letzdoart@aol.com

I started with Central in AMA in 1960, worked there for a couple of years then transferred to LIT and was there for about 20 years. When FL pulled out of LIT I went to DEN and worked in the freight house until they went out of business.

I recognized a lot of names in the FL NEWS but I can't put a face on them. On the other hand I can remember some faces that I can't associate a name to. I remember Ronnie Rogers and

Notes From FLoks

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

Keith Sturgeon as I lived with them in DEN. I didn't see Ronnie's name, is he still around? (Ron died 5/12/98, aged 56, of cancer in FSM) You may remember Leon Smith here in LIT. Last July he fell off a

ladder and broke his leg. His leg got an infection, he was in the hospital for months and finally died around the middle of December '05.

-Bob Washburn, Sherwood AR

Seems like most of the people corresponding were not from my department - Reservations, but I enjoy the News.

I was hired in 1966 and I am doing good health wise. After frontier went down in 1986 I was hired in reservations with UAL. My husband and I both retired in 1991. P.S. Worked in the Denver area all my working years.

-Betty Rotenbery, Colorado Springs CO

Was it the good-o days! When winter came heating with Herman Nelson heaters. You can tell who operated them - they are the ones without eyebrows. Stations with overnight aircraft were given 150 gallons of unmixed deicer and you made it last thru the winter months. Now they can't do one aircraft. Tugs - very few stations had one. Just pull the cart by hand. Those were uncovered tugs if you got one. Now nice heated cab.

I enjoy hearing from the flight crews, agents many who I worked with & maintenance people who worked in many of the stations I was at.

-Bill Mertens, Springfield MO

After Frontier I went to work in the traumatic stress/victim assistance area (I'm a Certified Traumatic Stress Specialist & worked both the Continental #1713 crash at DEN & United #232), but kept one foot in the aviation industry until Sept. 11th.

I worked for an aviation training company helping new airlines get started (Western Pacific & new Frontier), teaching Crew Resource Management on a contract basis and then doing interview preps for pilots applying at United.

Went to United as flight attendant supervisor & then to instructing pilots/flight attendant emergency procedures until Sept 22, 2001. I was laid off, but went to work immediately for Crisis Management International in New York until Dec 22, 2001.

I'm now working for the Colorado Organization for Victim Assistance as a Victim Advocate.

-Connie Capps, Cccapps36@aol.com

Just letting you know that Les Simpson is retiring Dec. 15th, 2006. With NWA filing bankruptcy, and cutting their pay, he has had enough and made the decision to just get out while he still could, and could get his pension.

-Mary Pat Simpson, diamond_stargazer@msn.com

(Les was a DEN senior station agent, ALEA rep and held several management positions during his FL career.)

A DELTA STORY

By Joe Crider, jcrider@roava.net

Ebay recently pulled a listing that a Delta Air Lines Captain had placed on the auction site. Up for sale? Captain Wendall Lewis's Captain's uniform. After Lewis saw his monthly pension of \$6500 slashed by 73%, he decided to make a statement. And here was his statement:

AUTHENTIC Delta Air Lines Captain Pilot Uniform This uniform was worn by a dedicated Delta Pilot for many years. Now retired and robbed of part, or all, of promised pension, uniform is now offered for sale to supplement income. Suit is

worn and empty but filled with memories and honor. Suit has been across many miles and many experiences. Suit was once filled with pride and service getting thousands of passengers to their destination safely. Suit has been through rain, snow, ice, and wind without a single tear or scratch.

Suit once controlled multi-million dollar assets, flown throughout the world, with billions of dollars of liability to the company. Suit has never cost company one (1) cent in accident or injury. Although the suit is worn and has been discarded by the company, it can be yours. Suit is clean but used. Coat may be soiled from hydraulic fluid or grease as plane was inspected. Shirt may be soiled from mad dashes through the airport in a rush to the next plane in an effort to get back on schedule. Tie may have stains from fast food meals that were hurriedly eaten while at the controls.

Tie comes with your choice of pins, Air Line Pilots Association, Air Force, or Airplane. Pants may show signs of wear from many hours spent strapped into a seat, hip shows some signs of wear from firearm used to protect you and your passengers from harm. Shoes are shiny but worn. Suit comes with choice of Old Delta or New Delta emblems. Many prefer the Old Delta.

Suit is thought by many to have APHRODISIAC qualities, although this cannot be confirmed or denied. BEWARE putting on this suit can have adverse effects on your life. It can cause you to miss your children's birth. It can cause you to miss holiday reunions, family times, and weekends. You may miss your Daughter's prom and your Son's graduation. Your family may think Christmas is not always on December 25th.

