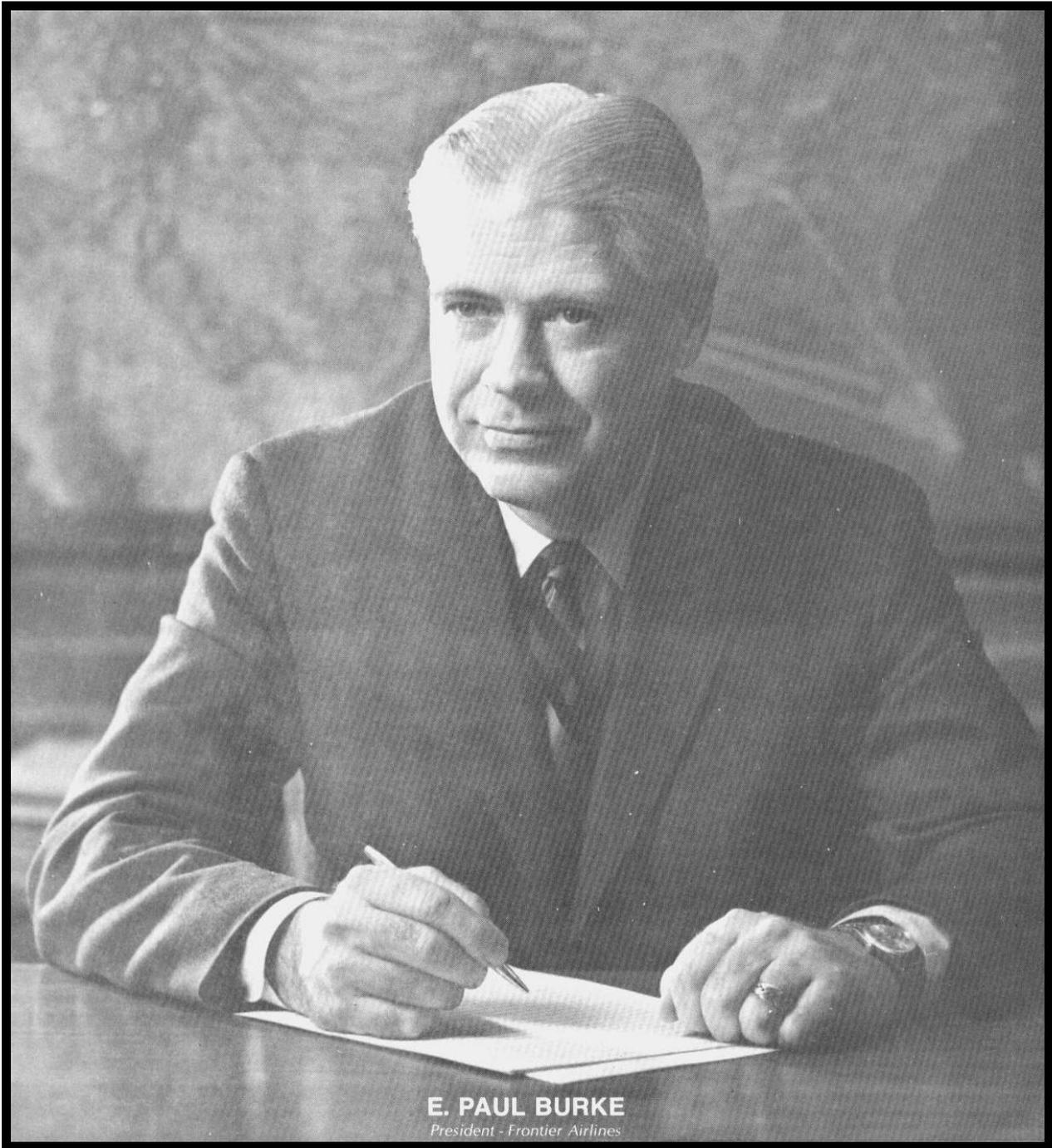


FRONTIER NEWS



E. PAUL BURKE
President - Frontier Airlines

Frontier celebrated its 25th anniversary on November 27, 1971 by publishing a special edition of the Frontier News. It was a large format newspaper type edition which I have reduced to fit this newsletter so pardon the small print. It begins on page 16, is 12 pages long and has some wonderful historical information. Thanks to Herb Schmidt who sent a partially reduced edition.



WINTER

2007

#26

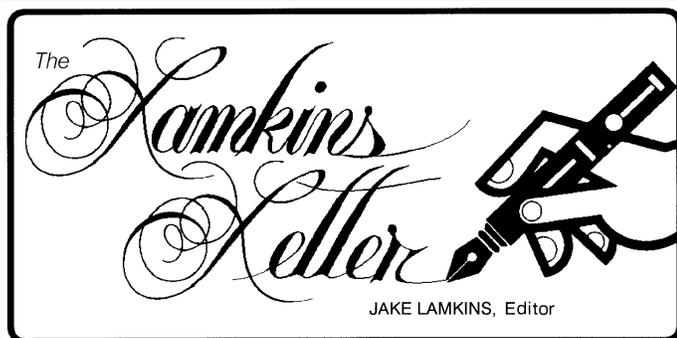


The FRONTIER NEWS is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter 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 24 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, \$100 for a full page. Tell others in the FLfamily about the newsletter. Give a gift subscription. Mail checks to Jake Lamkins, FL NEWS, 1202 Scrimshaw Cove #4, Fayetteville, AR 72701. Thanks for your support.



