

# FRONTIER NEWS FALL 2006 #25



The Frontier plaque above was placed in the Stapleton terminal sometime after the 1986 bankruptcy. It was moved to the new Denver International terminal in October, 2003 and is now displayed in the main terminal. It has become known as the FRONTIER TOMBSTONE.

*-Thanks to Jim Bauman for the photo - see his note on page 15.*



## 20 YEARS AFTER!





## TIMETABLE

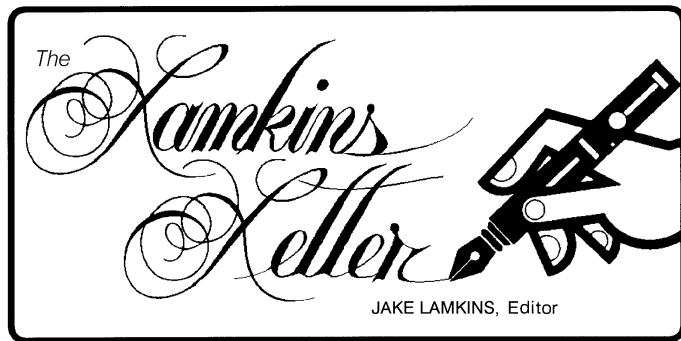


The FRONTIER NEWS is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter 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. Make checks out to Jake Lamkins, FL NEWS and send to 1202 Scrimshaw Cove #4, Fayetteville, Arkansas 72701.



The FLOlks in FYV have started having monthly Old FARTS meetings - as in Old Frontier Airlines Retired Ticket Sellers. Nothing fancy - we just meet at a restaurant the last Thursday of the month. It's a good excuse to lunch together and reminisce about FL times. The DEN SLC & DFW pilots have been doing this for years. Our attendance has ranged from 2 to 6 and every meeting has been very enjoyable. Give it a try in your area. You will be surprised how easy it is and how much fun. Let me know about it. Feel free to change the meaning of the acronym to fit your group such as the Throttle Stompers, Turbine Spinners, Trunk Stuffers, etc.

Bill Guthrie was kind enough to furnish two IAM seniority lists dating from 1974 and 1976. Copies can be ordered from the FL Reports section on the back page. Thanks again, Bill.

One of the reasons the subscription rate has stayed at \$10 is the support the FL reunions have furnished via paid ads. It is very much appreciated. Thanks to all the FLOlks who buy ads.

Check out <http://airfields-freeman.com> on the internet. It has info on about 1400 old airfields across the US. Many airports that FL/CN formerly served are included.

Another interesting piece of aviation history is in a new book titled *Mavericks of the Sky* by Barry Rosenberg and Catherine Macaulay. It's about the first air mail pilots in 1918. Much of the turmoil of those early years fostered the creation of the Air Line Pilots Association and the inclusion of airlines in the National Railway Labor Act. Two other FL unions, ALEA and AFA, started as ALPA affiliates. [Http://www.Amazon.com](http://www.Amazon.com) is selling the book for as low as \$9.98.

*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 REUNION

Held Saturday, July 29, 2006, 2pm-10pm, Tryan's Lazy DF Guest Ranch.

Contact Dee Martenson, [adsanta@bresnan.net](mailto:adsanta@bresnan.net) or Bob Voight, [voightr@aol.com](mailto:voightr@aol.com)

### COLORADO SPRINGS GATHERING

Jan. 6, 2007, 7 pm at Deanna's house

Contact: Deanna Hinkle, [ddbiscuit@juno.com](mailto: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](mailto:JEFord15@comcast.net)

### DENVER GOLF TOURNAMENT

Held 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, [jobob@bojos.net](mailto:jobob@bojos.net) for info

### THE PARTY BEFORE THE DENVER PICNIC

Was 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](mailto:AceAvak@aol.com)

### DENVER REUNION PICNIC

Done on Sat., June 24, 2006, Aurora Reservoir on E. Quincy, 10:30am-5pm.

Contact: Carolyn Boller, 303-364-3624, [CKBoller@comcast.net](mailto:CKBoller@comcast.net)

### GRAND JUNCTION REUNION

Held Sat. August 19, 2006, BBQ at a cost of \$10. Contact: Jim Wilds, 652 Comstock Drive, Fruita CO 81521, 970-858-7577, [JimWilds@netzero.net](mailto:JimWilds@netzero.net)

### KANSAS CITY FLIGHT CREWS REUNION-LAYOVER

Cancelled for 2006. Info for 2007 later. JoDelle Burwell at [jodelleburwell@comcast.net](mailto:jodelleburwell@comcast.net) or Phil Stallings at [redrydertexas@sbcglobal.net](mailto:redrydertexas@sbcglobal.net)

### FRONTIER AIRLINES RETIRED PILOTS MEETINGS

(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](mailto: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](mailto: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](mailto:AceAvak@aol.com) or Jim Hanson 303 750 6478, [tntmillword@aol.com](mailto: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](mailto:CaptainJack20@juno.com)

### FAYETTEVILLE-FT.SMITH MEMORIAL PIGNIC

Was Saturday, August 19, 2006, 11am-5pm, Burford Pavillion near the FSM airport. Contacts: Phil Green, 501-783-2981, [SusiGreen0609@aol.com](mailto:SusiGreen0609@aol.com) or Jake Lamkins, [ExFAL@Yahoo.com](mailto:ExFAL@Yahoo.com)

### FRONTIER BASH

Done Fri-Sat, September 15-16, 2006. The Bash is back.

Contact: Rusty Lambert, 6633 Ann Drive, Murchison, TX, 903-852-3970 [RustyLGolf@cs.com](mailto:RustyLGolf@cs.com)

### KANSAS CITY REUNION

Took place Saturday, August 26, 2006 - 12 noon - 3pm at Barry Platte Park

Contacts: Rose Dragen, [mdragen@juno.com](mailto:mdragen@juno.com) 816/741-1995, or Reva Burke, [RevaBurke@aol.com](mailto: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](mailto:cynhoff55@qwest.net) or Ginger Treptow, 480-813-4595, [peaches85233@qwest.net](mailto:peaches85233@qwest.net)

(See the ad on the back page)

### SALT LAKE CITY GET-TOGETHER

Held Saturday, June 17, 2006, 10am to 6pm, at Walden Park in Murray, Ut. 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](mailto:DAnderton@qwest.net) or Paul Farris, 479-770-6655, [paulamos@yahoo.com](mailto:paulamos@yahoo.com)

### ST. LOUIS REUNION

Happened Saturday, August 26th, St. Ann Park-Pavilion # 1, 12:00pm-4:00pm.

Contacts Ceil Ponder, 4512 St Leo Lane, St. Ann MO 63074, 314-428-9759 or Kathy Benoist, 314-729-1810.



	<b>TIMETABLE</b>	
<b>TUCSON GOLF TOURNAMENT</b> Sat-Sun, Apr 28-29, 2007, In Green Valley, AZ Coordinator is Ron Butler, 520-762-5084, RButler24@worldnet.att.net		
<b>REUNION NEWS</b>		

It sounds like everyone had a good time at the BIL Reunion. Al Krauter had a great idea for the next one: everyone meet somewhere for breakfast either the morning of or the morning after the reunion. (Next committee: keep that in your notes!)

Thanks to everyone for your participation, your enthusiasm and your friendship over the years!

Attending were Roger Greenlee, Al Krauter, Al Kwasney, Loren Holmgren, Ron Huet, Darlene Spieler, Doug Englehart, Ollie Brunz, Dee Martenson, Vern Russell, Bob Hooper, Jerry Schimetz, Darrel Robson, Larry Sanger, George Smith, Bill Beukenhorst, Bob Voight, Ernie Harms, Irwin Humphrey, Lyle McGarvin, Lou Pecora, Hardy Hanson, Jim Purdy, Darrel Fenter and Jim Schwartz

For those of you who asked why Al Martenson wasn't there - he was in Great Falls with the Legion baseball team, the Scarlets. He was their bus driver this summer and they had a 5 day tournament right when we had the reunion.

**-Dee Martenson (DC-Dee), adsanta@bresnan.net**  
*(Group pic page 22.)*

The 20th Anniversary Reunion in Denver was held this past Friday and Saturday and what a HUGE success it was!! We had a great turnout at the golf tournament, lots of fun and lots of prizes were awarded.

The FA/Pilot party was packed and we had a toast to those who have "Gone West". The picnic was just about overflowing with a band, lots of food, a big raffle for lots of goodies and there was a very touching memorial with a bagpiper and balloons released for all those who are no longer with us.

There was also a party for the Ramp/Customer Service/Reservation folks but we don't have the information on that.

Many people devoted many hours and worked very hard to make all of these events what they were and they all deserve a big vote of thanks.

**-Bob "Spider" Reisig DEN Pilot '66-'86 and Joanne "Jo" (Wemlinger) Griffin DEN FA '66-'86, jobob@bojos.net**

Just wanted to let you know that our 20th picnic was a gigantic success. We had over 450 people in attendance and everyone had a great time. I put a little something together regarding the event to be included in your next addition of Frontier News. It's a DVD that will include pictures from the 2006 20th Reunion as well as picture's of past picnics for 2003, '04, '05, Phoenix '05, Plus Stapleton Airport 20 years later. Purchase price will be \$5/ea which includes shipping

**-Barb and Bill Monday, bandbmonday@comcast.net**  
*(See Bill's ad in the next column)*

Well, we did it again. Hundreds of former employees of the "old" Frontier Airlines united to reconnect and share war stories twenty years after the company was grounded.

On Saturday, June 24, 2006, former flight attendants, pilots, gate agents, ramp agents, mechanics, reservationists and more gathered at the Aurora Reservoir. The hours were filled with laughter and tears. Even we cannot explain the chemistry among us that keeps us from letting the grand old airline, our hometown

## Denver Reunion Picnic DVD

270 pictures of 2003, '04, '05, '06, PHX 2005 Picnics  
plus Stapleton Airport 20 Years Later.

**\$5.00/each Postpaid**

**Frontier Airlines Picnic Fund**

**9800 E. Walsh Pl.**

**Denver, CO 80247**

bandbmonday@comcast.net

303-344-8745

airline, be forgotten.

At one point in the event a bag piper strolled the grounds playing Amazing Grace while hundreds of white, helium-filled balloons were released into the bright, blue summer sky in commemoration of those who have "flown west". There wasn't a dry eye in the pavilion.

Though hard to define, the connection we former Frontier Airlines employees share is meaningful, moving. We joke among ourselves about the "thing that never dies" and marvel at the closeness we developed over the years we were employed there. We talk about how hard we worked, how funny the passengers sometimes were, the things we did on lay-overs, and memories of incidents big and small.

The event on Saturday was great. I came away with a deep appreciation for life having tossed the opportunity my way back in the eighties to work for the former Frontier Airlines. It was one of those things appreciated most in retrospect. I am guessing many former employees feel the same.

I'd guess over 100 former flight attendants showed for the June 24 reunion, some who flew for Frontier's predecessor, Central Airlines, in the 1950's.

**-Barbara Curle Neff, palms2pines@aol.com**

About 40 people attended the FYV-FSM FL PIGNic with quite a few friends and family in the total. FLOlks in attendance were: Rod Downey, Phil Green, Dave Grober, Keith Sturgeon, Larry Thomas, Jake Lamkins, Richard Horn, Ed Jones, Tony Worden, John Kelly, Darwin Haudrich, Johnny Matthews, Rusty Lambert, Harold Maxwell, Bill Guthrie, Art Lewis, Ben Pacheco, Ralph Beecham, Jack Chambers, Ken Stewart and Paul Farris

Highlights included Tony Worden driving a 1930 Ford pickup that was gorgeous. Last year he had a 56 Thunderbird. Bill Guthrie, a 1957 - 86 aircraft mechanic, worked in FSM but spent 20+ years at SLC. He brought a packet of IAM info, including two seniority lists which will be very helpful.

Dave Grober manages a pizza parlor owned by Ron Rogers' widow and Keith Sturgeon still has his pawn shop. Ken Stewart works as a Tyson Foods security guard and, at age 73, has no plans to retire.

Darwin Haudrich still runs his store at Hackett. Ralph Beecham still holds down two jobs at SGF. Nearly everyone else is retired and loving it.

Traveling the furthest to attend were Art Lewis, Kansas City, MO, Johnny Matthews, New Braunfels, TX, Rusty Lambert, Murchison, TX and Bill Guthrie, Eastland, TX

**-Jake Lamkins, ExFAL@yahoo.com**

*(Continued on page 4)*

## REUNION NEWS

(Continued from page 3)

The GJT Reunion went great !!! There were 5 or 6 people there because they had seen the notice in either the Frontier News or the FAL web site. Thanks to you. The weather cooperated, and there was lots of shade, drinks and food.

We had BBQ chicken and pork, potato salad, baked beans, spicy pinto beans, cole slaw, rolls and butter, and two special sheet cakes. The first one had a picture of a FAL DC-3 and the date 6-01-1950, the second one had a picture of a FAL B737 and the date 8-24-1986.

There were a total of 58 present, including employees, spouse, a few children and even a couple of grand-children. Those attending from GJTOO were Les (& wife Mae) Bendickson, Arnie (Donna) Bruns, Floyd (Marie) Eicher (from CA), Bob (Pat) Flatten, Jess Heidrich, Bill (Bonnie) Hofferber, Darrell (Hazel) Jones, Lyle (Barb) Kohs (MT), Jack (Sarah) Latta (TX), Buzz (Donna) Oliver, Duane (Lois) Phelps, Lee Sigwart, Ted (Donna) Simmons (TX), Larry Sumner (AZ), Verla Travis (widow of Bud Travis), Walt (Betty) Vanderpool (UT), and Jim (Barbara) Wilds.

Part of what made it special were the guests from outside of GJTOO. They were Bill Barreith (SLCMM), Capt & Mrs Gary Blanchard, Dave (Sheila) Bottinelli (DEN Acctng), Marge (Jim) DuBois (DENRR), Capt & Mrs Leo Dorsey, Janamarie (John) Dugle (Flt Attndt), Bob Pearson (Relief Agt) who came in from ME, Dewey Penley (MTJOO) and Capt Billy Watkins.

**-Jim Wilds, jimwilds@netzero.net**

(Group pic on page 24)

The 2006 MCI "Return to FSM Layover" & Reunion has been postponed until next year. We will be back in 2007 for another "Return to FSM Layover" in Kansas City..bigger and better than ever. Watch the website: [www.KansasCityCrewBase.com](http://www.KansasCityCrewBase.com) and your email inbox for more information after January 1st.

**-Phil Stallings, redrydertexas@sbcglobal.net**

We had 40 people show up at the STL Reunion. Everyone had a good time. We had there Bob Matlock, Lynn Lentch, Don Sorenson, Joe Huchowski, Ann Williams, Russ Nauert, Sam Warriner, Jane Rodgers-Neudeck, Gretchen Brown, Irv Moody, Ruth Beck, Sharon Diekmann, Wiley Allen, Kathy Benoist, Jim Hargis, Bob Sims, Bob Neudeck, Carl Simpson, Roy Schreder, Glen Davis, Bob Brown, Chuck Tiskos, Ceil Ponder and Dewayne Faulkner.

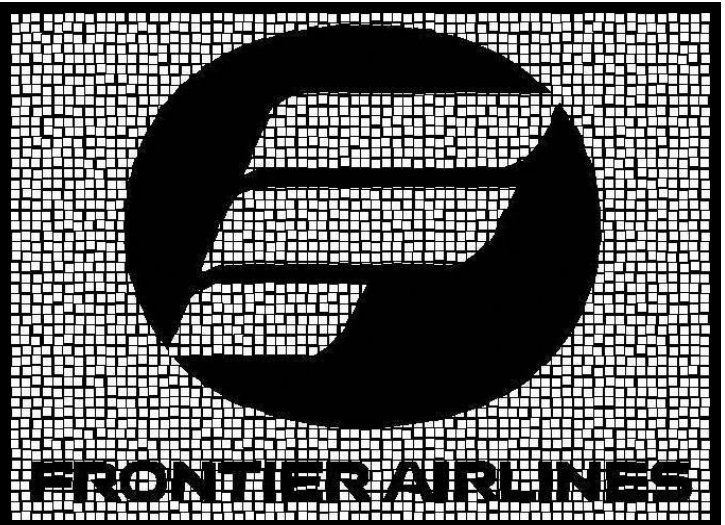
**-Dewayne Faulkner, tbhsrah@yahoo.com**

(Group pic on page 23)

We had a beautiful day...not a drop of rain, and just a nice breeze and cool temperature....only about 80...but many people were evidently scared off by the rain...JoDelle was one. It was raining where she lived, but we were clear. We had only about 30 people, but at least that way, everyone got to visit with each and everyone there, if they wanted to! Even with only 30 there, we collected enough money for next years gathering...so we will try again next time!