Your wife will have to learn to be a single parent when you are gone for days. The suit can cause you to miss entire nights of sleep or get up at 3 AM to meet your next schedule. Your neighbors may be jealous of you and think you do not deserve to wear the uniform or be compensated for your work.

Originally suit required a four year college degree and an internship of 5-10 years in the military, and another 10-15 years for the fourth stripe. Suit comes with a promise of a pension if you provide years of dedication and service. THE PROMISE MAY BE AS EMPTY AS THE SUIT. Now it can be had for the highest bid. Good Luck bidding.

Bidding started at \$1.00. Before Ebay pulled the plug on the auction, Lewis apparently received hundreds of emails from other airline employees.

ANOTHER DELTA STORY

By Jerry Carlson, cjer98@yahoo.com

I'm still kickin, but staying busy. Have literally filled up my passport in the last few years (I had to get additional pages put in). I'm in SAP right now and going to RTB tomorrow.

I went to work part time for DL after the shutdown. In order to get full time I had to move from CPR to DCA, and had my job threatened again with cutbacks. Eventually I found a job at the corp office in ATL handling cargo claims.

I've survived two rounds of job cuts, but there is one more drastic one coming in March 06. We've had two pay cuts totaling 19% plus the usual insurance and benefit cuts. The pension was frozen last year meaning it doesn't matter how much longer I work, it will never get any bigger than if I retired today.

All this stuff that's happening is pretty hard on the old timers and they are bailing out as fast as they can. I'm going to hang in there as long as I can. I guess I'm just addicted. I'm in quality



assurance and compliance, and I'm hopeful that this type of work is needed more than ever now. FAA is shadowing us pretty closely due to the bankruptcy and we have to be sure that everything we do is in compliance.

I hired on FL in 1970 and went to JAC the next summer in 71. The next 3 years, 72 & 73 & 74 I went to WYS, plus again in 80. I got married in June of 73 in IDA. Those years spent in JAC and WYS along with the people will always be remembered.

JIM BUTLER

(This info was received just before going to press so it's not with the other "gone west" entries.)

My dad, James W. Butler, passed away 3-19-06. He was 85. He retired in 1985 with 34 years with Frontier.

-Ron Butler, Corona AZ

OBITUARY: Butler, James Walter

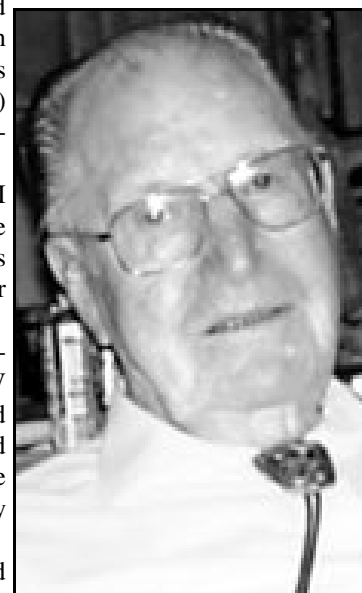
James Walter Butler 85, born May 7, 1920, passed away Sunday, March 19, 2006 at the VA Hospice. James was born in Griswald, Iowa. He is survived by his wife, Jewell; sons, Ron (Dawn), Bob (Kathy); Jewell's children, Skip (Jerri), Janet (Bill) and many grand and great-grandchildren.

James was a veteran of WWII with the Marine Corps, where he received a Purple Heart. James worked for Frontier Airlines for 34 years and retired in 1985.

He was a member of the American Legion Post 36, the VFW #4903, the Eagles Aerie #180 and the Let's Dance Club. He loved ballroom dancing. He will be deeply missed by all his family and friends.

A memorial service will be held at 11:00 a.m., Thursday, March 23, 2006 at BRING'S BROADWAY CHAPEL. In lieu of flowers, remembrances may be made to the VA Hospital, 3601 S. Sixth Ave., Tucson, AZ 85713.

-Tucson Citizen on 3/21/2006.



I REMEMBER WHEN

By Duane Phelps, 1949-1985 (36 years)

Hired 6/49 station agent Alamosa for \$150 per mo., 6 day week, 8 hour shifts. Capt. Geo. Meshko flew me to Pueblo in an open cockpit PT-19 to watch the Blue Angels in prop F8 aircraft. (Better than Jets) Capt. Army Armstrong arrived early, came into the station, tuned the radio to HF frequency and had me listen to an ATC Clearance, and told me I had better be able to recite a clearance the next time he came thru.

Jim Montgomery, Dir. Of Stns. Called Mgr. Stamey to fire both agents Tom McAfee and myself for visiting on the teletype for 20 mins the day before as all messages went to all teletypes. We apologized and stayed on. Using the Official Airline Guide for schedules and fares over our local station phone and teletype for reservations was an awesome experience.