Several items have been added to the FRONTIER REPORTS section on the back page, including seniority lists and rosters. Ivan Newell sent a box of great FL stuff - which I'm still sorting. Ivan was a station agent, relief agent and station manager at CPR SAF SLC GDV ISN PUB SEA DRO ABQ GUC CEZ ALM VEL RKS COD GTF during his career which began 11/27/58. He lives in Vancouver, WA.

Herb Schmidt sent 18 FL newsletters which are treasure troves of FL history..

Ken Schultz sent an updated edition of his "We Remember" gone west list which is mostly maintenance and management FLolks. There are 460 names on the 12/15/06 version. To simplify costs, figure 15¢ per page when ordering. Thanks to Ivan, Herb and Ken for their help and generosity.

The 2007 FL Reunion was kicked off by the FLolks at COS - as far as I know. They usually have it the first week of January but I have no info on it this year. Anyone with info, please share it with me.

There is a FL gathering Jan. 30 in FYV to note the 25th anniversary of FL pulling out. See the notice on page 3.

FL pilot Bob Reisig continues working with the DEN Wells Fargo bank in locating over 1000 FLolks who have money coming from the ESOP lawsuit. Visit the FL website to get the latest info and list of "lost FLolks."

Here's hoping the entire FLfamily has the best year ever in 2007. My fondest wish is that all of you are thriving and I do not get any obituaries this year.

REUNIONS NEWS

We had a very good time at the reunion in FTW. It is always good to see old friends. Here is a list of the one's who came:

| | |
|----------------------------|-------------------------|
| Ken Griffith | Wes Davis |
| Weldon Finney | Connie Sponsler Bennett |
| Gerrie Donaldson | Karen Fox |
| Ann Patterson | Janette Duncan |
| Phil Stallings | Rusty & Ann Lambert |
| Carol & Bill Neff | Jim & Barbara Ford |
| Linnie & Bob Churchill | Jim & Mary Liddle |
| Austin & Sharon Henry | Bill & Peggy Blackmon |
| Marvin & Loes Middlebrooks | Mack & Inez Howe |
| Hal & Chris Flecher | Donna Harrison |
| Sherll Rodgers | Jack Gibson |
| Bob Parcell | Tom Hollister |

Jim Harcrow

Thanks to all

-Jim Ford, jeford15@comcast.net

The FLfamily at Lincoln, Nebraska had a great time at a 20 year reunion on October 7, 2006.

We met at The Steak House in Lincoln and had a great meal of Nebraska steaks and other fabulous food. There was much reminiscing and stories told (not all lies) and a great time was had by all. It was great to see all the FLfamily again after 20 years. Some of us are still in the Lincoln area and several others came in from distances away. We all try to keep in touch and voted to do this again in two years.

Gone West and in remembrance are: Dean Fisher, Jimmy Zelesky, Oran Kennedy, James Ashley, Larry Witkowski and Marlon Agena.

A list of the people present, 36 in all: Lila Agena, Beverly Ashley, Doug Black, Guy and Marilyn Brinkman, Ken (KB) and Connie Byers, Ray and Marleyn Duffek, Glenn and Fern Emmons, Barb Fisher, Gerald (Cork) and Sheila Guenther, Larry (Sledge) and Phillis Harms, Gene Hoskovec, Ken Houchens, Ray and Evett Juengel, Mike Macek, Connie McAlister, Don and Arlowene Miller, Jeffrey and Ann Mills, Doug and Jeanne Osborn, Don and Marilyn Porter, Ken and Emily Schmale, Larry and Janet Stivers, and Greg and Mrs Smith.

All agreed "What a wonderful place to have spent much of our lives" with the original FRONTIER AIRLINES.

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

First the weather was perfect, the temps were in the 80's, the location of Desert Breeze Park was just wonderful and its a great place for picnic. We had the food catered by Hap's Barbecue and it was very good. It was enjoyed by everyone. We topped it off with cake for dessert and I made some carrot bars with cream cheese frosting that was loved by everyone.