**-Rose Dragan, mdragen@juno.com**

The Frontier Bash went very well. We had 28 players. Phil Green and Larry Thomas brought 12 from Ft. Smith. Attendees included John Matthews, Gary Mackie, Austin Henry, Paul Allen, Bill Lassiter. Henry and Allen brought their better halves, Sharon and Kate. Bev Bedsaul (Weed) brought her better half,



### GONE WEST

*We salute these FLiends on their final voyage.*

*They are not dead until we forget them.*

*More information at <http://FAL-1.tripod.com>*

### DEATHS REPORTED OR UPDATED SINCE THE SUMMER 2006 ISSUE

Virgil Allen, RIW station agent, 5/2/06, age 80

Ed Balkenbush, DEN pilot, 9/22/06, need info

Elvin Black, MHK station manager, 4/26/89, age 70

Gordon Bourland, FTW GSW DEN pilot, 2/3/94, age 75

Tom Byrne, GSW CN board member, 5/24/62, need info

Jo Crowdy-Rector, PHX DEN reservation agent, 7/2/06, cancer

Ralph Fisher, SVC station agent, 3/9/00, age 69

Bill Fleming, DEN PHX station agent, 7/6/06, age 65, from a fall

Fred Ireland, COS CN station manager, 1962, need info

Leo Larson, DEN pilot, 8/27/06, age 86

Frank Merrill, VEL station manager, 7/7/89, age 66

Susie Landis Meyer, DEN flight attendant, 8/24/06, age 65, cancer

Milford Olson, MOT station agent?, 2/18/06, age 93

James Stewart, GSW CN Board of Directors, 7/2/97, age 89

Bob Stine, MCI FYV station agent, 9/23/06, age 57, heart attack

Carl Stinson, MCI station agent, 6/24/06, age 73

Pete Tremont, PUB station agent, 2/13/99, age 68

Lee Urquhart, GSW CN director-purchasing, 12/24/98, age 76

Vic Wokal, GGW station manager, 1/15/06, age 92

Fred Walsh, DFW DEN mechanic, 9/6/06, age 80, heart failure

Del, and also Ron Butler came with them. The beer flowed and a couple of good poker games kept out interest up.

**-Rusty Lambert, Rustylgolf@cs.com**

The LNK reunion will be October 7th of this year at The Steak House on Cornhusker Highway. All past Lincoln Frontier employees have been sent invitations.

**-Gerald 'Cork' Guenther, saylor@inetnebr.com**

*As a pilot only two bad things can happen to you and one of them will: a. One day you will walk out to the aircraft knowing that it is your last flight in an airplane. b. One day you will walk out to the airplane not knowing that it is your last flight in an airplane.*

## LEE URQUHART

An article in the October, 1964 CN Skywriter announced Lee's appointment as Director of Purchasing. It said he came from Dallas Aero Service and prior to that he had been with Pioneer Airlines.

**-Jake Lamkins, ExFAL@yahoo.com**

LEE R URQUHART, Born 20 Aug 1922, Died 24 Dec 1998  
Age 76, At 76053 (Hurst, Tarrant, TX) SSN issued in Texas  
**-SSDI**

## JO CROWDY-RECTOR

Jo Crowdy-Rector passed away on Jul 2 of lung cancer. Jo worked in Denver res and Phoenix res. She lived in the Phoenix area.

**-Ginny Rockenhauser, bvrock@cox.net**

Jo Ann P. Rector, 67, of Phoenix died June 21, 2006. Private services will be held and interment will be at Temple Hill Cemetery in Geneseo, NY. Messenger Fountain Hills Mortuary. *(This might be her but date doesn't match. Nothing else at newspaper obituaries.)*

**-THE ARIZONA REPUBLIC, 6/24/2006.**

I spoke with Kay Morey about Jo Crowdy...we both remembered her as blonde, attractive, had a daughter, worked in PHX and DEN Reservations, moved to California. Kay thinks her husband died in an avalanche but we are not sure.

**-Carolyn Boller, CKBoller@comcast.net**

Jo opened the res office with me in 1968 when we opened in the office building and all the people came down from Denver. I started in res in Denver in July of 1967 - Feb of 1968 went with Jo Crowdy, Julie Dickman, Sally Alumbaugh Meyer, and many others from Denver to open Phx res office. I only stayed there a few months

**-Bev Cummiskey, bkc130@aol.com**

Jo worked in PHX res until the time it closed. I recall it was under the last name of Crowdy. Can't remember if she moved to DEN at that time but if she did, it was for a very short time. She did have a daughter, but Jo had dark hair. I think Carolyn and Kay might be confusing Jo with another PHX/DEN res agent named Barb who had a daughter, was an attractive blonde and moved to California before FL shut down.

**-Diane Olesky, DiOlesky@cox.net**

*(We still need a firm obituary and/or a photo for Jo.)*

## VIRGIL ALLEN

Longtime Aspen resident Virgil G. Allen died Tuesday, May 2, at Swedish Memorial Hospital in Denver. Virgil was born on Nov. 30, 1925 in Dodge City, Kan. He graduated from Wayzata High School in Wayzata, Minn., in 1943. Virgil recently returned from Wayzata after attending his high school reunion. He enjoyed renewing acquaintances with his high school classmates.

Virgil was a veteran of World War II and a member of the Navy Air Corps. When Virgil returned from the service, he attended meat-cutting school in Toledo, Ohio. Virgil then returned home and married his high school sweetheart, Candace Sophia Marie Johnson, on Sept. 20, 1947. Virgil and Candace raised their three children in Crystal Bay, Minn., while Virgil worked in Wayzata in the family business.

In 1958, Virgil and his family moved to Riverton, Wyo., where he worked for Frontier Airlines and the Foodliner Grocery Store. Virgil moved to Aspen in 1967 and worked at Palazzi Texaco

for a number of years, as well as at Aspen Airways and Boise Cascade in both Steamboat and Aspen.

Virgil is survived by his ex-wife, Candace S. M. Allen, of Casper, Wyo.; son, Douglas G. Allen of Medicine Bow, Wyo.; daughter, Leslie Claire White of Lawrenceville, Ga.; and two granddaughters, Daryl M. Allen of Casper and Cami Genelle White of Lawrenceville.

**-THE ASPEN TIMES, 5/9/06**

*(V G ALLEN had a seniority date of 7/3/57 on the 3/1/62 FL/ALEA seniority list.)*

## JAMES STEWART

Date of birth, 20 May 1908 in Indiana, Pennsylvania Date of death 2 July 1997 in Los Angeles, California, USA. (pulmonary embolism following respiratory problems). Birth name James Maitland Stewart, Nickname Jimmy Stewart, Height 6' 3".

His "aw shucks" demeanor served him well as the good guy, the shy guy or the nice guy in films like Harvey (1950) and You Can't Take It with You (1938). Alfred Hitchcock turned him into a dramatic leading man in films like Rear Window (1954) and Vertigo (1958). Stewart also starred in his share of westerns, including The Man Who Shot Liberty Valance (1962), The Naked Spur (1953) and The Man from Laramie (1955).



Spouse was Gloria Stewart (9 August 1949 - 16 February 1994) (her death) - they had 2 children.

He was the first movie star to enter the service for World War II, joining a year before Pearl Harbor was bombed. He was initially refused entry into the Air Force because he weighed 5 pounds less than the required 148 pounds, but he talked the recruitment officer into ignoring the test. He eventually became a Colonel, and earned the Air Medal, the Distinguished Flying Cross, the Croix de Guerre and 7 battle stars. In 1959, he served in the Air Force Reserve, before retiring as a brigadier general.

When Stewart won the Best Actor Oscar in 1940, he sent it to his father in Indiana, Pennsylvania, who set it in his hardware shop. The trophy remained there for 25 years.

Over 3,000 people, mostly Hollywood celebrities, attended his funeral to pay their respects.

*(Stewart's connection with CN runs from at least May 1954. An article in that month's CN Skywriter about the movie "Strategic Air Command" mentions Stewart is on the Board of Directors. The last mention of him is in the May-Jun 1963 CN Skywriter about him being on the "Advisory" Board of Directors. He was not listed as one of the 7 regular Board members in that article. The Apr 1964 CN Skywriter lists an updated 9 member Board of Directors and Stewart's name is not mentioned.)*

**OLD AIRLINE EMPLOYEES NEVER DIE  
THEY JUST STAND BY**



## MORE GONE WEST

### CARL STINSON

Carl Stinson, MCI Sr. Station Agent passed on June 24th, 2006. Carl's obituary was in Saturday's paper and there were private services...no information but that. He worked both MKC and MCI...don't know where he started out...he was 73 yrs old, I believe. Carl had really enjoyed the Reunions. It won't be the same without him. Carl had bypass surgery a few years ago...and never seemed to really come out of it. He walked every day...sometimes for hours...and he was slim, and as far as I know did not drink or smoke.

**-Mike and Rose Dragen, mdragen@juno.com**

Obituary: Carlisle F. Stinson

Carl passed away on June 24, 2006. He was born in Kansas City, Kansas on March 12, 1933. Mr. Stinson retired from Frontier Airlines. Carl was preceded in death by his parents Carl and Gertrude Stinson, sister, Inez Minor, and brother Robert. He is survived by his niece Cheryl Body of Mesa, AZ, nephews Dennis Minor of Lake Oswego, OR and Rob Stinson, of Lake Forest, CA. Private services were held. Published in

**-KANSAS CITY STAR, 7/22/2006**

(C F STINSON, Seniority date of 5/30/67 on the 7/1/1984 FL/ALEA seniority list.)

### LEO LARSON

OBITUARY: July 30, 1920 — Aug. 27, 2006. Leonard W. 'Leo' LARSON of Loveland, formerly of Longmont, died Sunday, Aug. 27, 2006, at Berthoud Living Center. He was 86.

Mr. Larson was born July 30, 1920, in Denver to Ludwig and Irene (Espelund) Larson. He graduated from North High School in 1938. He attended the University of Colorado at Boulder. Mr. Larson served in the U.S. Navy during World War II as a flight instructor and then in the U.S. Navy Reserves for a total of 20 years. He married Rosemary Dollarhide on May 4, 1945, in Oklahoma City.

Mr. Larson moved from Oklahoma City to Denver in 1948, to Longmont in January 1970 and then to Loveland in 1998. He was an airline pilot and went to work for Frontier Airlines in 1950. He retired in 1980.

Mr. Larson was a member of First United Methodist Church, the Retired Pilots Association and was active with his late wife in the Patient Advocacy Team. He attended the once-a-month Class of 1938 North High School reunion luncheon. He enjoyed the occasional flight with his friends in their airplanes.

Mr. Larson was preceded in death by his wife on Feb. 24, 2005; a daughter, Laura Larson, on April 22, 2002; and a brother, Paul Larson. He is survived by two sons, Bill Larson and Chris Larson, both of Longmont; a daughter, Linda Devlin of Longmont; seven grandchildren, Kiffaney Wheaton and her husband Joel, Luke Devlin, Lucas Larson and his wife Kesa, Amy Larson, Leslie Harvey and her husband Brett, Joseph Marranzino and Brenna Larson; and two great-grandchildren, Alanna Harvey and Logan W. Larson. A memorial service will



be held at 1 p.m. Saturday, Sept. 2, at First United Methodist Church with the Rev. Dr. G. Bruce Maxwell officiating. Cremation is being handled by Ahlberg Funeral Chapel and Crematory. Inurnment will take place at Foothills Gardens of Memory at a later time.

Memorial contributions may be made to Berthoud Living Center and sent to Ahlberg Funeral Chapel, 326 Terry St., Longmont 80501. Visit [www.ahlbergfuneralchapel.com](http://www.ahlbergfuneralchapel.com) to leave condolences for the family.

**-LONGMONT DAILY TIMES-CALL, 8/29/2006**

(L. W. Larson, Seniority date of 7-14-50, per the 8/31/55 FL/ALPA seniority list.)

### TOM BYRNE

According to an article in the June 1962 CN Skywriter, Tom was a member of the board of directors and died on May 24, 1962. Tom's company is still in business and its website is at <http://www.tsbyrne.com>. Some excerpts from there:

"Thomas Sneed Byrne, a native Texan and a 1913 graduate of Massachusetts Institute of Technology, founded Thos. S. Byrne, Inc. in Fort Worth in 1923. Fort Worth's early landmarks, including the Firestone Automotive Building and the Southwestern Exhibition & Fat Stock Show buildings, still stand as a reminder of Byrne's rich heritage.

Texas Christian University, an acclaimed Fort Worth institution, began its partnership with Thos. S. Byrne as a small school on the cattle frontier. Byrne has continued to partner with TCU over the decades in the development of a global center of independent higher education."

**-Jake Lamkins, ExFAL@yahoo.com**

### SUSIE LANDIS WEBER

One of our fellow flight attendants, Susie Landis, passed away on August 24, at 0400, in Sheridan Wyoming. She died from liver cancer. I only have her phone number, no address. Will try to get address. She was well known and loved by everyone. She left to get married before FAL went out of business, but she kept in contact with FAL group. One of the fellow flight attendants said she was Rodeo Queen in Sheridan in 1957. Also we think Sue started flying in 1965 and left in the mid seventies.

**Bonnie Dahl, bcdahl777@msn.com**

OBITUARY: Sue Landis Meyer, 65, Ranchester, died Thursday, Aug. 24, 2006, in Sheridan Memorial Hospital. Cremation has taken place, and memorial services will be 11 a.m. Monday at First Presbyterian Church with Pastor Doug Melius officiating. Born Oct. 23, 1940, in Sheridan to Walter "Judge" and Clella (Lathen) Landis, she graduated in 1958 from Sheridan High School and worked as a waitress at Eatons' Ranch. She later worked as a Frontier Airlines flight attendant. She married Jerry Meyer on May 12, 1984, in Sheridan. In her later years, Mrs. Meyer worked part time at King's Western Museum. She loved her horses and dogs and was known as a fun person who was loved by her family and friends. Her husband preceded her in death. Survivors include a daughter, Jonalee Watkins of Bristol, Ind., and two aunts. In lieu of flowers, memorials may benefit Hospice of the Big Horns in care of Tara Keep, First Federal Savings Bank, P.O. Box 6007, Sheridan, WY 82801. Arrangements are with Kane Funeral Home.

**-THE SHERIDAN PRESS, 8/25/06**

### PETE TREMONT

I've been in contact with Pete Tremont's wife this weekend. She will either send you or I some info on each death. As I

receive info, I'll pass it on to you.

Another PUB PHX agent was Joe McCaleb and I think he's gone. I'm sure Paul Lawson (former SSM in CPR, CDR) is gone. PUB is where I worked with him.

**-Ivan Newell, IvanNewell@hotmail.com**

**OBITUARY:** Peter Joseph Tremont, 68, of Pueblo, passed away Feb. 13, 1999. Survived by his wife of 47 years, Nell; son, Pete J. Tremont; daughters, Deborah Davis, Rose Mary (Richard) Alter, Christina Wilson; sister, Sandra (Joseph) Wilson; seven grandchildren; and one great-grandson. Preceded in death by his parents, Samuel (Rose) Tremont; son, Christopher Gerard Tremont; and grandson, Gabriel Davis. Funeral Mass, 2 p.m. Tuesday, Holy Family Church. Interment, Imperial Memorial Gardens with military honors by the Pueblo Veterans Ritual Team. Viewing, noon until 5 p.m. Sunday, and 8 a.m. to 8 p.m. Monday.

**-THE PUEBLO CHIEFTAIN, 2/14/99**

PETER TREMONT, Born 09 Jul 1930, Died 13 Feb 1999, Age 68, At 81005 (Pueblo, CO), SSN issued in New Jersey

**-SSDI**

Service Awards: Three Years, Peter J. Tremont, Passenger Service Agent, PUB

**-CENTRAL SKYWRITER, 3/64**

*(Pete's seniority date would be about March, 1961 but he is not on the 7/1/84 or 1/1/86 FL/ALEA seniority lists.)*

## VIC WOKAL

**OBITUARY:** Victor (Vic) Wokal, age 92, of Glasgow passed away on January 15, 2006 at Frances Mahon Deaconess Hospital of natural causes. He was born on October 3, 1913 on the family homestead twelve miles north of Dickinson, North Dakota to Joseph and Theresa Fisher Wokal. In 1926, the family moved to south of Bowman, North Dakota. In 1941, Vic began his flying career. On October 3, 1944, he bought land west of Bowman and, along with his brother Joe, established Wokal Flying Service. While in Bowman, he was an active member of St. Charles Church, Knights of Columbus, and the Squadron Commander of the Civil Air Patrol (CAP).

In 1962, he and his brother purchased a Fixed Base Operation (FBO) in Glasgow, Montana. He became a Cessna Dealer in 1947. Vic and his family moved to Glasgow in 1963. Later, Vic became sole owner of the business. As an active member in the Glasgow community, he was on the Board of Directors for the Glasgow Area Chamber of Commerce, the treasurer of Valley Hangar Association, and after retirement, was appointed to the Valley County Airport Commission. In addition to the FBO, Vic served as Airport Manager. He also served as the Station Manager for Frontier Airlines and as a United States Customs Officer. In 1987, Vic retired and sold his business.