Transferred to Grand Junction Nov.49 and flew Steward 3days a week RT GJT/ABQ sometimes missed conn. in Durango so onto DEN with RON at the Argonaut Hotel. Rode observer with Geo. Graham and Glen Gettman practicing under hood at Stapelton, both became Capts.

On my second flight I went to the cockpit and asked if it was true that the pilots and stews sometimes shared the same bed and was told of course and that CO and TW stews were even waiting in their rooms on layover in ABQ. It took me a little while to realize how my leg had been pulled by the best two pullers on the airline, Art Ashworth and Ace Avakian.

Jim Montgomery sent me a message in Sept. 50 to report to SLC to replace Tom Makurat who had been drafted. Lou Berets was the Stn. Mgr. And Red Davis, Regional Mgr. The Stn. Was open 24 Hrs. and that IIP to 7A shift every 4 wks. Was tough to adjust to. Red Davis, Dex Alger and Scott Keller were very close employee friends. Lou sent me to my first Stn.Mgr. meeting in BIL, I only missed one Mgr. Meeting in 33 yrs.

Feb. 1953 I was awarded Stn. Mgr. At Laramie WY. Ray Spiars, Paul McClure, Jim Snider, and John Chapel were agents that worked in LAR to continue their college classes at the Univ. of Wyo. Our small terminal building was owned by FL, John & I were painting the wood shingles, he slipped off breaking his heel bone, but soon back to work in a walking cast.

Runway lights were flush with the ground, I had to sweep them off with a broom many times to get the evening flights in. We had to drive our cars out to the airplane to install control locks so they could taxi in due to high wind and back out to remove for takeoff. United Vice-Pres. in DEN would invite us FL mgrs. To sit in on their daily briefing concerning the previous days operation for the entire UA system.

The Conquistadores (all the airline and airplane mfg. Presidents) would come to a Dude Ranch in Saratoga WY. each year. We would drive rental cars from LAR to them. Met C.R. Smith AA, Bob Six CO, W.A. Patterson UA, and Donald Douglas. I received a Gold Pen from W.A. Patterson for assisting a UA accident in Snowy Range outside LAR in 1955.

I won a trip to Europe on Sabena Airlines in 1957 for a story I submitted. Lois and I spent 15 days and 7 cities at age 27. 1958 to Riverton WY. Stn. Mgr. \$375 per mo. We had 3 way connection of fits. Twice a day. Harold Long, Gary McCarrel, and Homer Cauthon were Sr. Agts. And a great crew that worked split shifts for many years.

We moved into a new terminal in 1959, two years later someone left a cigarette and half the building burned at night, we



continued flights, but the smell was not pleasant.

Transferred to SLC Stn. Mgr. May 1964. We had a UA DC-3 with a small cargo door on the opposite side, I was to show the agents how to latch it, did not do it right and we had 7 bags fall out on the runway at 80 MPH when Flt. Returned. Luckily we did not lose any mail pouches. We had previous Mgrs. come to work in SLC: Gordon Bost, Geo. Hobbs, Clay Tanner, and Geo. Slivka. Don Anderton was Asst. Mgr, Gary McCarrel, Stan Covington, Dean Buethe, and Don Halterman were Sr. Agts. Maintenance, Stewardess, and Pilots were based in SLC. We had many fog problems usually around the Holidays, created severe problems attempting to work flights at Ogden Airport.

The AL Feldman years were the best for the employees and the airline and he will never be forgotten by most of us that knew him personally.

I REMEMBER TOO

By Glenn Emmons

Thought I would send along with my subscription renewal a few FL happenings back in the early fifties that may be of interest to the old FL employees.

Early in 1950, shortly after the mergers that started FL, I was hired at RIW which at that time was a three man station and our office was on one end of the Sky Club, a local night club, which was constructed of logs and had a gambling casino in the basement. Our operations area was about 25 by 10 feet. Usually, there would only be one agent on duty, but since I was new, an experienced agent worked with me. This particular agent was a young lady by name of Madge Cassinet, about 5 feet tall and 100 lbs. soaking wet, but a stickler on proper procedures. Our communications between stations and the GO was an old teletype. When it failed and we had to transmit a load report we used the H-Marker. WRL was our closest station, managed at that time by Bill Monday, so we would yell into the mike for the H-Marker and give the load report info to WRL for transmission.

The agent on duty handled all aspects of the operation. RIW was a fuel stop so the agent checked in the passengers, loaded the cargo and fueled the aircraft. Prior to the arrival we usually set out two three gallon containers of oil, this was normal consumption then. Upon arrival, all this had to be accomplished in about ten minutes or less. One of the problems we would encounter on occasion was that some of our pilots liked to spend time in the casino. One pilot I remember in particular was Sam Grande. Sam liked to shoot craps. When the flight parked Sam was first off and made a dash for the casino. If he had a hot hand it was difficult to get Sam back on the plane. Sam never did give us a delay.