We had 87 attend - from the PHX Station we had Vern Crawley, Ken Banman, Walt Hatfield, Arnold Hadler, Gary Stevens (came from Vancouver, Wash.), Larry Wienk (came from Nashville, Tn), Larry Baker, Buddy Gray (came from Nevada), C Ray Johnston and Donna, John and Dorothy Koehler, Larry Kramer, JoAnn MNakedonsky, Richard and Jeanne Paul, Ginger Ann Treptow, Bob Pixler, Murry and Dick Price, Dave Ross, Charlie Southerland, Cyndy Camomile, Greg and Jackie Davis, John and Nancy Alger, Karen Grace, Linda Hamala, Gary and Sandy Faulstich. The other attendees were Carol and Oliver Baum, Connie and Dan Blaha, Cliff Brown (from Wesley Chapel, Fl, Brad and Denise Hurd, Scott and

Carol Hein, Ron and Mrs Herring, Kent Lewis, Bill and Barb Monday, Joy and Steve Potter Trudeau, Ed and Susan Quisenberry, Cal and Barb Reese, Jim and Nancy Seamster, Billy Walker, Mr and Mrs Albert Wells, Vern and Carol Stone, Geo Sims, Joann and Robert Smith, Don and Dee Treptow, Ollie and Lorraine Brunz, Lyle and Jan Anderson, Ron Pitts, Bobbie Morgan, Al and Carol Hedgpeth, Diane Gilchrist, and R J Hook.

It was a day enjoyed by everyone. It was nice to see old friends and co-workers. Ron Herring provided great music. We shared pictures from last year, and the Mondays brought some Frontier Cups for us to sell and Don and Dee Treptow had some memorabilia to sell and look at from the Old Frontier and the sale in Denver.

We have decided to have the next one in 2008 and the date is November 2, 2008.

-Ginger Ann Treptow, peaches85233@qwest.net

REUNIONS TIMETABLE

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

BILLINGS REUNION

Held Saturday, July 29, 2006, 2pm-10pm, Tryan's Lazy DF Guest Ranch.
Contact Dee Martenson, adsanta@bresnan.net or Bob Voight, voightr@aol.com

COLORADO SPRINGS GATHERING

Jan. 6, 2007, 7 pm at Deanna's house
Contact: Deanna Hinkle, ddbiscuit@juno.com, 719-226-1932

DALLAS-FT WORTH REUNION

Was Friday, October 28, 2006, 6 pm at Los Vaqueros Restaurant, 2629 North Main St., Ft. Worth, TX. Mexican Buffet \$12.50.
Contact: Jim Ford, 817-268-3954, 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 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

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

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

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)

DFW: Luncheon, every odd month, 3rd Monday, noon @ Ernies, 8206 Bedford-Eules Road, North Richland Hills, TX
Contact: Jim Ford, 817-268-3954, JEFord15@comcast.net

DEN: Luncheon, every second Tuesday, 11:30am at Mr. Panda Chinese Restaurant (North Room), 2852 S. Havana, Aurora, CO
Contacts: Ace Avakian 303-688-3852, AceAvak@aol.com or Jim Hanson 303 750 6478, tmillword@aol.com

SLC: Luncheon, every third Thursday, 11:30am at Chuck Arama Buffet, 744 East 400 South, Salt Lake City, UT
Contact: Jack Schade 801-277-5479, CaptainJack20@juno.com

FAYETTEVILLE-FT.SMITH MEMORIAL PICNIC

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

KANSAS CITY REUNION

Took place Saturday, August 26, 2006 - 12 noon - 3pm at Barry Platte Park
Contacts: Rose Dragen, mdragen@juno.com 816/741-1995, or Reva Burke, RevaBurke@aol.com

KANSAS CITY FLIGHT CREWS

Cancelled for 2006. Info for 2007 later. JoDelle Burwell at jodelleburwell@comcast.net or Phil Stallings at redrydertexas@sbcglobal.net

LINCOLN REUNION

Held October 7, 2006 at The Steak House in LNK. It was decided to meet again in two years. Contact Cork Guenther, saylor@inetnebr.com

PHOENIX REUNION

It was decided at the 2006 event to skip a year.
Sunday, November 2, 2008, 11:00 AM, Desert Breeze Park in Chandler, AZ.
Contacts: Cyndy Camomile, 480-831-1660, cynhoff55@qwest.net or Ginger Treptow, 480-813-4595, peaches85233@qwest.net

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 or Paul Farris, 479-770-6655, 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.

TUCSON GOLF TOURNAMENT

Sat-Sun, Apr 28-29, 2007, In Green Valley, AZ

FYV PULLOUT PARTY

Hosted by the FYV Old FARTS

(Old Frontier Airlines Retired Ticket Smashers)

The end of January marks 25 years since FL pulled out of FYV. Come help us commemorate the occasion.

January 30, 2006 at 1 pm

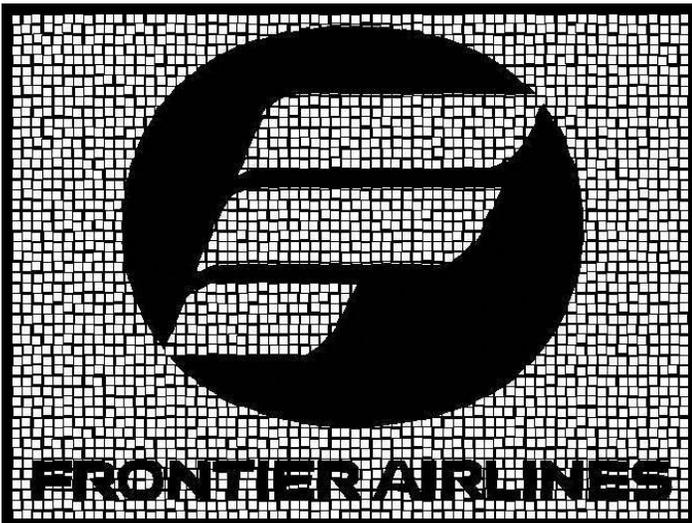
Denny's Restaurant in FYV

on 6th Street just west of I-540.