Vic received many awards. Ranging from the Glasgow Area Chamber of Commerce's "Boss of the Year" to the Montana Pilot's Association's Senior Pilot Award in 1990 and a Special Citation from the national Aircraft Owner's & Pilot's Association (AOPA). The most significant honor during his life was the naming of Glasgow airport "Wokal Field".

**-From the internet at <http://www.kltz.com/obits.html>**

## FRANK MERRILL

I just found the FL website and have spent the past 4 hours reminiscing and moments of silence thinking of my past experiences with those that have passed on. I truly enjoyed looking at

this page and others as well.

I know that Frank Merrill, former station Manager in VEL, has passed on, however I don't have any information, Dean Reynolds worked there for many years with him and to the best of my knowledge still lives in VEL and may have info...

My stay with frontier was from Nov 1977 to April 1985, my job was cut due to cutbacks in Management and I was on furlough when FL went out of business.

I served in RKS, VEL, and SEA as a Station Agent. I was Assistant Manager of Aircraft Appearance under Ray Smith and Earl Alexander while in DEN.

**-Coy Preece, CPreece@flyfrontier.com, F9 Manager-Station Operations Training**

*(The following obituary appears to be Frank's son and says Frank died in 1989)*

Brent Wayne Merrill slipped the bonds of this earth as he peacefully slept Jan. 11, 2006. Preceded in death by his hero and father, Frank Merrill (1989); and infant brother, Stephan Lynn. Born of goodly parents, Frank and Donna (Hatch) Merrill, May 8, 1955.

**-VERNAL EXPRESS, 1/18/05**

This appears to be him.

FRANK MERRILL, Born 04 Oct 1922, Died 07 Jul 1989, Age 66, SSN issued in Washington

**-SSDI**

*(We need an obituary and/or any other info on Frank you have.)*

## FRED IRELAND

*(The article on the left is from the 3/62 CENTRAL SKYWRITER.*

*I checked the SSDI. There are 29 Fred Irelands but none died in 1962. 21 Irelands died in 1962 but none fit Fred. There is no Fred L. Ireland listed. Could find no info at Google.com. I have not been able to locate any further info on Fred. Need more info.)*

## RALPH FISHER

**OBITUARY:** Ralph A. Fisher Jr., 76, of

Silver City passed away Thursday, March 9, at Fort Bayard Medical Center. Cremation has taken place under the direction of Bright Funeral Home. Memorial services will be held at 10:30 a.m. Saturday, March 18, at Western New Mexico University's Harlan Hall science building.

Mr. Fisher was born Aug. 12, 1923, in Pernberton, N.J., the son of Ralph A. Fisher Sr. and Edith Elizabeth Lucas Fisher. He is survived by one sister, Betty Lee, and her husband, J William R. Lee, of San Diego. Mr. Fisher was preceded in death by his parents and a brother, Howard I. Otto Fisher. He graduated June 18, 1941, from Forrest Park High School in Baltimore. He served in the U.S. Army Signal Corps as a lineman from 1943 46 and received the Meritorious Unit Award, World War II Victory

*(Continued on page 8)*

(Continued from page 7)

Medal, American Campaign Medal, European African Middle Eastern Campaign Medal, Asiatic Pacific Campaign Medal, and Good Conduct Medal.

He received a bachelor of science degree in 1951 from Arizona State College at Tempe. He worked for Frontier Airlines in Arizona and transferred to the Grant County Airport. He later went to work for Iexas New Mexico Power Co. and retired from there in 1989 after 24 1/2 years of service.

In lieu of flowers, donations may be made to The Ralph Fisher Scholarship Fund, Western New Mexico University Foundation, P.O. Box 1158, Silver City, NM 88062.

**-From the internet at [www.rootsweb.com/~nma/grobittextf.htm](http://www.rootsweb.com/~nma/grobittextf.htm)**

(R A FISHER, Seniority date of 12/17/55 on the 3/1/62 FL/ALEA seniority list.)

## BILL FLEMING

I just recieved word that Bill Fleming has gone west. He worked DEN operations tower during the 70's. According to his brother he died yesterday morning 07-06-2006.

I'm pretty sure he was hired before 1968. Worked the tower with him in 1977, if memory serves. He was on morning shift with Pat Turner. Worked there for years.

He was living near Springfield Mo. We traded emails about every other day. Was living with his soul mate, Daphne Irwin. I know she works for the Springfield library but not sure which branch.

**-Ron Abfalter, [southarmstudio@hotmail.com](mailto:southarmstudio@hotmail.com)**

This is Bill Flemings brother Don. To those of you who don't know yet, Bill has passed away as a result of a fall down stairs at home. I believe it happened early this morning but I'm not sure of the details yet. I just found out about it this evening about 8:30.

**-Don Fleming, [dfleming01@comcast.net](mailto:dfleming01@comcast.net)**

Dad should have had an obituary published in the Clay Center Dispatch per the local Funeral Home. This was either last Friday, 7-7, or Saturday of last week. Thank you for your reply. Frontier was a big part of my earlier years and I was very proud of my father's association with that company and profession. Both my brother and I were very proud of my father's role.

**-Bill Fleming, [billf43@bellsouth.net](mailto:billf43@bellsouth.net)**

WR FLEMING, Seniority date 10/12/64, Emp # 02858

**-FL/ALEA list, 7/1/84**

(Bill's not on the station agent list 1/1/86 so he must have left the company - maybe the early out. Never able to find Bill's obituary.)

## MILFORD OLSON

OBITUARY: Milford A. Olson • 1912 - 2006, 93, died Saturday morning, February 18, 2006, at North Country Regional Hospital in Bemidji, MN. He formerly resided in Minot, ND from 1962-2003.

Milford was born December 28, 1912 in Litchville, North Dakota to John A. and Bertha C. (Hovde) Olson. He attended school in the Litchville Township. He served in the U.S. Army from February 7, 1942 to August 25, 1945 in the South Pacific with Company C, 21st Infantry, 24th Division in Hawaii, Australia, New Guinea, and the Philippines.

He married Dolores Nygaard of Litchville, ND in July, 1946. Later in life he married Berniece Hill of Minot, ND, on May 5th, 1969. Milford was a member of the VFW. He worked as a civilian at Minot Air Force Base from February 1962 to Novem-

ber 1978. He also worked as a janitor at the Presbyterian Church, Frontier Airlines, and Poor Farm.

Milford is survived by his sister, Adele Sander in Mitchell, SD; his daughter Judy Tims; and his sons: James, and his wife Carmen, from Laredo, TX; Richard and his wife Shela from Bemidji, MN; Mark and his wife Bonnie from Valley City, ND; Paul and his wife Theresa from Thief River Falls, MN; and Timothy and his wife Verna from Gwinner, ND;

**-Found on the internet at <http://thompsonlarson.com/obituaries/olsonmilford.html>**

(Does anyone have more info on Milford?)

## ELVIN BLACK

Old Central people who have passed on: Floyd Rollins Station Mgr Lawton, Sid Tolbert Station Mgr ICT, Orvin Black Station Mgr MHK

**-Gary Suboter - district sales manager ABQ 1967 - 1969**

(This was an error by Gary that I discovered going thru old CN Skywriters. Elvin Black, not Orvin Black, was the MHK manager's name. He's mentioned in several articles. He was a station agent in FSM in 1960 going to PRX station manager. An article in May 1962 identifies him as the MHK station manager. I cannot find him on the FL/ALEA seniority list dated 7/31/84.)

ELVIN W BLACK, Born 04 Sep 1918, Died 26 Apr 1989, Age 70, At 66502 (Manhattan, Riley, KS), SSN issued in Iowa

**-SSDI**

(We need more info on Elvin.)

## FRED WALSH

OBITUARY: Fred N. Walsh, 1925 - 2006, 80, died of heart failure Wednesday, Sept. 6, 2006. Memorial service: 11:30 a.m. Saturday, Sept. 16, in Greenwood Chapel.

Fred was born Dec. 10, 1925, in Fort Worth to Helen and Blount Walsh. He grew up on Fort Worth's Seminary Hill and was the first graduate of Technical High School's airframe and power plant program. While still in high school he became a pilot and also began his long career in aircraft repair and maintenance, which would take him to many parts of the U.S., Mexico, Canada, South America and Europe.

Before retiring, he would serve as director of maintenance and also as director of training for several airlines. He was passionately devoted to his family, friends, hunting, baseball, the history of aviation and "fixing broken airplanes."

Fred, or Derf as he was affectionately known by his siblings, was preceded in death by his parents; and his first wife, Betty Ruth Creed Walsh, the mother of his children.

Survivors: Wife from second marriage, Marianne Walsh; daughter, Kim Monroe and husband, Rick, and their son, Connor, of Carlsbad, Calif.; son, Patrick Walsh and wife, Britta, and their children, Jamie, Justine, Nikolas and Emily of Wettenberg, Germany;

**-FORT WORTH STAR TELEGRAM, 9/13/2006**







## GORDON BOURLAND

Gordon Bourland has been gone many many years, and I remember his last flight, and he was very depressed after it was over. After he got off the airplane, he told me that he would give everything he had if he could just continue to fly.

He never married, and no living relatives, and he gradually developed Alzheimers in a nursing home, and fell and broke a hip. He refused to try to walk after surgery, and then several months later he just decided to get up and walk. He lived several months later, and finally died, a very lonely man.

**-Bill Blackmon, [bbmon@juno.com](mailto:bbmon@juno.com)**

There are so many airplanes that I would like to own and fly. I suppose that if I could afford it I would have one of each. Membership in a type club gives me a vicarious way to feel participative. All I know is that any day I am involved in any way with flying is a good day. The neatest sign I ever saw that expressed this thought was painted on the back wall of the late Gordon Bourland's hangar in Justin, Texas. Gordon flew for Frontier Airlines and owned a Waco Taperwing, a Waco Custom Cabin, a Pacer and a 90 hp Champ. The sign said: "These are the Good Old Days." Isn't that true?

**-Don Staats, From the internet at [http://www.eaa35.org/ENL/Nov\\_03/donstaats.htm](http://www.eaa35.org/ENL/Nov_03/donstaats.htm)**

(Gordon Bourland seniority date was 8/2/49 per the 9/1/72 FL/ALPA seniority list which made him #43 in seniority at FL five years after CN was merged into FL. He was the #1 seniority pilot at CN for 18 years. According to the Social Security Death Index, Gordon Bourland was born 23Jun1919 and died 3Feb1994, age 75. Gordon Bourland died 2-3-94 per the Apr 2000 FARPA newsletter.)

## BOB STINE

**OBITUARY:** Robert J. Stine, 57, passed away September 23, 2006 at St Luke's Northland. The Mass of Christian Burial will be 10AM Tuesday, September 26, 2006 at St. Therese Catholic Church, burial in Resurrection Cemetery. Friends may call from 5-8PM Monday at McGilley Antioch Chapel where a rosary will be prayed at 7PM. Family suggest memorial contributions to the American Diabetes Assoc.

Bob was born July 16, 1949 in Kansas City, MO. He was a 1968 graduate of Bishop Miege High School. He graduated from Pittsburg State University and was a member of the Pi Kappa Alpha fraternity. Bob married Elizabeth Brown on December 1, 1973.

Bob had a passion for the travel industry, working for numerous companies over his 25 year career. He also enjoyed the opportunity to travel with his family. He was active in the Boy Scouts of America and the Tribe of Mic-O-Say. Bob loved people and had a legacy of making friends wherever he went. His greatest love, however, was his family. He enjoyed watching his children and grandson in all their activities.

Bob was preceded in death by his father, Arthur Stine. Survivors include his wife, Liz Stine; son, Robert Stine, Jr.; daughters, Melissa Stine and Stephanie Stine; mother, Mary Stine; brother, John Stine, sister, Susan Mann; grandson Michael Quass, Jr. and an unborn grandchild and numerous extended family members.

**-KANSAS CITY STAR, 9/25/2006.**

*(The following email from Bob when he heard of Sam Cales' death in 2002 gives an idea of the type person he was (Sam too). Bob worked as a station agent and SATO agent at MCI FYV PHX during his career from 7/12/73 til the end in 1986.)*

It was with great sadness that I learned of Sam Cales passing. I worked for Sam in PHX in 1974-75. He was the best Manager that I had the opportunity to work for. When I transferred to PHX, my check didn't show up on time and Sam offered to front me cash out of his own pocket to get me by until the check arrived. He also offered to help me move from one apartment to another in PHX.

When our 1st child was born, I had to take the day off. When I asked Sam how to show it on my timecard, he said, "just put 8 hours down..I can't dock you for taking a day off to be with your wife and new son at the hospital"!

I always wanted to tell him how much he meant to me but then I moved back to MCI and we never crossed paths again...until a business trip put me in Reno in April, 2001. I called Sam up and spent a great lunch hour with him hashing over old times. It also gave me the opportunity to tell him, after 25 years, how much I appreciated the way he treated me. Sam was truly a great individual and friend. I thank God that I got to tell him so. He will be missed by all who knew him.

Put in a good word for me Sam...I'll see you again someday!!

**-Bob Stine, Kansas City MO**

## ED BALKENBUSH

Be advised the Gone West of F/O Ed Balkenbush 9-22-06 No other details. He was residing in Reno NV and had various health problems. I didn't know Balkenbush well at all. I met him maybe twice and that was all. He never checked out that I know and I do know he was terminated. He was always in DEN.

**-Ace Avakian, [aceavak@comcast.net](mailto:aceavak@comcast.net)**

*(We need more info on Ed such as an obituary, photo, age, etc.)*

## AGENTS, CLERKS, SKYCAPS & CLERICAL DECEASED LIST

(More information at <http://FAL-1.tripod.com> )