During the early years a lot of our existence depended upon mail pay. The postal department required FL to complete so many flights in order for us to receive mail pay. RIW at times

had a WX problem as fog would settle over the airport, which was about 1000 feet above the city. In order to complete flights, as required, some of our pilots, whom shall remain unknown, came up with a brilliant IFR approach. They would let down over the city, follow a line fence up the hill to where the airport was, and when the fence turned toward the airport, it was right on the end of the runway, so they would hop over the road and telephone lines onto the end of the runway.

This worked fine and these gentlemen were very skilled in this IFR procedure except for one time. We could hear the aircraft on the runway, but couldn't see it. We received a call on the radio, "Do you have a wire cutters at the station?" It seems that the letdown for the runway was just a mite soon and the tail wheel hooked the telephone line. We cut the wire off and the pilot taxied to the ramp. There was no apparent damage to the aircraft. I can think of quite a few interesting items in our early years, before all the regulations, now they seem like fiction.

A SAD THREE-HOLER STORY

N7278F was delivered to Frontier Airlines in 1968 by Boeing Aircraft. It was registered N7278F. It faithfully served Frontier for four years until 1972, when Frontier decided to sell all of its 727s and concentrate on the Boeing 737. N7278F was one of many 727-200 series bought by Braniff from Frontier in 1972, and it was re-registered N408BN.

In 1975, N408BN was selected to be the "flying canvas" for Alexander Calder's Bi-Centennial paint scheme. She would sport this scheme for seven years until Braniff's shutdown in May, 1982. N408BN was given the nickname "Sneaky Snake" by Braniff pilots and engineers. There are two reasons for the nickname.

Calder, shortly before his death in 1976, painted a snake on the number 1 engine nacelle cover. (It originally was delivered by Calder with just a red ribbon design on this nacelle) The second reason is because N408BN had a "trim problem." It would never "trim" correctly, so Braniff Pilots had to constantly re-adjust altitude and heading by hand. (Normally once you get an aircraft to cruising altitude, you can "trim it out," and it will fly straight and level for a long time with just a few minor course corrections) You can imagine that most Braniff pilots did not enjoy flying the "Calder 727." (Do any FL pilots recall having this problem with 7278F?)

N408BN also was always in the "shop" for mechanical problems. The Las Vegas Operations Manager told the Braniff Pages, "We tried to keep N408BN away from Vegas...because we knew she would be in the hangar for a couple of days." It seems that "The Flying Colors of the United States" was just as temperamental as the artist who painted her!

In 1982, Braniff recalled N408BN along with the rest of its fleet to DFW. It would sit idle in the DFW area until 1984. On March 1, 1984, Hyatt Hotels launched Braniff, Inc (Braniff II). N408BN joined the other 29 727s Braniff had managed to hold on to. However, she had been re-painted in the corporate "red, white, blue and grey scheme" that was applied to the entire fleet. In 1985, because of low passenger demand, twenty of the thirty 727s Braniff was operating were grounded. N408BN was one of these. It was taken out of the fleet on February 19, 1985.

On May 30, 1985, N408BN was bought by International Air

Leases (IAL) and leased to the following: Pride Air (6/85 - 11/85), - Arrow Air (12/85 - 1/86), - World Airways (3/86 - 9/86), - Air Atlanta (11/86 - 4/87), - Cayman Airways (7/87 - 1988) (all above airlines retained the Braniff registration), - re-registered as TC-AJY by Torros Airways (1988 - 1990), - re-registered as N408BN by IAL (6/90), - re-registered as YV-466C by Zuliana Air (8/92 - 9/93), - final re-registration as N408BN by IAL (9/93)

IAL sold N408BN to Columbia Pictures in 1995 for the movie "Bad Boys" starring Martin Lawrence and Will Smith. Towards the end of the movie, the cops (Smith and Lawrence), have a shootout with the drug dealers in a Miami hanger. One of the "Columbians" boards N408BN (now painted all white and everything valuable removed) and Lawrence fires his gun at some flammable containers near the tail section blowing up the bad guy and the plane.

As you can see, N408BN flew with no less than seven airlines after Braniff before she became a movie star in 1995. Her airframe was registered N408BN at the very last of her long life. (Adapted & edited from a story on the internet at <http://www.braniffpages.com/calder/408.html>)

PRESIDENTS ASSISTANTS

I had forgotten about that President's Assistant (PA) program that was implemented at some point when I was at FL - it was probably between 1968 and 1969. As I recall the jackets were a gold color. My recollection is that it was under Lou Dymond who was Chairman during my time. The company was always looking at perks for the customer.