Bring CN/FL/FYV memorabilia
and re-new old FL friendships.

HOLIDAY WISHES





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 FALL 2006 ISSUE

John Blake, MCK GRI PDX station agent, 6/18/06, age 63, cancer
Mary Bradford, DEN accounting clerk, Apr1975, need more info
Dan Brock, DEN vice president-traffic & sales, 5/29/05, age 89
Loren Butterfield, EAR station agent, 7/10/05, age 72
Dick Cantwell, DEN lead mechanic, 10/6/06, age 91
John Clark Coe, DEN vp-economic planning, 10/24/06, age 82
Dick Cottingham, GSW DEN CN/FL pilot, 12/7/06, age 90
Jim Dixon, GSW DEN vice president-schedule & traffic, 10/12/06, age 84
Dan Fink, DEN chief dispatcher, 11/25/06, age 72
Bob Goldwater, AZ/FL board of directors, 11/4/06, age 96
Cheryl Frederick Kardell, MCI DEN flight attendant, 10/8/06, age 60, stroke
Chuck Harding, MKC STL SLC SNA SAN station agent, 8/10/06, age 66
John Kosmicki, DEN maintenance control, 10/18/06, age 81
Bill Lasseter, GSW DAL DEN pilot, 10/16/06, age 82, heart condition
Patt McDonald, DFW DEN pilot, 11/9/06, age 63, cancer
Ron Smith, DWEN pilot, 3/13/89, age 59
Jim Stuart, DEN accounting clerk, 10/20/06, age 56
Vivian Wadley, DEN reservation agent, 11/7/06, age 86
Clyde Ward, GSW DEN aircraft mechanic, 11/18/06, age 77, heart failure

JIM STUART

Jim Stuart - Accounting, WYS, HDN - died Fri, 20 Oct 2006. That's the same day the CO passes from the bankruptcy expired - suppose they're related? The funeral will be on Wed, 25 Oct 2006 at 1000; Olinger Moore Howard Chapel, 4345 West 46th Avenue (46th & Tennyson) in Denver.

-Geoff Morneau, 76750.3110@compuserve.com

OBITUARY: Jim "Yogi" Stuart, 56, of Lakewood. Passed away October 20, 2006. Services, Wednesday 10:00A.M. at Funeraria Moore Howard Chapel, 46th & Tennyson. Interment, Olinger Crown Hill Cemetery.

-Denver Newspaper Agency on 10/23/2006.

(J STUART - Group L seniority date of 6/14/71 on the 1/1/74 FL/ALEA seniority list. J L STUART Group L seniority date of 6/14/71 on the 7/1/84 FL/ALEA seniority list. Cannot find him on the 1/1/86 seniority list.)

DAN FINK

The obituary for Dan Fink is in The Denver Post, Sunday, November 26, 2006. Dan started with Frontier May 18, 1954, as a Station Agent in Cody, WY. He transferred to the Dispatch office in the late 1950's. He was a Dispatcher in 1961 and was Chief Dispatcher in 1978 until the Bankruptcy in August 1986.

-Ken Schultz, Wheat Ridge CO

OBITUARY: FINK, DANIEL H. Dan, 72, formerly of Aurora, CO, passed away, at his home, near Hartsel, CO. "Pop" was born in Lovell, WY to John and Dorothea Miller Fink, the first of nine children. He enjoyed a 33 year career with Frontier Airlines, transferring from Billings to Denver. In 1987 he moved to Houston, TX with Continental Airlines, retiring in 1995 as a Chief Dispatcher.

He is survived by his wife of 51 years, Phyllis Mury; three children, Wanda (Steve) Peal, Chuck (Elizabeth) Fink, and Valerie (Steve) Cox; his father, John Fink; 8 grandchildren; 3 great-grandchildren; four brothers; Eddie, Al, Paul, and Butch; two sisters; Lillian Hettinger and Hermina Hess. He was preceded in death by his son, J.D.; his mother, Dorothea; and two sisters: Marie Shawley and Linda Sachau. A celebration of his life will be held Wed, Nov. 29th, 2:00 p.m. at Olinger Hampden Mortuary, Denver.

- Denver Newspaper Agency on 11/26/2006.

RON SMITH

Ronnie was about 6 months from retirement when his wife, Joy, a flight attendant, came home from a trip and found him dead from internal bleeding.

-H.A. "Frosty" Frost, Frosty1@hughes.net

Ronnie, also known as R.B. by some of the pilots, was 59 when he died - he was a month from retiring. He was a great person, husband, pilot & all around good guy. I still miss him. He died March 13, 1989 & was born on April 20, 1929.