Don Adams, TUL station agent, 12/8/99, age 62  
 Don Adey, OMA HOU station agent, 3/10/96, age 62  
 Marlen Agena, LNK station agent, 5/25/06, age 67  
 Harold Akens, DEN crew scheduler, 10/9/04, age 58, heart  
 Walt Albany, station agent, 10/31/88, age 73  
 Virgil Allen, RIW station agent, 5/2/06, age 80  
 Dave Allison, DFW station agent, 7/11/80, age 34, motorcycle wreck  
 Bob Anderson, CYS station manager, 12/3/65, age 42, heart attack  
 Wilma Antos, DEN accounting clerk, 4/29/05, age 84  
 Jim Ashley, LNK senior station agent, 6/6/95, age 65  
 Jack Ballard, DEN LAW station agent, 2/12/93, age 43, heart attack  
 Elsie Ballard, DEN clerk, 5/5/00, age 94  
 Hub Barker, DUC OKC station agent, 9/15/92, age 62  
 Roger Barks, TUS station agent, need info  
 Frank Bazadier, MCI skycap, Jul82, age 68  
 Al Beek, COS station agent, 12/18/89, age 68  
 Les Belyea, BZN station agent, 10/22/01, age 65, heart failure  
 Lysle Bevans, PUB station agent, 9/6/89, age 55  
 Lloyd Bibb, DEN FCA station agent, Aug88, age 45, heart attack  
 Elvin Black, MHK station manager, 4/26/89, age 70  
 Harry Black, DRO station agent, 7/14/04, age 78  
 Don Blanford, PHX station agent, 11/1/90, age 78  
 Norm Blum, SLC ticket counter agent, 5/18/06, age 82  
 Phil Bolt, DEN station agent, 4/25/02, age 73  
 Jim Booth, DEN JAC RNO station agent, 6/12/82, age 35, cancer  
 Sonja Brown, DEN accounting clerk, 12/17/99, age 62  
 Shirlee Bryan, DEN reservation agent, 3/17/99, age 72  
 Charlie Burgess, DFW station agent, Spring 1997, need info  
 Gary Burson, BFF DEN MHK LAW station agent, SATO, 9/9/93, age 53  
 Unave Bussell, DEN secretary, 4/10/92, age 71  
 Gayle Bussinger, MLS station agent, 3/12/64, age 27, DC-3 crash at MLS  
 Cliff Calcote, MCI ticket counter agent, 6/4/91, age 49  
 Joan Marquez Campbell, DEN RK & TT, 6/8/02, age 68, leukemia  
 Jeannie Carey, DEN accounting, need more info  
 Lefty Carlson, DEN reservation agent, 6/2/99, age 66  
 Sparky Carlson, SLC agent, 4/27/02, age 65  
 Mary Dazevedo Casey, DEN secretary, 3/27/05, age 55  
 Del Caudle, FYV MAF station agent, 2/18/92, age 56  
 William P. Champagne, customer service rep, 6/27/04, age 63, cancer  
 Jim Charbonneau, DEN station agent, 4/4/93, age 49  
 Al Ciferri, ABQ station agent, 10/9/02, age 70  
 Steve Collins, DEN accounting, need more info  
 Shirley Cook, DEN clerk & secretary, 2/7/01, age 66  
 Jo Crowdy-Rector, PHX DEN reservation agent, 7/2/06, need info  
 Harry Cutler, MTJ station manager, 7/24/94, age 70  
 Danny Daniel, FOE DEN station agent, 1994?, age 40?, need info  
 Carol Davenport, DEN accounting clerk, 12/21/05, age 64  
 Lois David, DEN ticket counter agent, 7/3/94, age 63, cancer  
 Dick Demos, CYS station agent, 10/1/01, age 64  
 Chuck Dessauer, DEN station agent, 9/18/90, age 52  
 Lynne Dessauer, DEN reservation agent, 9/15/04, age 69  
 Elton Dial, FYV SGF station agent, 11/20/00, age 72, heart attack  
 Lana K. Doll, DEN accounting clerk, 7/5/03, age 59  
 Jean Dunn, DEN accounting, 3/22/96, age 57  
 Ron Eckles, GRI FSD station agent, 9/6/93, age 53  
 Sue Elder, DEN accounting clerk, 5/23/06, age 80  
 Bob Elliott, DEN station agent (#1), 1/9/02, age 76  
 Hearold Elmer, SAD CFT station agent, 11/2/95, age 71  
 Gloria Elquest, accounting clerk, 11/1/00, age 68, cancer  
 Duane Faltys, TUS station agent, 2/28/02, age 67  
 Wally Farrar, PUB DFW station agent, 6/10/98, age 65  
 Louie Fiorelli, DFW senior station agent, 4/14/68, age 75  
 Ralph Fisher, SVC station agent, 3/9/00, age 69  
 Bill Fleming, DEN PHX station agent, 7/6/06, age 65, from a fall  
 Toshie Fresquez, DEN pass bureau, 10/1/87, age 54, heart attack  
 Gary Frogge, MCI ATL station agent, Aug84, age 45  
 Mary Jean Gallagher, DEN reservation agent, 12/13/04, age 79  
 Art Garcia, MCI LIT station agent, need info  
 Lorie Gasiorowski, DEN accounting, Nov85, age 52  
 Ken Gieck, COS station agent, 5/4/93, age 53  
 Jeff Gilbert, ABQ station agent, 2/18/95, age 64  
 Ron Gildea, station agent, 3/20/90, age 62  
 Hank Goffart, LIT station agent, 9/3/98, age 60  
 Marti Grass, DEN reservation agent, 6/27/84, age 41, brain tumor  
 Tom Green, DFW SWO PRX station agent, 4/6/96, age 61  
 Jim Greer, HOT CYS LIT station agent, Oct86, age 60  
 Jack Groom, SGF BIL DEN ALS PHX station agent, 9/11/03, age 65  
 Reub Gutierrez, GRI ABQ station agent, 2/15/05, age 63  
 Jim Haley, GSWCN DFW STL DEN reservation agent, Aug78, age 48, heart attack  
 Tom Harding, DEN station agent, 5/25/04, age 63  
 Marlena Harris, SLC ticket counter agent, 11/3/99, age 59, heart attack  
 Gene Harrison, STL senior station agent, 9/3/01, age 64, heart attack  
 Carol Haught, DEN accounting, need more info  
 Don Haven, GTF station agent, 9/5/05, age 68, Parkinson's  
 Everett Hawthorne, BIL senior station agent, 4/23/00, age 87  
 Dean Head, RIW GRI station agent, 3/23/98, age 76  
 Nancy Heath, DEN reservation agent, 2/10/05, age 65  
 Lizzie May Heinz, 3/7/72, age 65  
 Carl Henderson, RIW manager, 5/7/02, age 78  
 Jackie Hewitt, 11/13/76, age 46  
 Kenny Hett, TUS station agent, 1/9/93, age 71  
 Chuck Hilton, TUS station agent, 6/6/01, age 56  
 Wayne Holder, FYV JLN DFW station/ticket counter agent, 1/3/02, age 65, heart disease  
 Hilary Hosman, MCI senior agent, 2/6/90, age 61  
 Larry Hughey, DEN GJT station agent, 1/23/00, age 66, cancer  
 Melvin Hullet, DEN senior station agent, 11/20/86, age 53  
 Jerry Humbracht, ABQ CEZ SLC station agent, 3/17/03, age 85  
 Larry Hunt, DEN accounting, need more info  
 Max Hunt, IML GJT DEN station agent, 9/10/85, age 53, heart attack  
 Don Jansen, TOP station manager, May68, age 33, auto accident  
 Jan Jernegan, DEN ticket counter agent, 2/6/00, age 63  
 Myron Kamarad, PHX SNA SAN station agent, 12/22/94, age 64, cancer  
 Art Keck, RKS station manager, 7/3/02, age 67  
 Wayne Kegley, SDY station agent, 7/2/03, age 71  
 Nile Keesey, DEN station agent, 2/7/04, age 65, lung disease  
 Oran Kennedy, LNK senior station agent, 3/15/94, age 76  
 Bill Kilian, DEN station agent, 11/24/76, age 31, killed by gun in luggage  
 Dean Kirksey, STL senior station agent, 5/15/95, age 64  
 Doug Knipfer, DEN JAC RNO station agent, 3/8/02, age 63  
 Paul Kreitman, GRI STL station agent, 7/22/04, age 78  
 Erv Kroeplin, TUS station agent, 4/16/02, age 84  
 Roland Kuhn, BFF MKC HUT FOE ICT station agent, 10/1/97, age 68, leukemia  
 Floyd Lafferty, DEN ticket counter agent, 9/18/02, age 54  
 Cel Landi, PHX DEN reservation agent, 4/6/00, age 61  
 Robert Lee, TUS station agent, need info  
 Theo Leprich, PHX res & tkt agent, Mar82, age 54, lung cancer  
 Harold Long, RIW station agent, 3/17/02, age 71  
 Boyd Loucks, GSWCN crew scheduler, 11/28/96, age 64  
 Herschel Lowe, DEN station agent, 12/9/02, age 81  
 Leo Maldonado, MCI station agent, 1/24/02, age 58  
 Dave McCall, LBF FSD station agent, 8/15/91, age 57  
 Carolyn McCallister, DEN accounting, need more info  
 Larry McIntosh, OMA station agent, 1/19/04, age 64  
 Dolly McPhee, DEN ticket counter agent, 8/11/98, age 70  
 Terry Meehan, ALS station agent, 1/18/2001, age 72  
 Frank Merrill, VEL station manager, 7/7/89, age 66  
 Stu Miller, PHX station agent, 12/21/89, age 56

Al Mosley, PHX, SSA, 12/5/99, age 78, heart attack  
 Larry Musselman, FOE DEN station agent, 2/16/94, age 66  
 Donna Myers, DEN executive secretary, 1/23/01, age 85  
 Stan Needham, JAC senior station agent, 6/8/99, age 76  
 Ora Nestelroad, ICT station agent, 8/12/00, age 66  
 Louise Newton, DEN accounting, need more info  
 Bob Niejadlik, FLG BOI station agent, 11/23/04, age 61, cancer  
 Don Oberg, MCI station agent, 1/6/04, age 56, heart attack  
 Milford Olson, MOT station agent?, 2/18/06, age 93  
 Mo Osborne, system station agent, 5/22/94, age 56  
 Rich Owens, STL DEN station agent, 2/16/05, age 55, heart attack  
 Glenn Palser, DEN senior agent, 11/9/03, age 79  
 Jack Payne, FMN MEM MAF senior station agent, 11/20/05, age 64  
 Linzy Pendergraft, OKC senior station agent, 7/19/89, age 60  
 Ken Perkins, GEG station agent, 4/26/00, age 72, heart attack  
 Orval "Pete" Peterson, FSM DEN station agent, 11/3/98, age 76  
 Sy Pfannenstiel, DEN accounting, need more info  
 Jackie Pfeiffer, RAP BIL RNO SAN SNA station agent, 4/24/04, age 59, heart disease  
 Margaret Pickering, GSW CN statistician, 12/21/97, age 79  
 Teddy Pierce, LAW station agent, 7/14/01, age 70  
 Will Pliska, MCI reservation agent, 9/7/76, age 29  
 Don Plunkett, LIT senior station agent, 10/10/98, age 68  
 Lynn Puckett, DEN senior clerk, 7/85, age 44  
 Ralph Rea, SVC station manager, 3/20/97, age 70  
 Walt Rea, DRO station agent and station manager, 8/14/02, age 75  
 Pam Reed, DEN senior accounting clerk, 1/20/01, age 59  
 Celeste Reid, MLS station manager, Apr81, aircraft crash  
 Conrad Remmel, TUS station agent, 8/4/94, age 60  
 Dave Richards, unconfirmed, need info  
 Monica Robertson, DEN accounting, need more info  
 Leon Robinson, DEN station agent, 11/9/98, age 52  
 Ron Rogers, FSM station agent, 5/12/98, age 56, cancer  
 Ed Rohlmann, STL station agent, 3/23/03, age 61  
 James Russell, CN agent, 6/9/02, age 62, cancer  
 Frieda Russell, DEN accounting, need more info  
 Chuck Schlener, DEN station agent, 4/2/02, age 69, heart attack  
 John Scott, DEN senior station agent, 2/14/04, age 66, murdered  
 Duane Sharp, ABQ DEN JAC BOI station agent, 10/29/99, age 61  
 Bill Sharkey, GUY LBL DEN station agent, 7/9/88, age 67  
 Bud Shepherd, BIL station agent, 6/3/04, age 77  
 Jeanette Sickler, DEN accounting clerk, Dec93, age 55, cancer  
 Dale Simonin, MCI station agent, 11/26/97, age 51  
 Rosanna Sims, DEN reservation agent, 3/29/97, age 65  
 Ron Slater, DEN BOI station agent, 4/20/04, age 62  
 George Slivka, SLC ticket counter agent, 10/24/04, age 80  
 Bob Smith, SLC station/ticket counter agent, 9/15/98, age 55, car wreck  
 Dan "Smitty" Smith, DEN station agent, 9/2/86, motorcycle accident  
 Jim Smith, MCK station manager 1959-71, 3/6/96, age 62  
 Leon Smith, LIT DEN station agent, 12/1/05, age 68  
 Marion Southerland, PHX reservation agent, 3/20/03, age 68, heart failure  
 Dorsey Spencer, TBN station agent, 10/1/03, age 60, cancer  
 Ray Spiars, RIW LAR HSI GRI WRL SEA station agent, 1/6/96, age 64  
 Paul Stevenson, DEN station agent, 3/10/04, age 58  
 Howard Stewart, DEN DSM ticket counter agent, 8/10/92, age 50  
 Clyde Stillman, SLC station agent, 4/21/05, age 63, heart disease  
 Carl Stinson, MCI station agent, 6/24/06, age 73  
 John Stults, FYV DFW station agent, 7/28/99, age 64, ramp accident  
 Clay Tanner, RIW WRL SLC station agent, 9/28/05, age 86  
 Susan Tawara, DEN accounting, 1/28/90, age 51  
 George Terryberry, MCI GEG station agent, 1/27/99, age 58  
 Vivian Tevebaugh, DEN reservation agent, 6/5/00, age 79  
 Danny Thomas, MCI station agent, 7/8/90, age 56  
 Fred Thompson, TUL senior station agent, 12/19/92, age 65, cancer  
 Charlie Timmons, BIL SNA DEN station agent, 12/3/88, age 47  
 Bud Travis, BFF GJT station agent, 2/11/05, age 73  
 Pete Tremont, PUB station agent, 2/13/99, age 68

Chester Turgon, MCI station agent, 10/30/92, age 67  
 Pat Turner, DEN sr. station agent, 1/1/02, age 65  
 Roger Utsunomiya, DEN LAX ticket counter agent, 6/17/96, age 44  
 Larry Vail, OMA SMF station agent, 1/17/00, age 60  
 Morris Vogel, AMA station agent, 2/20/03, age 73  
 Carol Wallace, DEN secretary, May 99, need more info  
 Judy Weber, DEN accounting, need more info  
 Dave Weston, DEN BOI station agent, 10/30/01, age 58  
 Bill Whalen, CYS LAR SMF station agent, , 1/23/03, age 63  
 Gordon White, MSO FSD station agent, Oct83, age 39, auto accident  
 Sherie Whitaker Whitlow, DEN reservation agent, 12/14/98, age 51  
 Doyle Willhite, FSM LAS station agent, 9/30/98, age 65  
 Max Willis, PHX senior station agent, 12/22/99, age 83  
 Logan Wilmoth, TBN STL LEX station agent, 6/6/06, age 69, cancer  
 Larry Witkowski, LNK senior station agent, 1/23/97, age 64  
 Dick Withrow, CPR TUS LAW OKC station agent, 2/9/05, age 65, lung cancer  
 Vic Wokal, GGW station manager, 1/15/06, age 92  
 Carol Ann Wolfe, DEN FA & Clerical, 4/26/06, age 60, cancer  
 Betty Worl, 2/10/77, age 55  
 Peg Youngs, DEN accounting, need more info  
 Jim Zalesky, FSD LNK JAC station agent, 4/15/90, age 57  
 (Please let me know of errors, corrections, more info, etc.)

## LAWS OF THE NATURAL UNIVERSE

**Law of Mechanical Repair:** After your hands become coated with grease, your nose will begin to itch or you'll have to pee.

**Law of the Workshop:** Any tool, when dropped, will roll to the least accessible corner.

**Law of Probability:** The probability of being watched is directly proportional to the stupidity of your act.

**Law of the Telephone:** If you dial a wrong number, you never get a busy signal.

**Law of the Alibi:** If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.

**Variation Law:** If you change lines or traffic lanes, the one you were in will start to move faster than the one you are in now.

**Law of the Bath:** When the body is fully immersed in water, the telephone rings.

**Law of Close Encounters:** The probability of meeting someone you know increases when you are with someone you don't want to be seen with.

**Law of the Result:** When you try to prove to someone that a machine won't work, it will.

**Law of Biomechanics:** The severity of the itch is inversely proportional to the reach.

**Law of the Theater:** At any event, the people whose seats are furthest from the aisle arrive last. **Airliner Corollary:** The last passenger will have a window seat, be overweight and have a small bladder.)

**Law of Coffee:** As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

**Murphy's Law of Lockers:** If there are only two people in a locker room, they will have adjacent lockers.

**Law of Rugs & Carpets:** The chances of an open-faced jelly sandwich landing face down on a floor covering are directly correlated to the newness and cost of the carpet/rug.

**Law of Location:** No matter where you go, there you are.

**Law of Logical Argument:** Anything is possible if you don't know what you are talking about. **Lamkins Corollary:** Nothing is impossible if you don't have to do it yourself.

**Brown's Law:** If the shoe fits, it's ugly.

**Oliver's Law:** A closed mouth gathers no feet.

**Wilson's Law:** As soon as you find a product that you really like, they will stop making it.

**Gunter's Law of Air Travel:** The strength of the turbulence is directly proportional to the temperature of your coffee.

**Law of Speed:** Death is just nature's way of telling you to watch your air-speed.



Posted at the FL Club Jul 2006: For sale at ebay.com: 6 FRONTIER Airlines Service Diamond Pins - 5 year, 10 year, 15 year, 20 year, 25 year, 30 YEAR !!!

THESE PINS ARE MADE OF 10K GOLD EXCEPT FOR THE 5 YEAR PIN. THE 25 YEAR PIN HAS ONE REAL DIAMOND AND THE HARD TO FIND 30 YEAR PIN HAS 3 DIAMONDS. THIS IS A GREAT CHANCE TO ADD MATCHING PINS TO ANY COLLECTION AND COMES WITH THE CLOCK. HAS THE NAME BILL HILBERT, PRESIDENT, FRONTIER EMPLOYEES CLUB ON PLAQUE. (Ad at Ebay)

Does anyone remember Bill Hilbert who was president of the employees club? What position did he work and when did he retire? Is he still alive?

Thanks to Al Kendell for alerting me to this item.

**-Jake Lamkins, ExFAL@yahoo.com**

Bill Hilbert was an ops manager for flight operations.

**-Don Cecil, DHMECECIL@aol.com**

Bill Started for Monarch Air Lines as a Dispatcher, March 1, 1947, and became one of the Operations Managers in the 1970s. He retired October 1, 1983, and moved into one of the new homes in the new Highlands Ranch area in 1986.

I worked with Bill in the same office for 20+ years, since I was a Manager On Duty in the Maintenance Control Center and worked directly with all of the Operations Managers and Dispatchers.

I saw Bill several times in March and April, 2006 when he said he was moving into a smaller place that offered amenities. Bill also mentioned that he had been diagnosed with Alzheimers in February. His former phone number has been disconnected, so I don't have any contact.

## Notes From FLolks

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

**-Ken Schultz, Wheat Ridge, CO**

(Bill Hilbert's retirement plaque sold for \$261.)

My name is Warren VanderGalien and I was a Station Agent with Frontier for 9 years in DEN. I just heard about the FL website and really enjoyed the pictures and seeing some familiar names. I would like to join the club and maybe hear from some old friends through the club.

It's amazing how quickly 20 years has gone by. I spent several hours on the website reading some familiar names and even reliving some of the events of 20 years ago. It's a shame we didn't have the Internet 20 years ago as it is a great way to communicate and keep in touch with old friends.

I went to several FAL reunion picnics in DEN. But I was in that next generation of FAL employees who had to find another career and that meant moving. I lost touch with most of my old FAL co-worker friends as life goes on.