I wonder if the program was effective or a \$\$\$-loser? It certainly was a "reaching out" to the flying customer with a lot of customer service and handholding involved. That type of interest in the customer is pretty much long gone except for the front cabin.

Being in Inventory Control, I also remember the creation of a special, snazzy, two-ended, plastic toothpick, embossed with FL crescent logo, with the "prongs" on an angle (like a dental instrument) rather than just straight. It was frustrating from an inventory point of view because we were always trying to cut costs and all of a sudden we had cases and cases of these pricey items to store and carry in inventory. They were not a big hit and many cases had to be thrown out.

-Darren Weeks, dbweeksfla@aol.com

I was a P/A in the early program. There were a total of 11 men and one woman in the program. Rich Griskowski was the manager. We flew all the jet routes to compete with Braniff, Continental and TWA. The idea was to get passengers away from the competition.

My greatest score was when I grabbed the entire first class section of passengers from a TWA LAS to STL flight. The PA's sat in first class and collected all ticket lifts for the trip. We also made many in flight announcements.

The program was initially started under Chuck DeMoney VP of Sales and we used the old control tower at Stapleton as an office. We wore white shoes, and I think a blue blazer. We looked pretty "Hollywood" at the time. We increased the overall load factor quite a bit.

-Dave Mann, David.Mann@opkansas.org (See next page)



PRESIDENTS ASSISTANTS *(cont'd from 15)*

Jackets were gold and very small black checks, black pants and black shoes. Erma Spell started and managed the program under Demoney

-Ted Simmons, ted.simmons@thrifty.com

I wasn't part of the initial PA program. I was involved after they reinstated the program in '74 or '75. It was called Customer Service Rep.- Inflight, at that time. Fred Stevens, who I worked with at DEN and SMF was one of the 1st PAs. He's retired from AA and is living in FLA.

-JD Newton, jdnewton@charter.net

I wasn't a P/A, I was a "Flight Host" which was the predecessor to the P/A. Our function was a little more active than the PA's as we were stealing passengers. I still have one of my business cards. We wore light blue slacks and white shoes. I don't remember the coat. I remember getting the most kidding from the SLC based stewes.

-Dave Mann, David.Mann@opkansas.org

I remember the short period of time I was a CSR, and yes we did wear Navy Blue coats of our choosing. I was of course an F/A at the time, but some of the folks involved (or maybe everyone??) was on a volunteer basis. I flew several trips and really enjoyed working with everyone onboard and at the boarding area to help them on their way. It was fun! I'm sure all the PA and CSR programs paid great dividends over the years because things really went well for us until de-reg and our friend from TX Air Corp. came along.

-Donna Harrison, yellowrose@hawaii.rr.com

I have been one of those fine gentlemen flying aboard our 727s and a couple to times on the vomit comet better known as the CV580. The program started in the latter part of 1967 and went out about 1969 in the fall I think. Vince Davis was the Manager of the program.

Some other PAs were Jack Casey, Jack Bass, Rich Cunningham, Jim Dawson, Chuck Fahrenholtz and Fred Stevens. I think we had about 10 or 12 that started the program and we added some more after about six months into the program. The company put the special phone on the aircraft so that we could call directly into reservations.

Later, they had a volunteer program called the C. S. R's that was on most of the flights. I think this was sometime in the early eighties. It was a great program while it lasted.

-Buck Hawk, CBuckHawk@aol.com

(Others in the programs were Art Lewis (MCITT) and Chuck Dessauer (DENOO). Chuck died in 1990 And Art lives in MCI.)

A LOOK BACK

By Duke Ellington, FIREBOX-D@comcast.net

I started for Central Airlines as a Station Agent in Liberal, Kansas (LBL) in July of 1963 (almost a half-century ago). After about a year I transferred to Manhattan, Kansas (MHK) which was "back home" for us (traded the wind for the lakes - good trade). Served as a Station Agent, along with Mike Conner, Jack Daily, Sonny Chamberlain. We were there for little over a year.

Central promoted me to Station Manager in Ponca City, Oklahoma (PNC). CONOCO was the big employer there and the town did as CONOCO wanted...as a result, some of us called the city "Ponaco". Because of the refinery you could smell Ponca before you could see it. In about 18 months it was on

to Salina, Kansas as Station Manager and the CN/FL merger.

I can't remember the date, but my talent for B.S. was recognized and Frontier sent me to Denver as a Training Instructor, in Customer Service training. We were so screwed up...I was on the flight operations Personnel Quota and worked for Hank Lund in station training. Flight Ops found out about it, so I had to help train the Stews (old time talk for Flight Attendants) from Frontier on the old Central Convair Dart 600s. That was a real thrill....the ladies were used to an inflatable slide and on the 600s they had to learn to use a canvas slide, which was held by the first two people out, after they had to slide to the ground on a rope with knots in it.