I'm so happy that you want to do a memorial page for him & will do my best to help with a photo. I'll have to look around for a photo of Ronnie - so much was lost years ago in a fire - that I'm not really sure what, if any, I have.

He died before he retired from CO - he was a month away from mandatory retirement at age 60. His best friend, Duane Cook, also died at age 59, months away from his retirement - that was so bizarre.

-Joy Alley-Smith, percy33@webtv.net

(R B SMITH: Seniority date of 3/5/62 per the 9/1/81 FL/ALPA seniority list.)

DICK CANTWELL

R. "Dick" Cantwell started to work as a mechanic for Monarch Air Lines April 5, 1948, where he worked in the Aircraft Overhaul Dept. In September 1958 he was a Lead Mechanic in the Sheet Metal Shop, then in the Seat and Upholstery Shops. The Frontier News, August/September 1979, reported his retirement, DEN, after 31 years of service.

-Ken Schultz, Wheat Ridge CO

OBITUARY: Richard F.CANTWELL Sr. , 91, of Loveland died Oct. 6, 2006, at McKee Medical Center in Loveland. He

was born Nov. 14, 1914, in Pottawatomie, Kan., to James and Margaret Cantwell Walsh. He graduated from Frankfort High School in Frankfort, Kan., in 1934. He served in the U.S. Army Air Forces as a sergeant from 1942 to 1945. He married Nadine Burley; she preceded him in death in March 1990.

Mr. Cantwell worked for Frontier Airlines for 32 years in maintenance, retiring in 1979. He moved from the Aurora area to Loveland in 1979. He was a member of the AARP and St. John's Catholic Church. He loved gardening and traveling.

He is survived by two sons, Dale E. Cantwell and wife Pamela Ray of Denver and Richard F. Cantwell and wife Patricia of Boulder; and four grandchildren.

The rosary will be said at 10:30 a.m. Tuesday at St. John's Catholic Church, followed by a Mass of Christian burial at 11 a.m. celebrated by the Rev. Joseph Hartmann.

Burial will be at Resthaven Memory Gardens north of Loveland. Memorial contributions may be sent to St. John's Catholic Church in care of Viegut Funeral Home, 1440 N. Boise Ave., Loveland, CO 80538.

-LOVELAND DAILY REPORTER-HERALD on 10/12/06

Dick Cantwell was my lead early on when I was working in the paint shop. We did the DC-3s and later the Convairs. We didn't have any safety cables then so when we painted the top of the planes we had to be careful. We were using Dupont DuLux and heated it to 90 degrees F. so it would flow out good.

Working in the old hangar 6 could be a challenge. One time, when painting the inside of a DC-3, I asked Dick for an air mask. He got it but the air from the old tanks was impossible to breath. Dick was a good guy and lead mechanic and it seemed strange when I read the obituary because I had been thinking of him all week.

-Ed Huss, edhuss1@aol.com

BILL LASSETER

Sorry to pass on bad news, but I was informed by Jim Ford that Bill Lassater died. Funeral services will be held Thursday October 19th at the Claudle Rutledge Funeral home in Lindale Texas, which is north of Tyler at 1:30pm.

-Weldon Finney, weldonfinney@sbcglobal.net

OBITUARY: Funeral services for William Lee "Bill" Lasseter, age 82, of Hideaway are scheduled for 1:30 p.m. Thursday, Oct. 19, 2006, at Caudle-Rutledge Funeral Home, Lindale.

Mr. Lasseter was born May 20, 1924, in Knox City and died Oct. 16, 2006, in a Tyler hospital. A longtime resident of Hideaway, he is preceded in death by his wife, Mary Ann Bramlette Lasseter.

A pilot for more than 40 years, he began his aviation career in the U.S. Navy and served as a flight instructor during World War II. Following his tour in the Navy, he flew as a cropduster and, in 1951, he became a commercial pilot for Central Airlines and subsequently retired from Frontier Airlines.

An avid fisherman, he designed and built one of the first prototype fiberglass bass boats and designed and produced his own line of fishing lures. He also enjoyed hunting and golfing and was an active member of the



Hide-A-Way Kiwanis Club.

Mr. Lasseter is survived by his three children, Lynn Buchanan and husband Buck of Flint, Bram Lasseter of Cody, Wyo., and Cindy Payne and husband Trent of Warrensburg, Mo.; six grandchildren, Jennifer Jones of New Orleans, La., Beau Bigham of New Orleans, La., Ashley Payne of Dallas, Dusty Lasseter of Cody, Wyo., Kirk Payne and Hannah Payne of Warrensburg, Mo.; two brothers, Thomas Lasseter and Robert Lasseter, both of Austin; and sister, Ann Strong of Dripping Springs.