I enjoyed my 9 years as a baggage handler in Denver but the debacle at Frontier taught me that I needed a skill to succeed with the airlines. I went to back to school and got my A&P license. I threw bags for United while I was in school and then transferred to the mechanic skill. I worked as an overhaul mechanic for United in Oakland for 6 years and then in Indianapolis for 9 years and now in SFO for the last 3 years. I'm a line avionics technician working right at the terminal. An interesting and challenging job plus I'm outside in the California sun every day. It's been an up and down career at United with 9/11 and the bankruptcy but all in all it's been good.

I have some photos of me standing next to some ex-FALairplanes taken shortly after 9/11. United was parking the planes for good and I wondered if that was the last remnant of Frontier that was still flying...

**-Warren VanderGalien, WMLT@aol.com**

All is well here, went to picnic. Am a security guard for Mike Shanahan. Real cushy, well paid job! Go Broncos!

**-Harry Samuelson, Aurora CO**

(Harry was a DEN station agent, seniority date of 3/7/66.)

I was employed from 1865 - 1985 as a reservation agent in Denver. I spent from 1969 - 1972 in the Phoenix, then back to Denver when the PHX office closed. At that time my name was Midge Bundy - My husband name: Bill Bundy, 3 children: John, Bill & Carol.

**-Maggie Taylor, Wheat Ridge, CO**

(Seniority date, #15 in reservations, 5/24/65)

Frontier 11 years machinist & lead machinist Denver. After 86, 4+ years Aspen Airways and 15 years aircraft maintenance at American Airlines. Retired 6/06

**-Harold Quandt, Aurora, CO**

I would like to get an introductory issue sent to my mother, Mary (Palkowski) Bircher. She stopped working for Frontier in 1967 to marry my father. At the time of her departure she was Supervisor of Stewardess Training in Denver.

**-Michelle Packard, Eveninggarden@aol.com**

I had both knees replaced and am recovering okay. 4 - 5 weeks recovery. They got to hurting so bad I had to do it. Too much crawling around the belly of those MD-80s. I'm still working at CO and moved to SDF because we'll probably retire in this area.

**-Bill Newnum, bnewnu@coair.com**



I'm still raising alpacas and doing consulting work. Recently, I've been helping set up a new low cost carrier called SkyBus, based in CMH. Ryanair, the European carrier, is involved in the start-up. We just got them over 60 aircraft.

Jon Bartram, who was with CN and in tech services, lives over in Perkins OK. Ardell is working with the FAA in SEA. Dallas Mortenson was director-quality & FAA liaison.

The main reason FL went down was the O'Neils sold off the aircraft. FL lost the tax depreciation write-off and had to start paying big bucks to reant aircraft which started the cash flow problem. It was greed by the O'Neils - trying to get as much money as possible out of FL.

I'm almost 74 now and still going strong.

**-Fred Schubel, 98579firesidefred@aol.com**

Invitation to Jeff Hutchinson's retirement party: After 45 years, 1 month, and 1 day, five (5) airlines, Central, Frontier, Metro Flight, Simmons, and American Eagle, two (2) bankruptcies (Frontier/Metro Flight) Laid off by Simmons Airlines, and three (3) years in the Marine Corp, I have decided to retire. It's about time. I would like my last day with American Eagle to be August 31, 2006.

**-Jeff Hutchinson, Lawton OK**

(An article about Jeff from the Dec 1981 FL NEWS is to the right. Jeff also received the ALEA Award of Merit for his life saving actions.)

Please enter my subscription to the Frontier News. I worked as a station agent in DEN from 1967 - 1986.

**-John Zobens, Englewood CO**

(J I ZOBENS, Station agent seniority date 5/30/67, emp # 09888 on the 1/1/86 FL/ALEA seniority list.)

I was a Frontier employee in Denver. I was a station agent/senior station agent/tower manager from 1977 til 1986. I moved to United Airlines in May of 1986 til Jan 2003 at which time I was furloughed. I subsequently worked for the city and county of Denver at DIA and in Oct 2005 I resigned and retired. Presently I work part-time at a local golf and country club community in the Denver area which allows me some spending money and free golf. I now live in Parker, CO with my wife and 2 dogs. Life is good.

**-Jerry Jahnke, j2golf@hotmail.com**

I'm Jeffrey Mills - station agent March 1959 to August 1986 - 6 months in BIS and the balance in LNK. After FL I worked as a youth counselor in LNK. In 1987 we moved back to New Hampshire where I worked at Harbor School in Newberry, MA. In 1988 I went to work at youth detention services for New Hampshire where I retired in 1999.

After that, I worked part-time with the New Hampshire Historical Society, as a security guard and teacher's aide. We moved to Elizabeth City, NC last year to be closer to some grandkids. It's hard to believe it's been 20 years. LNK is planning a reunion this October.

**-Jeff Mills, ARTIEDESI@HOTMAIL.COM**

(J A MILLS, Seniority date 3/14/59, emp # 05738, Per 1/1/86 FL/ALEA seniority list.)

## Hutchinson awarded Frontier, FAA honors



**NORMAN "JEFF" HUTCHINSON, right, a station agent based in Lawton, was recently awarded a Frontier Presidential Award by Glen Ryland for his actions March 30 after the crash of a U.S. Army U-21 aircraft at the Lawton airport.**

According to Ryland, Hutchinson entered the burning aircraft and saved the lives of two officers who were trapped inside.

"With total disregard for his own safety and under extremely dangerous conditions," Ryland says, "Hutchinson's unselfish and automatic response was to aid the two officers. He immediately notified fire and rescue units, and extinguished the flames outside the cabin and inside the cockpit. This is heroism at its finest."

Hutchinson was also recently awarded the Federal Aviation Administration's Distinguished Service Award for his actions - the FAA's second highest award.

A veteran of the U.S. Marine Corps, Hutchinson first joined Central Airlines in 1961, later joining Frontier after serving in Viet Nam. Hutchinson is married and has five children.

**Fly FRONTIER**

## More Notes From FLolks

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

**-Bob Hooper, bobh@bighorntravel.com**

Longtime Yellowstone Regional Airport board member Bob Hooper was hired last week as the new airport manager.

*(COD is the airline designator for the airport in Cody, WY.)*

His selection followed an unannounced executive session of the YRA board - in which Hooper did not participate - on Thursday. The board also met in an announced executive session Monday to shorten the list of 21 applicants to three finalists.

Hooper, 52, owns Big Horn Travel, which he said will now be managed by current staffers Norma Wheeler and Lisa Housel.

"I won't be there in the daytime," said Hooper, who has served on the YRA board as a Park County appointee for 11 years.

With an extensive career in the airline and travel industry, Hooper says he is "knowledgeable in personnel management, budgets, accounting, sales, marketing, revenue enhancement and business plans" and also brings "strong negotiating skills and a high standard of work ethics" to the job.

Hooper will take over the manager's position Aug. 1. Airport staff and the board have been operating the facility in the absence of a manager.

A native of Kansas City, Mo., Hooper attended Longview College in Missouri and began an airline career that included attending Braniff Airline School in Dallas. He has lived in Cody 12 years, coming here from Billings when he purchased Big Horn Travel.

His wife is Cheryl, and he has two step-daughters, one in Cody and one in Denver, and a son in Kansas City, Mo. He enjoys outdoor activities including golf.

Hooper's airline experience dates to 1979 when he went to work for the old Frontier Airlines, advancing to the position of sales manager in Billings after starting as a reservations agent in Kansas City.

He worked for Continental Airlines 1986-94, serving as district sales manager in Billings. In that capacity he covered eight cities served by the airline, completing sales negotiations and representing the company at civic functions and government affairs.

The 1994 downsizing of the airline's operation in Denver resulted in closure of the cities in his territory. At that time Hooper purchased Big Horn Travel so he could remain in the area.

Between living in Billings and Cody, Hooper has spent 22 years in the area.

"I'm not going anywhere - I'm going to retire in Cody," he said. "I like this area."

"I've spent my entire career in the airline and travel industry," Hooper said. He has made connections he feels will be helpful as airport manager.

He said the county commissioners will replace him on the YRA board for the remaining 18 months of his term. He added that he'll decide by Friday whether or not to remain a candidate for an open seat on the city council from west Cody.

**-Excerpted from an online article in the  
CODY ENTERPRISE By Carole Cloudwalker**

I will send you what I know and remember about the BEECH 99 N21FW incident. *(See pages 16-17 of the last issue)* My crew on midnights did the maintenance check on the A/C and I signed the airworthy release on it. The A/C flew all day without problem and on it's inbound evening flight the crew had their problem and called in that they had just lost an engine.

Every one thought it was just an engine failure. As it taxied by the line office on old concourse A, the foreman on duty Steve Bruley said they did lose an engine. The NTSB investigated the incident and interviewed all that had been involved with the A/C. The engine and propeller was found in a farmer's field just south of Greeley. FRONTIER rebuilt (repaired) the A/C in our hangar and returned it to Wichita to end the lease on it.

FRONTIER then sued the propeller manufacture, BEECH AIRCRAFT and others to get their money back for the repairs. I was called in by the company and their lawyers to testify that I had inspected the propeller and found it airworthy, when I told them I hadn't seen the aircraft but had only certified that all of the paper work had been completed and if they would produce the paper work I could tell them who had actually inspected the propeller.

On airplanes all of the paper work from the time it is built until it is totally scrapped out goes with the A/C, they informed me that the A/C was being flown to Washington State and hit a very high mountain peak and as far as I know it is still up there. FRONTIER settled their suit out of court. This is a lot of rambling but it might put a little closure on the story.

The Denver 20 year picnic was a huge one.

**-Don Cecil, DHMECECIL@aol.com**

I started out 11/28/72 in CDR with A.G. (George) Smith as manager and the other agent there was Paul Kreitman. Had Beech 99 for starts, then on to the Twin Otters. Great station to learn in but not much for entertainment.

Then on to SLC with Duane Phelps as manager and Don Anderton as assistant manager. That was a good all around experience. Good people all. You probably knew John Klonizos who was the union rep there. Also worked there with Paul Farris, Enoch Sorenson, Gary Pinson, and a bunch of VERY good looking flight attendants. Still keep in contact with Carol Stillman (Pickett).

After that it was on to JAC with Fred Elliot as manager and Stan Needham as senior station agent, with Ken Wientjes, Tom Enger, Tom Waserthuer (Sic), Dave Morris and the lovely Liz (Stella Szaboda) Clark.

Ended up in DEN with the best people ever. Miss em all everday. On my way out to RNO to see my daughter graduate from Univ of Nev Reno I went through Stapleton just before it shut down. It was the strangest feeling. It was like I was finally home again. Still miss that ole airport. I think that's why Bill Fleming's death hit so hard. He was the spirit and embodiment of that place. Working the tower with him, JD, and Pat Turner was the real deal. Finished my career in DTW.

My ramp knees are doing just fine. It has been brought to my attention that I could be suffering from the dread disease called "RAMP BRAIN". Does anybody else's wife suggest the same problem?

I for one look back not with bitterness but with great fondness as that was the best time of my life. I can't say enough about how great the Frontier Family was and is.

**-Ron Abfalter, southarmstudio@hotmail.com**



The Saturday (8-26-06) edition of the Rocky Mountain News included a brief article on Frontier I submitted.

### **'Old' Frontier ended operations 20 years ago**

This week represents the 20-year anniversary of the demise of the original Frontier Airlines, or the "old" Frontier. After 40 years of loyal service, Frontier ceased operations on Aug. 24, 1986, and filed Chapter 11 bankruptcy a few days later.

Frontier's predecessor, Monarch Airlines, was formed by Colorado Aviation Hall of Fame member Raymond M. Wilson. The company struggled to survive and flew unpressurized DC-3 aircraft through the cold and icy Colorado winters and the storms of summers. The airline had an unparalleled safety record, having never had a passenger fatality.

Monarch merged with two other carriers to form Frontier. The Convair 580 formed the backbone of the Frontier fleet and allowed service to Grand Junction, Steamboat Springs, Montrose, Durango, Gunnison and Pueblo.

In the 1980s, Frontier was squeezed in a three-airline hub at Denver between United and Continental and faced a sluggish economy and endless competition from other new low-fare carriers. Between 1985 and 1986, the airline changed presidents and ownership and fought hard to survive financially in the oversaturated environment of the day.

It is important to note that even in her toughest time, the employees of Frontier proudly continued their high standard of service and loyally served Colorado in the airline's later years just as they had early on.

I sincerely hope Frontier's legacy will live on in the time to come, just as strong as it has in the 20 years since.

**-Greg Stearns, jetrio@yahoo.com**

*(Greg is the son of FL pilot Gus Stearns and FA Pam Stearns. Way to go, Greg! Nice article.)*

My name is Chuck Pennie, and I was employed at Frontier from Feb. 1968 to Jan. 1985. My last job assignment was in the Building Maintenance Group (DENIB) as a Lead Technician (Facilities Electrical) at the Denver Operations Base.

I've recently retired from a position with the Department of Labor and Industries, State of Washington, as a Construction Compliance Inspector, and I am living in Missoula, Montana. While inspecting construction work at the Airport in Moses Lake, Washington, I met a couple of former Frontier Mechanics who were working for Alaska Airlines at the JAL maintenance facility. Talking to these two mechanics caused me to think about the old airline and wonder if anyone was keeping the past alive.

I am, at the present, time receiving both IAM and Frontier retirement so I imagine you can say that I'm also retired from Frontier. Something else comes to mind that caused me to think of Frontier. The day that I happened to be in Moses Lake on the airport assignment was a day that Former Frontier VP Fred Schubel was at the Alaska Airlines facility, and he had left shortly before I arrived to return to Seattle. I would have very much liked to have been able to spend a little time with him.

**-Chuck Pennie, b\_cpennie@msn.com**

The FAL "Tombstone" at DIA is located in the main terminal - Level 5 - Northeast side. If you know where the Red Rocks bar is...it is on the wall directly across from it. (wall is part of the descending escalator) Not a very visible spot. Should have been put up next to the entrance to the cross-over bridge to Concourse A. A place where people and passengers may actually notice it. **-Jim Baumann, JetProp580@aol.com**

## **FLYING THE CONVAIR 580**

At Kansas City, I had planned to connect to a Braniff nonstop to the new Dallas Ft. Worth Airport. Then, Braniff was the only carrier operating MCI to DFW nonstop. When I called the Braniff reservation number I was shocked. The reservation agent demanded I tell her how I was getting to Kansas City before she would book my seat. It was obvious Braniff thought they had the only game in town. I knew Frontier flew to both Dallas and Kansas City and I wondered if they might have a connecting flight somewhere. It was worth a call.

A very polite Frontier agent on the phone listened to my story about the 'FlyingColors' fifth degree. She checked her schedule and said yes, they could fly me from Kansas City to Dallas but it involved a few stops and a plane change. "I don't care about that. Where is my connection?" I asked. "Ft. Smith, Arkansas," she said. My heart skipped a beat, I knew Frontier didn't fly 737s into Ft. Smith. To be sure I asked the next question. "What kind of aircraft will I be flying on?" She said, "A Convair 580." "Great," I cried, "I'll go out and buy my ticket right now."

A Convair awaited me at Frontier's gates. Convair 580 N73132 had been delivered to United as a 340 named *Mainliner Washington*. In 1962 it was sold to Alaska and a year later bought by Frontier; then converted to a 580 with Allison turboprops in 1965. The 580 had much in common with the Electra, sharing the big, stubby Allison engines and massive square-tipped four-bladed props. Frontier's interior was much more subdued than Texas International's, and it seemed more at home inside a Convair than TI's flash.

We would travel from Kansas City to Ft. Smith via Joplin, Missouri, and Fayetteville, Arkansas. At Ft. Smith, I would connect to Flight 577 non stop to DFW. Out of Kansas City, the completely full flight headed almost due south towards Joplin. Frontier's stewardess was the most attentive of all the propliner flight attendants I would encounter. Every passenger was served drinks with a smile.

Fayetteville, the home of the University of Arkansas, is just south of Joplin. A sizable portion of the passengers deplaned there and we were almost empty for the last leg to Ft. Smith. Darkness had fallen by the time we arrived and I went inside the terminal to check-in for my connection. It was a lovely spring evening and I waited outside to await 577's arrival. In the distance I made out blinking lights—577 was on approach. I had spent many nights like this at airports while my father worked an evening shift. Flight 577 was operated by N73145, which also had begun its life with United (as *Mainliner Walla Walla*).

The nostalgia remained unbroken as I boarded the flight. Airplanes have a different mood at night, more subdued, more mystical. People read or doze and talking is at a minimum. It could have just as easily been a flight in 1955 down the West Coast as it was 1975 flying across Arkansas and Texas.

I would have one more opportunity to sample a Frontier 580 in November 1975. Business took me to Stillwater, Oklahoma, the home of Oklahoma State University. On the originating portion I flew N73107 from Oklahoma City to Stillwater and on the return I flew Stillwater—Dallas/Ft. Worth via Oklahoma City and Lawton on the same aircraft. This 580 was delivered to United in September 1952 and had been *Mainliner Oakland*.