One young lady was so afraid, that she started running down the aisle, from the front to the rear of the aircraft, and jumped so far out that Clayton and I had to lift the canvas and catch her before she over jumped the whole thing. Luckily, no injuries. (Can't keep from telling old war stories). After the training department I was Staff Manager - Customer Service, Manager - Service Procedures, Manager - Procedures and Training, and lastly, Director - Procedures, Training and Facilitation.

War Story: I had to learn Spanish, before working on the Mexico entry, which cost about \$1000.00. Hank Lund took delight in saying that it cost us \$1000.00 per word. (wasn't quite that bad)

At the end of our run, we were sold a bill of goods and I went with Hank and the others to start Frontier Horizon thinking that we were doing a good thing for everyone, "Compete with the Big Guys". Didn't turn out that way....a certain President used us as a bargaining chip to try to beat the unions. My first clue that things weren't as we were told was when we were advised, "Oh, by the way, we made a mistake, you guys cannot stay in the FL retirement plan". No doors were left open to return, so that was that. It was so screwed up by then that Hank Lund never stood a chance of going back and fixing it and the rest is history (or as Paul Harvey says "and that's the rest of the story").

At least that's the way I believed it to be. I had one hell of a good time working with all of you guys...have some great memories.

After Frontier, I worked at DIA for about 14 years and retired at the end of 2003. By the way, the FL Plaque (*from Stapleton*) is on the wall at DIA, just outside the Red Rocks Bar (A lot of traffic there).

After about 11 months of retirement, I went to work part-time for the Tandy Leather Company, selling and giving lessons in leather craft.

Not many people knew it, but prior to CN/FL I was a professional musician, so now I'm back into it as the Conductor of the El Jebel Shrine Big Band, "The True Blue Orchestra". We play nothing but Big Band Swing from the 20's, 30's, 40's and early 50's. Our newest piece of music is yellow from age. We do have a good time and since the whole band is volunteer musicians (retired music teachers, retired pro-musicians, etc. and a few younger people who like to help us) all of our proceeds go to the Shrine to keep over 20 Shrine Orthopedic Hospitals and Burn Centers for Children running. You probably know this but there is no charge for our hospitals services, so if you know of a child

that needs help with Orthopedic, Cleft Palate, or burn problems, call a Shriner. Does not matter how much or how little money the family has, the kids are taken care of at no cost.



ARIZONA AIRWAYS INC.

A CHRONOLOGICAL ACCOUNT 1942 TO 1950

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Arizona Airways was organized by H. O. "Rocky" Nelson^{1 2} and incorporated September 8, 1942 in Arizona.³ The principal place of business being Safford, Arizona. The incorporators were H. O. "Rocky" Nelson, -President, James E. McEldowney, -Vice President, and Timothy O'Connor, -Treasurer. The Articles of Incorporation stated "... The general nature of the business which shall be transacted is to maintain and operate an air flying service, and to transport freight, passengers, baggage, mail, and express by aircraft, to train pilots under the Civilian Pilot Training, Private Pilot Training, or other service that will further the war effort ... " ⁴

The Civil Aeronautics Board (CAB) Reports, Volume 9, Economic Decisions (Jan-Dec 1948) Docket No. 968, Arizona-New Mexico Case, Decided February 13, 1948, p 120, records; "...H.O. Nelson, a licensed commercial pilot ⁵ who has flown over 1,500 hours, has a background of some 20 years of responsible business experience. From 1928 to 1932 he was president of State Development Company, a California agricultural project. In 1932 he formed and became president of the Nelson Engineering Corporation, which engaged in mechanical engineering in the field of diesel engine generating equipment for mines, mills, factories, etc. This organization was expanded in 1937 and its name changed to the Venn-Severin Diesel Distributors Inc. with Mr. Nelson as president. In 1941 he resigned to organize a Navy flight school.

... Arizona Airways operated a Navy Preliminary Flight School from September 1942 to August 1944, and had the best Navy rating of any of the 17 Navy Preliminary Flight schools in the Sixth Region (Arizona, California, Nevada, and Utah). ..." ⁶

The CAB announced on July 11, 1944, that it was initiating an "Experiment" to expand air transportation to smaller cities by new carriers to be designated as feeder carriers.⁷ So after the Navy cancelled the flight training program in August 1944, "Rocky", who wanted to start an airline, devoted his efforts to establishing a local air transportation system in Arizona.

¹ H. O. "Rocky" Nelson was born in Sisseton, South Dakota. Reference South Dakota Department of Vital Statistics. Certificate of Birth, Hillis Orville Nelson, born April 20, 1904.