-TYLER MORNING TELEGRAPH on 10/18/2006

Bill was a special man, and a good friend to the LIT station agents. He always borrowed our car or truck to go bass fishing at Lake Conway on his layovers. I flew with Bill many times when MWAAA Union Rep and HE could tell some funny stories - like the time we lost an engine after leaving Hot Springs enroute to Ft Smith - Bill Medcalf was right seat and I was jump seat - flight was full - those were the good old days - anyway, I asked Bill if we were in trouble, and he said maybe cause that was our good engine. HA!

-Jack Chambers, Little Rock AR

Bill Lasseter was a gentleman, an excellent pilot and a wonderful friend. We commuted together DFW/DEN many times and shared some great stories. I feel a personal loss and and may God bless his family.

That westbound lane is beginning to show too much wear. You leave behind many friends, but many more are waiting to welcome that perpetual smile. Thank you Bill for being my friend.

-John Leslie, Cleburne TX

Bill Lasseter's final flight "Westbound" marks the departure of a gentleman, a professional pilot but more than that, a true "Airman" with a special touch with the airplane that put him in the "Elite" class of pilots.

Bill, thank you so much for letting me as a very young pilot, share your cockpit in the right hand seat and learn the trade from a true master.

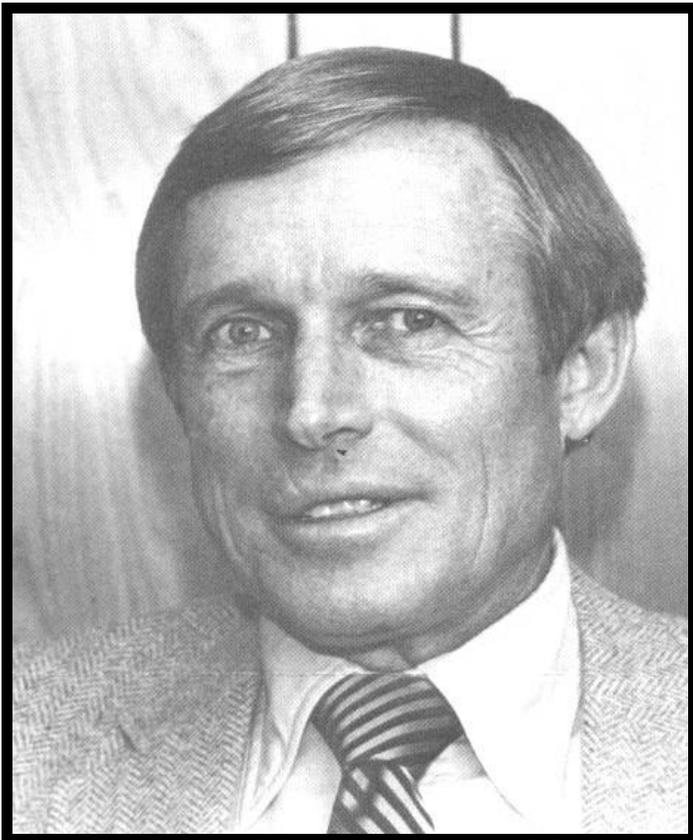
-Jack Gibson, Clayton, NC

Bill, I always enjoyed your presence in my Ground School Classes. Always attentive as well as a real gentleman. You always reminded me of Ray Bolger the Strawman in the Wizard Of Oz. I flew ACM several times with you being the Captain & you were 100% professional. May GOD BLESS YOU,

-Francis W. "Frank" Meyer, Grove OK

I flew with Bill many great trips as his co-pilot. I'll always remember the "lesson" he taught me one night when I was a new co-pilot on the Boeing 737 ... we were on our way DFW-DEN and I was "playing" with all the switches on the overhead when Bill said, "Stallings, once we finish eating there really isn't much else to do except relax until we get where we're going." I've found that applies to a lot of things in life. Thanks for helping to make my life a fun trip. **-Phil**





JOHN CLARK COE

The obituary for John Clark Coe is in the Denver Post, November 1, 2006. "Clark" started with Monarch Air Lines, February 16, 1947, as a Flight Steward, then was a station manager, maintenance cost accountant, director of economic research, staff vice president and vice president economic planning.

The Frontier 35 Year Anniversary brochure has an excellent article and photo of "Clark." He retired December 12, 1984. Several years ago "Clark" told me he was working for Western Airlines in Denver, in November, 1946, as a Ticket Counter Agent and was aware of Monarch's first scheduled departure from Denver, November 27, 1946, so he went outside and watched the take-off.

-Ken Schultz, Wheat Ridge CO

OBITUARY: John Clark Coe, 82 passed away on October 24, 2006. Survived by his wife Joy Coe, son Robert, daughter Nancy and five grandchildren. Memorial Service will be held at Wellshire Inn on Colorado Blvd at Hampden on Sunday November 5, 2006 at 1:00 P.M. ILO flowers donations to Prostate Cancer Research Institute, 5777 W. Century Blvd. Suite 800, Los Angeles, CA, 90045.