*(Excerpted and edited from a Summer 1990 AIRLINERS article by Brian Lusk.)*

## ODE TO A STATION AGENT

Your attention kind people while I relate  
Of a species of man well cursed by fate,  
Just an airline agent is how he is known  
A jack of all trades but none of renown.

He arrives at the field at an unearthly hour  
Appearing to all like a poor wilted flower,  
Signs on the printer with — “Good morning all stations,”  
“What’s good about it?,” snarl his on line relations.

Then he girds his loins for some kind of action,  
And turns to the weather for slight satisfaction  
But he recoils in dismay, it’s hardly enticing,  
Precip, ceiling, low viz, and some icing.

He leaps for the phone to call passengers plenty,  
Pray he’ll reach ‘em at home. . . There’s all of twenty.  
Tho his movements are quick and his dialing is deft,  
He’s way too late, half of ‘em have left.

His mind reels in confusion and he feels awful faint,  
Shall he quit then and there or appeal to a saint?  
There’s no time to ponder this queer twist of fate,  
They descend on the counter, their eyes filled with hate.

Shall he beg for forgiveness or stand steadfast and true  
And go down, colors flying, tho all black and blue?  
He decides on the latter and prepares to catch (ahem),  
When from operations comes the sound of a bell.

He sprints toward the printer like each movement his last,  
It’s the flight dispatcher with a hurried forecast.  
He sticks in the carbons as the phones start to ring,  
From one to the other he’s like a bird on the wing.

There’s a call from the tower and one from the weather,  
Then all the phones start ringing together.  
He answers ‘em all, then goes for his cash,  
Jumps up from the safe and turns like a flash.

He meets the crew coming in and they start to complain,  
“Flight’s late — you should call us,” the same old refrain.  
He grips his cash firmly and strides toward the front,  
Mumbling to himself, “I won’t say it, I won’t.”

The passengers keep hollering that they want to go,  
He could sure tell ‘em if they’d like to know.  
But he strives for control and returns to the printer,  
Looking for the world like a winded sprinter.

The Message there fills him with cold consternation,  
“Flight two hours deferred, possible cancellation.”  
The passengers scream and really get hot,  
“We’ll sue this line buddy, you’re in a spot.”

But he doesn’t argue, just uses his brains,  
Acts real diplomatic and checks on the trains.  
Then right in the middle of making some change,  
Flight eight ball calls — “Checking in range.”

He runs to the radio and gives the setting,  
Leaving the passengers stewing and fretting.  
ATC clears the flight to ILS outer marker,  
And the ugly old sky gets darker and darker.

Then the door opens and in strolls the mech,  
His movements are slow and deliberate as heck,  
“I say,” he drawls — with words he’s real thrifty,  
“Left mag port engine is dropping three fifty.”

And so on it goes each day and each night,  
Something new and demanding on every flight.  
Reservations to handle and load computations,  
Everything from the counter to flight operations.

There’s mail, express, and air freight in swarms,  
He sticks out his neck and signs all the forms,  
Then if some turn up missing in any amount,  
Treasury sends notice — CHARGED TO YOUR ACCOUNT.

If you think I’m kidding, just visit a station,  
It’s the same old thing all over the nation.  
When a new duty is found to make the line function,  
It’s the agent’s detail without any compunction.

He gives all the answers and like the fork with it’s tine,  
He’s the sharp business end between public and line.  
And with duties increasing from day to day,  
He’s aware of the increase in all but his pay.

But there’s one consolation in the vale of tears,  
St. Peter will greet him at the end of his years.  
“I’ve watched you down there, and you’re a true diplomat,  
Come in and rest son, it’s your turn to get fat.”  
Author Unknown

*-CN Skywriter, March 1963*

## CENTRAL'S FIRST STEWARDESSES

The first 20 Central stewardesses were

Margaret Collins

Wanda Salter

Barbars Eastus

Katherine Pruitt

Jeanne Reuss

Nancy Harris

Betty Steel

Carolyn Hoffman

Pat Coffey

Mary Blevins

Retha Choat

Gloria Speer (The Boss)

Betty Phillips

Vivian Wright

Ann Oberschelp

Marilyn Hamilton

Carol Hartwig

Leone Newby

Mary Frances Collins

Joanne Timmons

Inflight stewardess service  
started in Dec 1953. Stewards  
had been used before on the  
DC-3s

*-CN SKYWRITER, Jun, 1954*

## REDNECK PILOTS

You may be a Redneck Pilot if:

1. Your stall warning plays DIXIE.
2. Your cross-country flight plan uses flea markets as check-points.
3. You think sectionals should show trailer parks. *(Next page)*

4. You've ever used moonshine as AV-Gas.
5. Your 172's wheel pants have mud flaps with a chrome silhouette of a reclining nude.
6. Your toothpick keeps poking your mike.
7. You've ever taxied around the airport just drinking beer.
8. You wouldn't be caught dead in a Grumman Yankee.
9. You use an old sweet mix sack as a windsock.
10. You constantly confuse "Beechcraft" with "Beechnut."
11. You've never flown a nose-wheel airplane.
12. You refer to formation flying as "We got us a convoy."
13. Your matched set of lightweight flying luggage is 3 grocery bags from Piggly Wiggly.
14. You have a gun rack in the rear window.
15. You have more than one roll of duct tape holding your cowl on.
16. You figure mud and manure in your weight and balance calculations.
17. You siphon gas from your tractor to go flying.
18. You've never landed at an actual airport even though you've been flying for over 20-years.
19. You've ever ground looped to avoid hitting a cow.
20. You consider anything over 500-ft AGL as High Altitude Flying.
21. There are parts on your aircraft labeled "John Deere."
22. You don't own a current sectional, but have all the Texaco road maps for your area.
23. There's a brown streak down each side of your airplane; exhaust on the right side and tobacco on the left.
24. You have to buzz the strip to chase off the livestock before landing.
25. You use an old parachute for a portable hanger.
26. You've ever landed on Main Street for a cup of coffee.
27. The tread pattern, if any, on all three of your tires is different.
28. You have a pair of fuzzy dice and some small copper shoes hanging from the Magnetic Compass.
29. You put straw in the baggage compartment so your dogs don't get cold.
30. You've got matching bumper stickers on each side of the vertical stabilizer.
31. There are grass stains on the tips of your propeller.
32. Somewhere on your plane, there's a bumper sticker that reads "I'd rather be fishing."
33. You navigate with your ADF tuned to only AM country stations.
34. You think an ultra light is a new sissy beer from Budweiser.
35. Just before the crash, everybody on the UNICOM heard you say, "Hey Y'all - Watch This!"

-Sent by Ann & Gene McCaleb, [ann\\_gene@hotmail.com](mailto:ann_gene@hotmail.com)

## BOB LAMBOURNE

### Aviation Pioneer & Positive Thinker

Robert P. Lambourne started with Challenger Airlines on 7/1/47. By 1955 he was #31 on the pilot seniority list. 17 years later in 1972 he had moved up 8 notches to #23. He retired in about 1976 and lives today in Aurora CO, aged 90.

Bob lost his wife of 70 years last May - Frances Anne was 89. I mention all this because I got a letter from Bob re-newing his newsletter subscription not for the usual one year that I get but for TWO more years!

He's a member of the online FL Club and regularly sends out

email to FLolks.

Bob is proof that positive thinking with take you a long way. His attitude is probably the secret to his longevity.

So drop him a note to say howdy at 1440 S. Lima St., Aurora CO 80012 or better yet give him a call at 303-755-1896 or email him at [RLambou667@aol.com](mailto:RLambou667@aol.com)



## AIR LINE COMPETITION

A recent aviation magazine article pointed out how airline competition is getting downright nasty. The article told the story of a laid-off major airline pilot fortunate enough to land a job with a much smaller competitor. One morning his airplane and one of his old employer's were at adjacent gates, both almost ready for departure. He urged the lead flight attendant to have the passengers seated as quickly as possible.

With the airplane buttoned-up, he called ground control and requested an immediate pushback. As the tug began to move the airplane, he announced on the aircraft PA, "Folks, you'll notice that we are leaving ahead of that airplane alongside." Then he and his captain gave a vigorous one-fingered salute to the airplane, provoking that crew to respond in kind. He then added over to PA, "See their reaction? Now, does that seem like they want you to fly with them?"

## SKIP IS AILING

A Note Concerning Skip Pennyweight, 2 Oct 2006. Hey Gang ... I just got this note from Carol (Pickett) Stillman concerning Skip Pennyweight ....

**-Phil Stallings, [redrydertexas@sbcglobal.net](mailto:redrydertexas@sbcglobal.net)**

Hi Phil, Will you pass the word that Skip Pennyweight is in a care center in COS. He had a dangerous surgery in August, and still can't go home. He might be able to go home in 2 weeks, but it's not certain.

He went for a checkup for a surgery he'd had years ago and had developed an aneurysm. So they immediately put him in the hospital and operated telling him that there was only a 50-50 chance of survival. He survived, but even though he laughed when I was talking to him, he admitted to being down sometimes. And I sure understand that one!!!

At any rate, he doesn't have computer access that I'm aware of, but his direct number at the care center is 719-667-7120. I know he'd appreciate hearing from any and all friends and FL folk.

**-Carol (Pickett) Stillman, [willowestie@aol.com](mailto:willowestie@aol.com)**

(Last month we had an article on the Beech 99 incident at Greeley on Nov. 24, 1971 in which the aircraft literally lost an engine but still landed safely in DEN. Skip Pennyweight was co-pilot and furnished info for the article. You can email him at [pennywht@aol.com](mailto:pennywht@aol.com) in case he's home now. Hope you're home and recovering well by the time you read this, Skip.)



## EARLY TIMES

by Otto Smith, [osmith36622@comcast.net](mailto:osmith36622@comcast.net)

The early '60s were "fun" for me. I had my first time airline job. In Dec. '59, I was hired by Lake Central Airlines which was located in Indianapolis as the "assistant" (flunky) to the Chief Engineer. I was young, dumb and very single. I was also attending night school at Purdue and also chasing a girl. (we have been married 44 yrs). I was sent directly to Allison 501 engine school. On Jan 2 or 3, '60, the Allison 501 school began. The plant and school were on the west side of the city near the airport. LC was going to be the first operator of the CV580 in 1961. LC had bought the first batch of 5 CV340s from UA (sister ships of FL's). They were to be converted to 580s before operating them as 340s. We had sent the first 3 aircraft from SFO directly to BUR Pacific Automotive Corp for conversion from the P&W 2800s to the 501 engines. LC was planning to operate the 580s in schedule service in early 1961, however, that didn't happen. The 501-D13 school was an accelerated course with 6 day week classes...not fun!

About mid March, we came to class one Monday morning and BAM...the instructor said "go home guys, this class is over"! We (employees) were told only one side of the story. The conversion deal was off! It fell through because big "GM New York" cancelled it. We were told Allison IND... gave LC "too good of a financial deal". Since PAC had started "cutting" and modifying the first 340, they were forced to rebuild our # 1, 580 "back" to an original 340. WHAT A DAMN MESS! That cost GM and LC a lot of \$ and pain. I was not smart enough to see how the airline business "worked" and I should have moved on and got a real job with a REAL FUTURE.

In 1962, LC "retired" my boss, the Chief Engineer and I became the entire Engineering Dept. LC flew the CV340s until late '64 early '65 when we "GOT permission" from some one in NY to try the CV580 model again. FL became the first local to fly the 580 in '64, then NC, and AL were converting their 340s to 580s. LC flew our first 580 in Sept '66. LC also had the first 580 crash when the no.2 engine prop came apart and cut the fuselage apart on Sunday night, Mar. 5, 1967 while climbing out of CMH. That crash killed all 48 onboard and was caused by a prop blade torque cylinder failure which was NOT heat treated during manufacture by Allison.

In '63 the chairman of LC's Board of Directors attended the Paris Air Show and saw a NORD 262. It was a small French Military turbo prop utility transport with 25 seats. After too much French wine, the dumb SOB bought 12 Nords on the spot as the "DC-3 replacement". LC was flying 22 DC3s and 12 CV340s at that time. My very FIRST engineering review of the 262 was EXACTLY correct. The Nord was NOT an AIRLINER! It was NOT designed to be an AIRLINER let alone a DC-3 replacement. I made 15 trips in 21 months to France, each of my trip reports were more and more critical and correct. This thing would not fly nor make money!

All of my reports and analysis warned everyone in the company from the President down, this machine would BREAK and DESTROY the company. I prepared the performance and payload contract for LC...the actual N262 takeoff weight max. performance limits were 14 to 17% below all of Nords guarantees. It was not an airplane, let alone an airliner.

LC did not have the recourses, time, and talent required to develop and MAKE the 262 into an airplane and AIRLINER



Fiasco is much too kind and gentle of a word to describe that tragic, catastrophic, disaster called the NORD 262. LC was much too small of an airline or company to "contract and do business with a foreign government". We were a very small private US company attempting to do business with the Government of France. LC also was attempting to operate the shortest segment length in the US (average 90 miles). Under the "government controlled route system", LC could never have survived much longer with that built-in burden. The 262 catastrophe was a totally self inflicted "corporate suicide". It financially destroyed the airline. It broke the bank and the company's back, it closed LC's doors very fast because the 262 was NOT an airliner.

LC was first operated as TURNER AIRWAYS flying a couple of Beech Bonanzas in the late '40s. Roscoe Turner received a "local service airline" certificate just after the war. It was never a real airline because Roscoe never had enough money to operate a real airline. Lake Central employees were some of the best of the very best. They bought the damn company in the late 50s - it was the first employee owned airline in the US. They tried to make it fly with used junk and runout DC3s. They soon ran out of \$. Several individual owners "bought" and "sold" LC, all for a fast buck, most were crooks. A Purdue professor "got" control of LC and "took it public". He had raised some capital with the sale of stock and LC bought five old CV340s from UA in 1960 with intent of converting them to the Allison turbo prop CV580. That deal fell apart because of financing problems and they were operated as piston powered 340s.

In 1963, "The professor" and HIS "board of directors" selected the Nord 262 to be the Lake Central DC3 "replacement" airplane. That decision was made WITHOUT the employees knowledge. We had been completely left out of the picture. I was probably the last employee in the company to learn that the deal was already DONE and I continued to write scathing critical reports. (thank God... for ignorance) The Nord was NOT designed to meet our (USA) FAA part 25 air carrier airframe and system specifications. It was designed to be a French military light utility transport. LC was also to be the "SOLE North American Sales Agent and parts distribution" for the Nord 262. We were told by top management "all the local airlines will soon buy the Nord as their DC-3 replacement and LC would make much \$". NOT! The design was a high wing twin engine turbo-prop with the landing gear built into the

fuselage, like the C130. It was powered by a French built helicopter engine and very underpowered from the beginning.

The LC Nord 262 was modified with many (hundreds) of "add-ons" in order to comply with the FAA part 25 requirements. Many required FAA modifications were just mysteriously waived by FAA. I pointed out these waivers to LC's ALPA pilot union "safety committee chairman". They were forewarned!. All of the required modifications added weight and all were making a nose heavy A/C MORE nose heavy. The 262 was built with ONLY a forward cargo bin, it was extremely nose heavy and required seat blocking of the forward seats in order to maintain the CG inside of the legal limits. The Nord could carry little cargo...OR carry few passengers... but NOT BOTH at the same time.

It did not have loadability nor could it be balanced, it needed an aft cargo bin to achieve that. This fact was my very first observation in my engineering evaluation of the A/C. This design fault and point was made very clear in my first report to management. This was a real deal breaker! This thing was not an airplane let alone an airliner! It should have been a death blow for any A/C that was to be operated as an airliner, particularly in local service. Loadability and performance is the FIRST operational problems to be considered in a design of any airliner.

I continued to prepare critical engineering reports and expose serious safety problems with the A/C because I STILL DID NOT KNOW THE PURCHASE WAS COMPLETED. I did not have any "friends" in high places. LC's top management continued to pursue development of this impossible project. Nord engineers introduced a miracle! They came up with a brilliant idea! They would build another "add-on"! A water injection system would provide more power for the weak engines and all of our performance problems would be solved, NOT !

The twelve 262s entered service in Aug. 1965. They never flew more than 4 hrs per day because they were broke... AOG, waiting for parts and mechanics. The engines were a constant problem and were always being changed...they had to be shipped back to France for any work. LC had 3 inflight engine explosions, one just after a brand new engine had been installed and it was being test hopped.

Two explosions occurred on revenue flights. In one the high pressure turbine wheel rotated at 33,500 rpm. When it failed, it exploded and blew over 200 holes in the fuselage. The wheel came through the cabin and cut a passengers legs off at the knees. When the flight attendant ran to help she almost fell out. Other passengers grabbed her and saved her from falling out. The turbine wheel blew a 4 foot x 4 foot hole in the floor and fuselage. The passengers legs and another passenger's foot were gone. This happened 12 miles out on the approach to Morgantown WV. The no.1 engine was on fire and hanging by the tail pipe, swing-

ing down at 90 degrees to flight and it was still turning. The crew saved the plane and landed in a big fire ball.