² *The Phoenix Gazette*. Funeral Notice, March 7, 1951. Hillis Orville (Rocky) Nelson. [Died in Tucson, AZ. March 6, 1951]

³ Arizona Corporations Commission. Phoenix, Arizona. Note: The incorporators signed the document on September 1, 1942, but it was not received and recorded until September 8, 1942, so the official date of the Corporation is September 8, 1942.

⁴ Arizona Airways Inc., Articles of Incorporation.

⁵ Commercial Pilot Certificate No. 312940. Dated October 6, 1947. Reference: FAA Airmen Certification Branch, Oklahoma City, OK. 73125

⁶ *Civil Aeronautics Board Reports*, Volume 9, Economic Decisions (Jan-Dec 1948) Docket 968, p. 120.

⁷ *Civil Aeronautics Board Reports*, Volume 6, Economic Decisions (July 1944 to May 1946) Docket No. 857, INVESTIGATION OF LOCAL, FEEDER, AND PICK-UP AIR SERVICE, pp. 1-57.

"Rocky" moved to Phoenix, Arizona in 1945.^{1 2}

On July 11, 1945, the Articles of Incorporation of Arizona Airways were amended to show the principal place of business as Phoenix, Arizona.³

On September 17, 1945, the Arizona Corporation Commission issued Arizona Airways a certificate of convenience and necessity to become a common carrier by air over the airplanes and airways of the State of Arizona.⁴

On Sunday, March 17, 1946; Arizona Airways inaugurated intrastate service^{5 6} with a DC-3 that had recently been converted from a World War II surplus C-47.⁷ Two more C-47's were purchased and converted to DC-3's for passenger service.⁸ A fourth C-47 was purchased but not converted for passenger service, but left in the military interior-cargo/troop transport configuration with the heavy cargo floor and fold down bucket seats. It was sold to the U.S. Department of Agriculture in January 1949.⁹

The CAB scheduled hearings in Albuquerque, New Mexico, from August 12, 1946, to August 21, 1946, for all interested parties in the Arizona-New Mexico Case, Docket No. 968 et al, "for consideration of applications for certificates, or amendments of existing certificates, of public convenience authorizing air transportation in the Arizona-New Mexico area."

Arizona Airways had previously applied in their Docket No. 2295 (which was combined with all other applicants under the CAB Docket No. 968 et al) and presented their testimony, and also a brief to the examiner October 28, 1946.

The CAB in the decision of February 13, 1948, Arizona-New Mexico Case, Docket 968 et al, awarded Arizona Airways a temporary certificate of public necessity and convenience. "... after the appropriate showing indicated in the opinion hereto as to the adequacy of airport facilities and provided that Arizona Airways, Inc., prior to such issuance, and in no event later than 6 months after this order, makes a satisfactory showing as to rearrangement of its financial structure, authorizing it to engage in air transportation with respect to persons, property, and mail for a period of 3 years from the date of issuance,..."¹⁰

¹ *The Arizona Republic*. Funeral Notice, Wednesday, March 7, 1951. H.O. (Rocky) Nelson.

² *Arizona Weekly Gazette*. Obituary, Friday, March 9, 1951. H.O. (Rocky) Nelson.

³ Arizona Corporations Commission. Phoenix, Arizona.

⁴ Ibid.

⁵ *The Arizona Republic*. Monday, March 18, 1946, pp. 1,6.

⁶ *ARIZONA HIGHWAYS*. May 1947, pp. 6,7,14.

⁷ Federal Aviation Administration. Oklahoma City, Oklahoma. Aircraft Records. DC-3, NC 57985, SN. 19996.

⁸ Ibid. Aircraft Records. DC-3, NC 64910, SN. 20062, and DC-3, NC 75028, SN. 6053.

⁹ Ibid. Aircraft Records. DC-3, NC 75029, SN. 6156.

¹⁰ *Civil Aeronautics Board Reports*, Volume 9, Economic Decisions (January to December 1948) p. 112.

February 26, 1948. "Rocky" Nelson stated, "all Arizona Airways flights will be cancelled as of March 1, 1948. Planes and terminals will have to be radio equipped and otherwise brought up to CAA specifications."¹

On June 29, 1948, the CAB issued a Temporary Certificate of Public Convenience and Necessity to Arizona Airways for a period of three years, to be known as Route No. 93.²

A stock offering was made to provide capital to start up operations with the CAB certificate, but was not successful.

The three remaining DC-3's were stored at the Phoenix airport until they were purchased by Monarch Air Lines in 1949, ferried to Denver, Colorado and overhauled by Monarch Air Lines.

On June 18, 1949, the Executive Committee of Arizona Airways; H.O. Nelson, Robert Goldwater, James A. Murphy, J.D. Merrill, J.G. Bulla, and J.E. McEldowney, and Monarch Air Lines Treasurer, C.A. Myhre, signed an agreement for the acquisition of Arizona Airways by Monarch Air Lines.