- Denver Newspaper Agency on 11/1/2006

Bless Mr. Coe, may he rest peacefully. I met Mr. Coe at a regulatory function for a Frontier Route case. We talked and I remembered how nice he was and had given me his business card. Later I contacted him for advice on how to become an employee for Frontier Airlines. He referred me to another constituent and I was ultimately hired for a nearly 10 year career with Frontier. I have convinced myself that it was because of this gentleman, that I was able to enjoy over 20 years of airline employment with two carriers. Thank you, John.

-Dennis Casadoro, Seattle WA

JOHN KOSMICKI

MORE GONE WEST

The Obituary for John Kosmicki was in the Denver Post, Saturday, October 21, 2006. John started with Frontier as a mechanic January 3, 1967, in Denver and transferred to the Maintenance Control Center where he was a Manager On Duty, until the shutdown in August 1986.

-Ken Schultz, Wheat Ridge CO

OBITUARY: John E. Kosmicki Sr. died Wednesday, October 18, 2006 at the age of 81. Survived by his wife of 57 years, Pauline; children Stephen, David (Terry), Theodore, Edward, Martin (Monica), Matthew (Mary), Jane (Joe), James (Jodi) and John, Jr. (Alise); grandchildren Krzysztof, Franz, Stefan, Elizabeta, Lily, Maximillian, Iris and Augustos.

John was born near Alliance, Nebraska, March 8, 1925. He was raised on a farm, the youngest of six boys. John spent his life working as a farmer, realtor, flight engineer, aircraft mechanic and maintenance manager, before retiring from Frontier Airlines in 1987.

John became an accomplished wildlife wood carver after retirement. He will be dearly missed and long remembered by all who knew and loved him for his quick dry wit and dedication to his work and his family. A rosary will be held on Monday, October 23rd at 5:00 p.m. and a funeral mass on Tuesday, October 24th at 10:00 a.m. Both services will be at Good Shepherd Catholic Church, 2626 E. 7th Ave, Denver. Internment will follow the funeral mass at Mount Olivet Cemetery.

-Denver Newspaper Agency on 10/21/2006

LOREN BUTTERFIELD

OBITUARY: Loren L. Butterfield, 72, of Kearney died Sunday, July 10, 2005, at Mount Carmel Home. Services: Thursday, Good Shepherd Lutheran Church, Kearney. Burial: Kearney Cemetery

Born Jan. 2, 1933, in Stanton, his parents: Percy and Elsie (Schauerhamer) Butterfield. Loren grew up in Stanton, graduated from Stanton High School, 1951. Military: U.S. Army, 1952-1954, veteran of the Korean War. Married: April 22, 1956, to Phyllis Spano in Stanton.

Moved to Kearney; worked for the alfalfa mill at Odessa, then at Rockwell International; later worked at Frontier Airlines and Andy's Air Service and obtained his private pilot's license; then worked at the West Co. in Kearney for 27 years: retired in 1998

Activities: member of Good Shepherd Lutheran Church in Kearney, served as an elder, Sunday school teacher and caretaker for church property

Survivors include his wife; son, Harlan of Kearney; brother, Dean of Norfolk; and sister, Carol Noelle of Alamogordo, N.M. Was preceded in death by his parents, a brother and a sister

-KEARNEY HUB, 13 July, 2005

(Found on the internet 10/12/06. I assume Luther was a station agent at EAR. However, I cannot find him on the 1955 or 1962 ALEA seniority lists. We need more info on when he worked at FL, etc. Does anyone have more info?)

MARY BRADFORD

(An article in the Jul/Aug 1975 ALEA magazine said Mary, a DEN accounting clerk, died April 28, 1975. M BRADFORD had a group L seniority date of 10/04/73 on the 1/1/74 FL/ALEA seniority list. Couldn't find anything definitive in the SSDI or the May/June 1975 FL News. Need more info.)



CHERYL FREDERICK KARDELL

Cheryl had a stroke Monday while in an Oral Surgeons office. She has been in the Hospital since Tuesday, and is now in Hospice care. I doubt she will last much longer. She is barely conscience but still recognizes me and her mother who is here from Carthage.

-Dick Kardell , rckardell@consolidated.net

Cheryl passed away last night about 11:30. She had been totally unresponsive for the last three days. As sad as I am, I feel relief that she is no longer suffering and is a better place. Please thank all our old friends for their Emails. The names brought back so many pleasant memories from the past. Thank you all for your support and prayers.

Services will be held at the Cashner funeral home about Wednesday with final interment in Lees's Summit, Mo.

-Dick Kardell , rckardell@consolidated.net

OBITUARY: Cheryl Frederick Kardell of Montgomery, Texas, passed away October 8, 2006. Graveside services are 11 a.m. Friday in Lee's Summit Cemetery. Services were also on Wednesday in Conroe, Texas. Survivors include her husband, Richard Kardell, Montgomery, Texas; daughters Karon McGovern and husband Bob, Lee's Summit, Mo., Kana Steinmeyer and husband Mike, Los Angeles, Calif.; son Ken Kardell and wife Tambra, Aurora, Colo.; mother Dorothy Frederick, Carthage, Mo.; brothers Thomas Frederick and wife Kathleen, Lenexa, Kan., Robert Frederick and wife Cheryl Lynn, Springfield, Mo., and nine grandchildren. A host of other loving extended family and friends also survive.