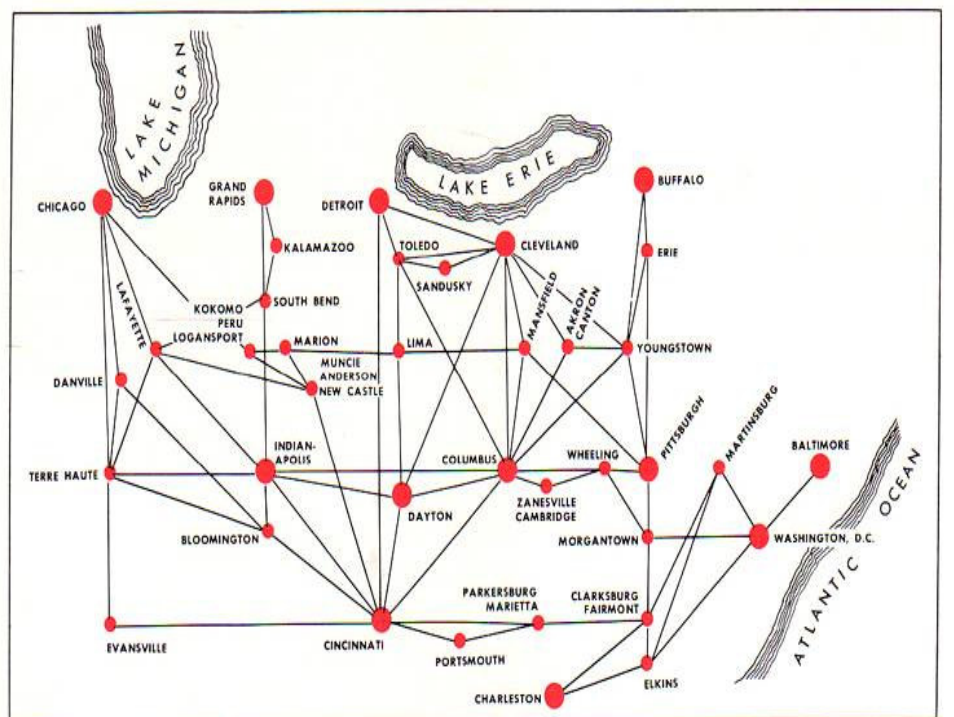
There were no fatalities ...BUT THAT WAS IT ...THE 262 WAS DONE! Lake Central grounded the 262 fleet within 30 minutes. FAA took 2 weeks before they issued an official grounding notice. The Nord representatives were told to "leave town and take long US vacation" before returning to France. Nord (French Government) DID NOT HONOR any guarantee. LC was forced to restore 20 DC3s and return them to service in a hurry or lose our operating certificate. This happened during the summer of '66 when ALPA went on strike at TW, UA and PA. LC was doomed, it was over.

When the LC 580 crashed in Mar.'67, I had to escape the Allegheny "take over" and came to DEN and FL in Oct '67. I took a pay cut to come to FL just after Allegheny announced they bought LC.

I was hired by CO Sept 1 1986. CO hired me as a Senior Operations Engineer and I worked in LAX until Dec '86. Jan 2 '87 I came back to DEN and opened the door on my SAME old FL office, room #305 with the same desk and phone number. I stayed in DEN with CO until Jan '05 when they closed all maintenance at 8250 East Smith Rd. I was offered a better job with CO on the 19th floor at the AGC headquarters building in Houston but I had too damn much fun in the airline business in 35 years... I quit one year short of the required 10 years for retirement. I stayed in DEN...Who said the airlines are FUN?

*(The AL/LC fully merged operations on July 1, 1968. All the local service carriers went through a period of seeking a DC-3 replacement. Frontier looked at several aircraft including the Fokker 27 before choosing Convair 340s and 440s. Otto's article points out how disastrous the transition was for some carriers. He worked in FL's flight operations department as an aircraft performance analyst. Thanks for the article, Otto!)*

### Lake Central flies to 46 cities in Mid-Central U.S.A.







## CHALLENGER AIRLINES BEECH

Posted at the online FL Club: There's a photo for sale at ebay.com of a Challenger Airlines Beech D-18. (*Photo is on facing page.*) I thought Challenger only flew DC-3s. Do you have any info on them flying Beech aircraft?

-Jake Lamkins, ExFAL@yahoo.com

According to Ken Schultz, a chronological account 1941 to 1950, page 2, says Challenger Airlines Inc. was organized with Snyder as president, and the financial backing of Claude Neon Inc., of New York inaugurated an intrastate airline service in Utah and non-schedule flights to Phoenix Arizona on March 1, 1946, using Beech Model D-18S aircraft. He started the service to Phoenix to demonstrate and establish the need for these routes. I hope this is some help to you. Bert Hall would know the answer but I don't know his address.

Al Kendell, abkendell@yahoo.com

Challenger started as an inter-state operation. Floyd Ririe and Bert Hall were the first two pilots and the equipment was Beech aircraft. I'm not sure, but I think the airline started up in late 1946 or early 1947. Hope that helps.

-Jack Schade, captainjack20@msn.com

*(Ken's article reads, "Challenger Airlines Inc., was organized with Snyder as president, and with the financial backing of Claude Neon Inc., of New York, inaugurated an intrastate airline service in Utah, and non-scheduled flights to Phoenix, Arizona, on March 4, 1946, using Beech Model D-18S aircraft. He started the service to Phoenix, to demonstrate and establish the need for these routes. The CAB however, denied the applications in its decisions of March 15, 1946, in the SERVICE IN THE ROCKY MOUNTAIN STATES AREA CASE, Docket No. 152 et al. The airline could not survive without receiving a certificate of public necessity and convenience, and mail pay from the CAB, so all flying operations ceased on November 9, 1946, and the Corporate name was changed to Altair Inc. in December 1946, which then continued to do business as a Beechcraft Distributor, and fixed base operator." Afterwards it became Challenger Airlines and possibly the Beech was used for route familiarization and maintenance ferries. Thanks to all for their help. )*

## EARLY AIRLINE SERVICE IN FYV

By Jake Lamkins

*(This column was written for the Museum Marquee section of the MORNING NEWS in FYV)*

The Central Airlines and Frontier Airlines exhibit case at the Arkansas Air Museum is to the left on the west wall as you enter the main entrance. It contains memorabilia from both airlines for the period from 1946 to 1986. Additional information about them is online at <http://FAL-1.tripod.com> and more about the exhibit at <http://FYV.tripod.com>.

The author collected and organized the exhibit. He worked for both airlines in Fayetteville from August, 1964 until January, 1982. He worked elsewhere for Frontier until it ceased operations in August, 1986. He is retired and serves as Secretary on the museum's board of directors.

Central Airlines and parties to the "Fayetteville Case" appeared for a hearing at Muskogee, Oklahoma in December, 1953. The hearings were held before the Civil Aeronautics Board (CAB) examiner Barron Fredricks. 288 witnesses appeared from all cities involved and many supported Central's

proposals. Representatives for Central included President Keith Kahle and Vice-President F. E. Howe. Subsequently, Examiner Fredricks issued a report recommending Central be granted additional airline routes to and from Fayetteville. The CAB later upheld nearly all the examiner's recommendations.

Central Airlines began Fayetteville's first interstate airline service on December 7, 1954 with service north to Joplin and Kansas City, south to Fort Smith, Dallas and Fort Worth and east to Hot Springs and Little Rock. Later service was added northeast to Harrison, Fort Leonard Wood and St. Louis and west to Tulsa and Oklahoma City. The eastern segment was also extended to from Little Rock to Memphis. The city had to lengthen the runway 800 feet to a total of 3800 feet for Central's DCs to land. Since there was no room in the white hangar, a small white house was moved to the ramp and used for a terminal building by Central until September, 1960 when the white brick terminal was opened. The "chicken shack", as oldtimers called it, was halfway between the white hangar and where the white brick terminal was built. It was removed after it was vacated. A letter carried on the first Central flight to leave Fayetteville and a photo of the "chicken shack" are in the exhibit.

Keith Kahle founded Central Airlines and inaugurated service on September 15, 1949 with flights running mostly north-south routes between Fort Worth and Wichita. They were a "local service carrier" and served smaller cities that major airlines didn't find profitable. Most "local service carriers" received tax subsidies to ensure service. The airline started with Bonanza aircraft but quickly switched to DC-3s, carrying 24 passengers, in September, 1950 and later began adding Convair 240s to their fleet in March, 1961. The CV240s were converted to turbo-prop Convair 600s beginning in September, 1965. Both type convairs carried 44 passengers. All three used two pilots and one flight attendant - at that time all female and called stewardesses.

The airline code for Fayetteville was, and still is, FYV. Due to the hilly terrain surrounding the airport, it quickly gained the nickname "Fatalburg" among the Central flight crews and personnel.

Merger talk at Central had been around for several years. An agreement with Ozark Airlines, based in St. Louis with routes mainly in Missouri and Illinois, was terminated in November, 1966. Ozark's financial arrangements were faulty and they were unable to proceed. An announcement was made in June, 1967 that Frontier Airlines would buy Central Airlines and the merged operation became effective October 1, 1967.

Frontier Airlines originated with three small "local service carriers" operating in the Rocky Mountain region. Monarch Airlines, based in Denver, Colorado had started service on November 11, 1946 and was the strongest of the three. Arizona Airways was based in Phoenix, Arizona and Challenger Airlines' headquarters were in Salt Lake City, Utah. The merger of the three air carriers was effective June 1, 1950 and the new airline was named Frontier with headquarters in Denver, Colorado.

After the Central merger, the Fayetteville operation changed somewhat. Two station agents were furloughed when flight reservations were remoted to a central office in Fort Worth then later to Dallas. Frontier's main aircraft was the Convair 580, a phased out the DC-s and the CV600s until only CV580s served

*(Continued on page 25)*





BILLINGS FRONTIER REUNION 2006 on July 29

Front row, L-R: Bob Voight, Ernie Harms, Irwin Humphrey, Lyle McGarvin, Lou Pecora, Hardy Hanson, Jim Purdy, Darrel Fenter and Jim Schwartz  
 Back row, L-R: Roger Greenlee, Al Krauter, Al Kwasney, Loren Holmgren, Ron Huet, Darlene Spieler, Doug Englehart, Ollie Brunz,  
 Dee Martenson, Vern Russell, Bob Hooper, Jerry Schimetz, Darrel Robson, Larry Sanger, George Smith and Bill Beukenhorst.





STL 2006 REUNION

Back L-R: Bob Matlock, Lynn Lentch, Don Sorenson, Joe Huchowski, Ann Williams, Russ Nauert, Sam Warriner, Jane Rodgers-Neudeck, Gretchen Brown, Irv Moody, Ruth Beck, Sharon Diekmann, Willey Allen, Kathy Benolst, Jim Hargis, Bob Sims

Front L-R: Bob Neudeck, Carl Simpson, Roy Schreder, Glen Davis, Bob Brown, Chuck Tiskos, Cell Ponder, Dewayne Faulkner





Jesse Heidrich, Bob Flatten, Larry Sumner, Buzz Oliver, Bill Hofferber, Darrell Jones, Walt Vanderpool, Floyd Eicher, Jack Latta, Arnie Bruns, Ted Simmons, Les Bendickson, Lyle Kohs, Jim Wilds, Duane Phelps

## BANKRUPTCY'S SLOW DEATH

PA, which was started in 1927, shut down December 4, 1991 after declaring bankruptcy in January earlier that year. Libya recently settled a lawsuit filed by PA's insurer's over the 1988 downing of PA flight 103 over Lockerbie, Scotland which killed 270 people. In July, 2006 a bankruptcy judge authorized PA to distribute the funds to debtors. 43% was designated for former PA employees. Those eligible will get 5-6% of what they were owed. Checks are expected to be delivered this December.

EA, the oldest of the original four U.S. trunks carriers, ceased operations on January 18, 1991. On March 31, 2003, 14 years after filing, the estate of EA was finally considered fully administered and terminated. 26,000 former employees received about 10% of what they were owed. However, earlier this year, the final piece of EA property was sold - it's name and logo.

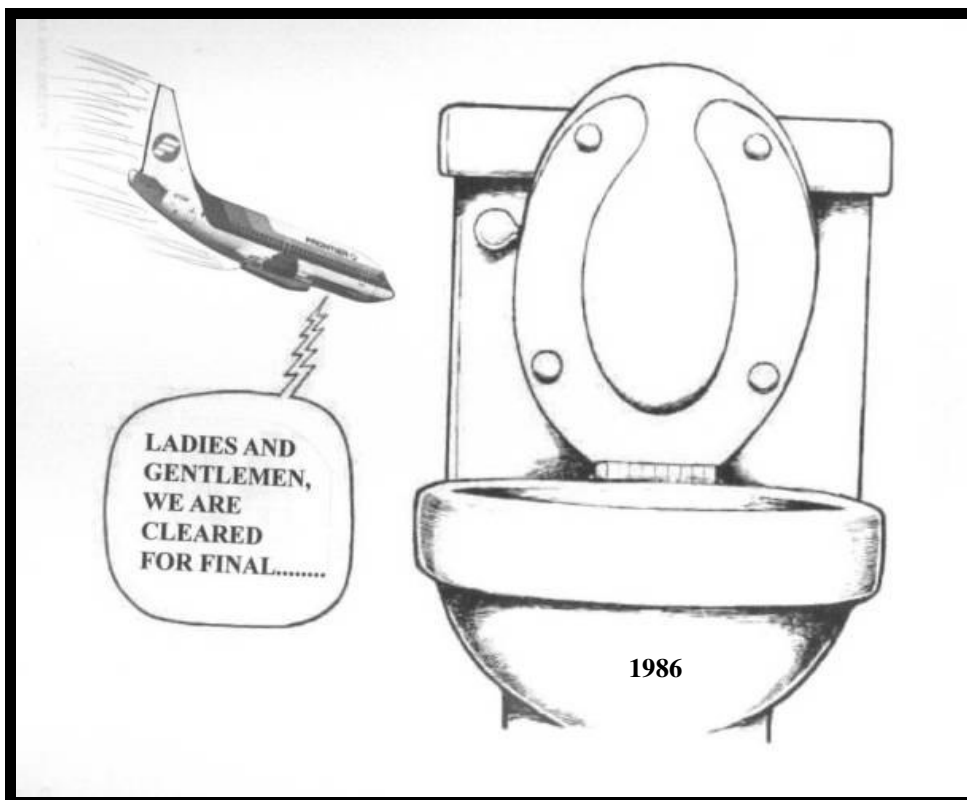
Wells Fargo Bank in DEN still has FL funds for distribution resulting from a lawsuit over the employees' ESOP. The remaining funds have not been paid because the 1300 former employees cannot be found. A list of them is online at the FL website <http://FAL-1.tripod.com> or by phoning Wells Fargo at 1-800-444-4823, ext. 6258.

*-Compiled from the Nov. 2006 AIRWAYS MAGAZINE, an ASSOCIATED PRESS article by Vinnee Tong and other sources.*

## STAPLETON UPDATE

The first five years of the multi-year redevelopment of the former Stapleton International Airport has generated \$5.7 billion in economic and fiscal impact for the Metro Denver region, according to a study released today by the non profit Stapleton Development Corporation (SDC).

The study projects the redevelopment of the 4,700 acre property will generate a total of \$36.3 billion for the Metro Denver



region upon completion of the project. Forest City Stapleton, Inc., the master developer for the former airport property, anticipates full build out of the mixed use community will occur by 2020 when an estimated 12,000 homes and apartments, 13 million square feet of commercial uses and more than 1,100 acres of new parks and open space will be completed in a community of 30,000 residents supporting 35,000 jobs.

"This study provides the first detailed analysis of the economic impact of the redevelopment of Stapleton," said Dick Anderson, president and CEO of the Stapleton Development Corporation that oversees the management of the former airport property until it is sold to Forest City. "Since redevelopment began in May 2001, Stapleton has received national and international acclaim as one of the most desirable and successful new urban communities in the nation.

*-<http://www.stapletondenver.com>*

*(See satellite pix at <http://maps.google.com>)*

*(Continued from page 21) SERVICE IN FYV*

Fayetteville. The CV580 was larger and faster than Central's convairs - it would seat 50 passengers and carry larger cargo loads. Boardings and flight frequency grew until September, 1973 when Fayetteville had 17 flights daily and boarded 5,000 passengers. The oil embargo crisis the next month caused flight curtailments systemwide and service to Fayetteville never again reached those numbers.

By 1981 Frontier was planning to phase out the Convair 580s and utilize an all jet fleet of Boeing 737s. Fayetteville's airport could not profitably accommodate 737 aircraft. While the Boeing could land here, the weight restrictions on payloads and fuel due to the runway length and airport approaches made it impractical and uneconomical. Frontier's operation was increasingly centered in Denver where a large "hub" was developed. Frontier's last flight into Fayetteville was January 31, 1982.