On July 7, 1949, Monarch Air Lines, and Arizona Airways, filed an application before the CAB "For approval under sections 408 and 412 of the Civil Aeronautics Act of 1938, as amended, of the acquisition by Monarch Air Lines, Inc. of all of the issued and outstanding stock of Arizona Airways, Inc. and the merger or consolidation of the two Corporations." Signed by Ray M. Wilson, Executive Vice President, Monarch Air Lines Inc., and H.O. Nelson, President of Arizona Airways Inc.

Hal S. Darr: Proposes Three-Way Feeder Merger.³ Hal S. Darr president of Monarch Air Lines has asked the CAB to approve merger of Monarch with Arizona Airways and Challenger Airlines. In aviation 32 years, Darr has been active in airports and flight schools... If the CAB approves the proposal, ... it will create an extensive single-carrier feeder system stretching from Montana to Mexico...

April 10, 1950, the CAB approved the acquisition of Arizona Airways Inc., by Monarch Airlines Inc., on Order Serial No. E-4050.

May 15, 1950, the CAB approved the merger - consolidation between Monarch, Challenger, and Arizona Airways, to form **Frontier Airlines**.⁴

On June 1, 1950, **Frontier Airlines** inaugurated service on the combined routes of the three merged Airlines.⁵

FOR FURTHER REASEARCH: ^{6 7}

¹ *Mojave Miner*. Kingman, Arizona. February 26, 1948.

² *Civil Aeronautics Board*. Order Serial Number E-1733. 29 day of June, 1948.

³ *American Aviation*. October 15, 1949, pp. 1,27.

⁴ *Civil Aeronautics Board Reports*. Volume 11, Economic Decisions (December 1949 to August 1950) pp. 1096, 1097.

⁵ *The Denver Post*, June 1, 1950, pg. 1, col.'s 7,8.

⁶ Denver Public Library. Western History Department. Frontier Airlines Collection.

⁷ Arizona State University, Tempe, Arizona. Hayden Library. Arizona Airways Collection.



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Check the list for yourself and friends then let Leslieanne Gallagher know at Wells Fargo. Her toll free number 1-800-444-4823, extension 6258. If you see a name you know to be deceased and you also know their heir, let Wells Fargo have that info too.

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Central Turbo-Prop Blown Off Runway At Drake Field

One of Central Airlines' new turbo-prop Dart 600 airliners was whipped off the Drake Field runway by a stiff, gusting wind while landing this morning.

Don Enos, station manager for Central Airlines, said none of the seven passengers or three crew members on the plane appeared injured - though some passengers were visibly shaken by the experience.

The flight originated In Kansas City, Enos said.

The wind velocity at 10:55 a.m. — when the mishap occurred, was logged at "gusting up to 28 knots" according to Glen Estes, manager of the flight service station manned by Federal Aviation Agency personnel.

The stiff northwesterly wind apparently whipped the tail section of the northbound aircraft to its left and the heavy plane skidded off the runway, plowing to a halt in the boggy ground about 50 feet west of the north-south taxiway.

Enos said he doesn't think the expensive aircraft was damaged extensively.

He said the right prop may have been damaged when it dug into the mud, and that a good deal of cleaning up will be necessary.

Heavy ground equipment will be required to move the plane out of the boggy ground.

-NW Arkansas Times, Friday, March 4, 1966
(When the operations agent radioed the flight to see if everyone was okay, the captain replied, "Yes everybody's alright but they may have to re-upholster the cockpit." Contrary to the news article, the engines were damaged badly. One was reported to be full of mud and crawdads. The CV 600 Rolls Royce engines were brand new.)

A GOOD CONVAIR BOOK

It's "Convair Twins - Airliner Tech Series, Volume 12" by Nicholas A. Veronica and William T. Larkins, 104 pages with 200+ photos, softbound, published in 2005 and retailing for \$16.95. You can find cheaper used copies at Amazon.com and probably other internet bookstores. The book covers all the twin engines Convairs, even the stretch 580. The front cover photo is CV340, N73152, in UA livery before FL bought it 6/29/59. Later it was converted to a CV580 on 5/29/65. At one time or another, FL and it's predecessor airlines owned and operated CV240s, 340s, 440s, 580s and 600s.

Other Convair books available include "Convair Transports: CV 240-990" by A B Eastwood (Editor) and "Convair 240 to 640" by Nick Corrie.

Convair, which is a contraction of Consolidated-Vultee Aircraft, was located in San Diego. The Convair-Liner project started with the CV-110 prototype, but American convinced Convair to alter it into the CV-240.

20 YEARS AFTER!



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