Beginning in 1982, Frontier was increasingly pressured with

competition at their Denver hub by United and Continental Airlines. Both carriers were much larger and started a price war in the market. The fatal blow occurred when Continental filed bankruptcy in September, 1983 but continued operations as a budget carrier with cut-rate prices. After being taken over by People Express in October, 1985 Frontier's slow decline finally ended on August 24, 1986 when operations ceased and bankruptcy was declared four days later. Continental Airlines bought most of People Express' and Frontier's assets the following month.

A new air carrier named Frontier started up in Denver in July, 1994. Some of the executives from the old Frontier were involved and many former Frontier employees started working there. It is now the second largest carrier in Denver after Continental drastically curtailed their service there. United Airlines remains the largest airline in Denver.



## UNSUNG HEROES & HEROINES

*Excerpted and edited from an article by Charles Leocha*

Airline flight attendants are the country's unsung heroes in our current "War on Terrorism." Recent events demonstrate that this is true now more than ever. Every time a plane takes off, every time a traveler stands up and walks toward the cockpit, and every time a passenger ducks behind his seat to dig through carry-on luggage, flight attendants go on high alert.

Five years ago, immediately after the terrorist attacks on the World Trade Center and the Pentagon, the media was filled with stories about real heroes such as rescuers, police and firefighters who risked their lives to save workers in those buildings. Those brave emergency workers were racing up stairs into harm's way while the office workers were filing down the stairs away from danger as quickly as possible. The firefighters, EMTs and police deserve every accolade they receive.

What once was an airborne world of giddy tourists and grumpy businessmen is now a war zone. Trouble could break out in the aircraft cabin at any time. Flight attendants face potential danger every time they go to work. Where once their main purpose was to see to in-flight comforts and provide knowledgeable assistance in case of an emergency landing, their new job is much more nerve-racking. Worse, it is almost always taken for granted.

While passengers grumble about the inconvenience of waiting in long security lines, taking off our shoes, putting liquids in checked baggage and having our luggage and bodies probed, most of us have decided to fly again, at least to places that are important to us. We have that choice. Flight attendants don't. If they want to continue being paid, they have to go to work.

The same is true of pilots, of course. But pilots are now barricaded inside their cockpits. Some have been given stun guns and others have been trained to carry firearms. But what are flight attendants getting?

Not much. Before they lock themselves in the cockpit, captains now basically tell the flight attendants that they will have to fend for themselves. They don't have much choice; most everyone agrees that the cockpit door must stay locked.

Some airlines now train flight attendants in the basics of self-defense: skills like coordinating with other flight attendants, maintaining distance, assuming a protective body position and dealing with unruly passengers. Some airlines even offer advanced programs on a voluntary basis but the Transportation Security Administration (TSA) still hasn't designed a system for evaluating this training and flight attendants have a hard time getting time off to attend.

As for public recognition, there's been almost nothing. Instead, what flight attendants have seen since I first wrote this story five years ago is a continuing series of layoffs, downsizings and reductions in pay.

Flight attendants were the most consistent source of information on 9/11 when, at the risk of their lives, they phoned airline operations personnel to let them know about the hijackings; they even provided seat numbers and descriptions of the hijackers. Flight attendants were most certainly involved with the in-cabin attack on the terrorists aboard United Airlines Flight 93, which crashed in the fields of Pennsylvania instead of into a building on Pennsylvania Avenue.

Later, in one of the few instances of terrorism thwarted in the act, a diminutive flight attendant physically prevented a fanatic

from lighting a fuse to a shoe-bomb that would have downed American Airlines Flight 63 in the middle of the Atlantic Ocean. Flight attendants have acted heroically in very stressful situations, and yet actions by flight attendants aboard the United Airlines flight diverted to Boston last month have already gotten lost in the news cycle.

Baggage screeners earn between \$25,000 and \$38,000 a year. TSA supervisors earn \$44,400 to \$68,800 a year. Federal air marshals make between \$36,000 and \$84,000 a year. These workers receive all the standard government perks of medical care, vacations and insurance.

Meanwhile, flight attendants, the airlines' real frontline troops, receive starting salaries of \$18,000 a year or less and don't have a prayer of seeing \$30,000 for at least three years. Vacation time in those years is meager, while time "on reserve" seems to be endless.

To add insult to paltry pay, over the past two years many flight attendants have had their retirement programs and pensions stripped from them by their struggling airline employers. For years, we have heard the flight attendant's mantra, "We are here for your safety." Now those words are truer than ever. And safety, today, means far more than helping with oxygen masks, securing the overhead compartments, checking seat belts and opening emergency doors.

Federal air marshals are not on most flights. While the plane is in the air, flight attendants are our first line of defense. They may be serving peanuts, pretzels and drinks, but they are constantly on watch and alert from the time they check IDs at the boarding gate until touchdown at the final destination.

Today's flight attendants face what amounts to nonstop battle stress from an unidentified, furtive and unpredictable enemy. All of us who fly should thank them.

**-Sent by Bob Lambourne, RLambou667@aol.com**

*(Amen to all that! A surprising number of senior FL flight attendants are still flying and have 40 + years on the job - a truly remarkable record of durability.)*

Small mistake in Summer issue about Julie Oats, she retired about 5 years ago so she only completed 41 years. I can call her and get exact date of her retirement. I have a seniority list of top 200 at Continental and here are names of former FAL FAs who are still flying with over 40 years or close.

Ellen Quinn, 47 years, Kathy Hines, 47 years Bonnie Dahl, 44 years, Carol Lilly, 44 years, Darelynn Ladd, 42 years, Jeanne Milstead (Peterson), 41 years, Kathy Fahrenholz 41 years, Michelle Gregory, 40 years, Ada Gehman, 40 years, Judy Blumenhein, 39 years, Polly Higgins, 39 years, Carol Bristol, 39 years, Roberta Karr, 39 years, Lexi Stevens, 39 years, Lynn Radovich 38 years, Gail Fogg, 38 years, Carolyn Jackson, 38 years, Barbara Wexler, 38 years, Carolyn Antonucci, 38 years Cathy Colombi, 38 years.

I didn't go any farther on the list. Some of these with 39 years are just about to have 40 years early in 2007. Cathy Colombi just retired, also Diane Hall was on list with 40 years. Hope I didn't miss anyone, I can see on list some with 37 years.

Just this past week I flew HKG trip and there were 4 of us from Frontier on crew, Polly Higgins, Betty Kirsebom, Auverne Watkins and myself.

Last month on Tokyo trip, three of us, Carolyn Jackson, Pam Friend and myself on same trip all month.

**-Bonnie Dahl, bcdahl777@msn.com**

## SERVICE AWARDS



## 20 YEAR SERVICE PINS—

## June

Knudson, E. E., Mgr.-Trans. Svc., ABQ  
Phelps, H. D., Mgr.-Trans. Svc., SLC

## July

Bradley, G. J., Lead Aircraft Tech., DEN  
Jimerson, D. L., Foreman, DEN

## August

Bourland, G. Jr., Captain, GSW  
Covington, A., Lead Aircraft Tech., GSW

## 15 YEAR SERVICE PINS—

## May

Fink, D. H., Operations Manager, DEN  
Keener, K. L., Station Agent, OKC  
Robinette, G., Lead Mech., DEN

## June

Barker, H. E., Station Agent, OKC  
Johnson, D. D., Manager-Trans. Svc., OKC  
Plunkett, D. G., Sr. Station Agent, LIT  
Shores, J. E., Director-Svcs. Administration, DEN

## July

Ockerman, W. R., Dispatcher, DEN  
Speicher, D. M., Sr. Station Agent, TUS

## August

Kendell, A. B., Captain, SLC  
Lester, M. W., Station Agent, RIW  
Lockwood, D. L., Captain, DEN  
McClure, P. J., Manager-Trans. Svc., DEN  
Sandberg, J. M., Relief Agent, MOT  
Sayler, R., Sales Service Manager, BIS  
Schneider, J. J., Manager-Trans. Svc., BIL  
Spiars, R. Z., Sales Service Manager, HSI  
Vradenburg, K. C., Captain, GSW

## 10 YEAR SERVICE PINS—

## May

Anderson, D. G., Station Agent, DEN  
Bauer, J. B., Station Agent, AIA  
Brown, C., Station Agent, ABQ  
Chladek, E. J., Sr. Station Agent, STL  
Craig, B. O., Captain, DEN  
Cummins, R. T., District Sales Mgr., OMA  
Dahlberg, P. S., Reservations Agent, DEN  
Dendy, W. K., First Officer, DEN  
Groom, J. T., Station Agent, DEN  
Hansen, C. J., Ticket Counter Agt., OMA  
Iverson, J. M., Captain, SLC  
Kenney, K. B., Captain, DEN  
Nielsen, E. W., Station Agent, WRL  
Novotny, P. A., Station Agent, BZN  
Pickering, J. A., Sr. Station Agent, LAW  
Purdie, J. A., Captain, DEN  
Rankin, N. L., Sr. Station Agent, DEN  
Rice, D. L., Sr. Station Agent, BFF  
Rosenhahn, R. M., Captain, DEN  
Showalter, R., Station Agent, SAF  
Smith, T. L., Station Agent, MSO  
Thomas, L. E., Sr. Station Agent, DAL

## June

Blanchard, G. G., Captain, DEN  
Bush, A., Lead Aircraft Tech., GSW  
Carman, D. S., Captain, DEN  
Davidson, R. M., Captain, DEN  
Douglas, R. R., Captain, DEN  
Sciaccia, J. L., Stewardess, DEN  
Sleater, K. L., Captain, SLC

## July

Archuleta, E. L., Station Agent, ALS  
Baker, L., Station Agent, OMA  
Dahl, H. W., Captain, DEN  
Foster, R. L., Asst. Manager-Trans. Svc., DEN  
Franklin, R. D., Sr. Station Agent, DEN  
Harty, D. A., First Officer, DEN  
Hobbs, O. D., Station Agent, LNK  
Macek, E. C., Station Agent, LNK  
McGinnis, C. W., Station Agent, LAS  
Mustain, J. L., Asst. Manager-Trans. Svc., STL  
O'Neill, P., Stewardess, DEN  
Salazar, R. L., Sr. Station Agent, DEN  
Sanger, L. L., Station Agent, BIL  
Strickland, K. L., Station Agent, DEN  
Studer, J. P., Mgr. Receivables & Statistics, DEN  
Thrasher, D., Aircraft Tech., DAL

## August

Bartram, J. L., General Foreman, DEN  
Gregory, R. W., First Officer, DEN  
Perkins, K., Station Agent, FLG

## 5 YEAR SERVICE PINS—

## May

Dillow, A., Aircraft Tech., DEN  
Giffin, A., Regional Sales Manager, STL  
Kennedy, I. S., Station Agent, TUL  
Lenhardt, H., Aircraft Tech., DEN  
Mach, L. J., Station Agent, SLN  
McCarrell, C. L., Reservations Agent, PHX  
Rogstad, D. P., Station Agent, GTF  
Stone, R. G., Station Agent, BVO  
Terry, B., Clerk, DEN  
Thomas, J. E., Station Agent, FYV  
Timmons, C., Station Agent, BIL

## June

Crowell, J. C., First Officer, GSW  
Finney, R. W., First Officer, GSW  
Glover, P. F., Director-Quality Control, DEN  
Helverson, G. H. Jr., First Officer, DEN  
Hollman, J. L., Station Agent, COS  
Holmes, G. L., First Officer, DEN  
Houdeshell, D. D., Station Agent, SLN  
Maris, J. L., First Officer, GSW  
Parcell, R. E., First Officer, GSW  
Turner, R. J., Sr. Station Agent, JAC  
Wood, L. A., Control Clerk, DEN

## July

Graham, D. D., Stewardess, MKC  
Harper, K., Reservations Agent, DEN  
Judd, J. W., Sales Representative, DAL  
Bueche, C. S., Stewardess, DEN  
Mast, K. E., Sr. Station Agent, MKC  
Olson, G. C., Station Agent, PHX

## August

Dietz, A., Mechanic, DEN  
Erwin, Z. E., Lead Cleaner, DAL  
Lamkins, W. C., Sr. Station Agent, STL  
Linam, A. E., Stewardess, MKC  
Pendergraft, L. N., Sr. Station Agent, OKC  
Schlenz, A., Station Agent, DEN  
Thompson, R. E., Captain, GSW  
Wyum, J. H., Station Agent, MOT

## R. D. GALLAWAY NAMED EXECUTIVE VICE PRESIDENT & SYSTEM GENERAL MANAGER FOR FAL



Robert D. Gallaway, as reported August 5, has been appointed to the newly created position of Executive Vice President & System General Manager for Frontier. His appointment, which became effective August 15, was made by President Burke.

In his capacity, Mr. Gallaway will be charged with the daily operations of the company. Reporting to him is Senior Vice President of Operations & Maintenance, M. Edward O'Neil, and Vice President-Transportation Services, M. C. "Hank" Lund.

Mr. Gallaway comes to Frontier with a background in airline management having been General Manager and Chief Executive Officer of British West Indies Airlines.

Mr. Burke also announced that George A. Smith, Senior Vice President-Administration, is assuming additional responsibilities as Senior Vice President-Finance and Administration. Reporting to Mr. Smith is Vice President-Treasurer, William M. Groody.

## MARY MARR RETIRES FROM COMPUTER SERVICES

Mrs. Mary L. Marr retired beginning August after having worked at Frontier in Computer Services since June 26, 1958.

A special function commemorating Mary's retirement and attended by fellow employees of the Computer Services Division was held at the mountain home of Bob Owen, Manager-Computer Operations. All fellow employees and their families attended the function.

# PHX REUNION

## FRONTIER AIRLINES

### 20 YEAR CELEBRATION



WHEN: SUNDAY, NOVEMBER 5, 2006  
 WHERE: DESERT BREEZE PARK  
 660 N. DESERT BREEZE BLVD.  
 CHANDLER, ARIZONA 85224  
 TIME: 11:00 AM TO ???????  
 COST: \$15.00 PER PERSON

**PLEASE RSVP**  
**NO LATER THAN FRIDAY 10-27-06**

SEND CHECK AND RSVP TO:

CYNDY CAMOMILE	GINGER TREPTOW
1089 N WILLOW ST.	1686 W HARVARD AVE.
CHANDLER, AZ. 85226	GILBERT, AZ. 85233
cynhoff55@yahoo.com	peaches85233@qwest.net

## FRONTIER REPORTS

Air Mail Route Info, excerpt from 1978 book, 20p, \$3  
 AZ Brief To CAB 1946, 42p, \$6  
 AZ-Monarch Merger Application 1949, 52p, \$7  
 AZ-Monarch Merger Application 1950, 32p, \$5  
 AZ Stock Offer 1948, 23p, \$4  
 Challenger Airlines Employees Directory, 7/15/48, 25p, \$4  
 Challenger Airlines Prospectus, 9/3/47, 37p, \$5  
 Challenger Airlines Prospectus, 8/4/48, 40p, \$5  
 Challenger Airlines Stockholders Report, 9/30/49, 8p, \$2  
 Central Airlines Packet, Articles & seniority list, 75p, \$9  
 Convair Aircraft Packet, Articles & charts, 73p, \$9  
 DC-3 A/C Roster (inc. predecessors) & Check List, 11p, \$2  
 DEN Accident (12/21/67) Report & news clippings, 11 p, \$2  
 FL 1955 Timetable/Seniority-Personnel Lists, 43p, \$6  
 FL ALEA Seniority list, 7/31/84, 55 pages, \$7  
 FL ALEA Seniority list, 1/1/86, 48 pages, \$6  
 FL-CO Job Preservation & Litigation packet, 1986, 66 p, \$8  
 FL History, articles, photos, etc., 47p, \$6  
 FL IAM Seniority list, 11/1/74, 22 pages, \$4  
 FL IAM Seniority list, 11/1/76, 26 pages, \$4  
 FL NEWS printed back issues \$2.50 each  
 FL NEWS all back issues in pdf files on a CD, \$3  
 FL Newsletters, two from 1969 introducing 737s, 20p, \$3  
 FL Obituaries on a CD, \$3  
 FL's Death, articles & essays, 63p, \$8  
 GRI Accident (12/21/62) Report & news clippings, 15p, \$2  
 Ken Schultz' Obituary List (Rev. 1/1/05), 10p, \$2  
 MLS Accident (3/12/64) Reports, news clippings, 41p,  
 and 10 pix on a floppy, \$7  
 PHX Accident (4/21/57) Report & news clippings, 30p, \$4  
 and/or a CD with slideshow of recovery & all files, 76 megs, \$5  
 Pilots Seniority Lists, 1955-72-81-85, 37 pages, \$5  
*(Costs are to cover envelopes, postage & copying.)*

FRONTIER AIRLINES



## FRONTIER NEWS

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

**JAKE LAMKINS, Editor - Publisher**

**1202 Scrimshaw Cove #4**

**Fayetteville, Arkansas 72701**

**E-Mail: ExFAL@Yahoo.com**

**Website: <http://FAL-1.tripod.com>**

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