-KANSAS CITY STAR on 10/12/2006.

(Cheryl was a sunny blonde who cheered me up every flight I

ever flew with her. She was married to FL pilot Dick Kardell. Far too young at 60 to be gone. C L KARDELL - Seniority date 3/30/68 per the 2/1/86 FLAFA seniority list.)

FLIGHT ATTENDANTS DECEASED LIST

Ellie Bastar, 10/14/87, hit by an auto, need age
 Jody Colquitt/Lohse Binkley, 5/29/99, age 65
 Ginney Booth, 2/19/02, age 69
 Melanie Boyd, 8/8/95, age 37
 Juanita S. Campbell, 7/14/02, age 77
 Nancy Tipton Clopton, GSW, May 2000, age 53, aneurysm
 Sandy Murray Crowe, 3/16/05, age 61, cancer
 Janet Crumpler, need more info
 Janet Cupps, 5/7/90, age 51
 Linda Fechner, MCI DEN flight attendant, 10/19/05, age 48
 Pat Fackenthall Forehand, 5/12/00, age 61
 Donna Garland, FA/pilot, 9/1/99, age 50
 Diane Hall, DEN, 3/9/06, age 63
 Thomas Hampton, 11/6/90, age 36
 Susan Hanson, need info
 Rebecca Herbert, 2/5/02, age 55
 Dana Hoch, 8/23/97, age 45
 Carol Johnson, Jan71, age 23
 Cheryl Frederick Kardell, 10/8/06, age 60, stroke
 John Kelly, 11/9/04, age 54, heart attack
 Marsha Ladewig, 12/1/04, age 60
 Elaine Langloss, 3/24/91, age 43
 Anne Prentiss "Prensy" Marshall, 7/12/04, age 57
 Rosalind Mathews, 11/16/98, need info
 Ruth Agnew McDonough, SLC, 7/11/04, age 67, cancer
 Verna Beattie McGoey, 8/11/00, age 58, cancer
 Deanna McKenna, 10/12/93, age 46
 Diane McLaughlin, 8/2/85, age 34, DFWDL crash
 Susie Landis Meyer, 8/24/06, age 65, cancer
 Helen Coons Miller, 7/28/96, age 62, cancer
 John Montgomery, 1992, need info
 Rita Smith Perrin, CHA/FL stewardess, 2/25/05, age 76, cancer
 LaVonne "Petey" Peterson, 5/17/95
 Barbara Petty, Mar74, age 31, heart failure
 Scott Ponton, 3/22/94, age 42
 Mary Warhover Pover, Sep75, age 52
 Dorothy Ruth Reif, 3/12/64, age 22, DC-3 crash at MLS
 Joyce Darby Schmid, 10/11/03, age 64
 Gene Schroeder, 1/15/91, Age 39
 Lee Smart, 12/16/89, age 45
 Julie Lemer Smith, 10/30/03, age 45, cancer
 Samantha Ewing Taulli, 4/26/04, age 58
 Lyman Thomas, DEN Monarch steward & BFFFL station manager, 2/4/03, age 76
 Jack Weiss, DEN Monarch steward & crew scheduler, 11/3/04, age 78
 Jean Mehaffey Whitlock, GSW DAL FA, Oct75, age 40, auto accident
 Carol Ann Wolfe, DEN FA & Clerical, 4/26/06, age 60, cancer
(There is more info at http://FAL-1.tripod.co





DAN BROCK

Mr. Brock was a great person and a real southern gentleman. He was one of the really good VPs of sales at the old Frontier. Mr. Brock came to FL from Taca International Airlines and he was based in New Orleans - the airline was a Central American carrier and still operates with headquarters in El Salvador.

Mr. Brock and his lovely wife attended my wedding and they both were most gracious at all times. I believe anyone who remembers him will say the same thing. Dan left Frontier when Bud Maytag sold Frontier and bought National Airlines and Dan became VP Sales for National Airlines. Mr. Brock died on my birthday.

-Herb Schmidt, FALHerb@yahoo.com

When J. Dan Brock would fly to Europe for business in the early 1960s, he hated having to stop at John F. Kennedy Airport in New York. As the senior vice president of marketing for the now defunct National Airlines, he knew he had to do something.

Out of his frustration grew a plan that ultimately became the first non-stop flight from Miami to London. Brock, who served as the senior vice president of marketing and as a member of National Airlines board of directors for nearly 18 years, died Sunday [Morning, May 29, 2005] in Winston-Salem, North Carolina, at age 89.

Brock was known to family and friends as a "doer." "If something had to get done, he did it," said his son Dan Brock Jr., former senior vice president of Piedmont Airlines.

J. Dan Brock was born Feb. 19, 1916, on a farm outside of Montgomery, Ala. When he graduated from Sidney Lanier high school, he attended Tulane University in New Orleans, but financial problems forced him to drop out.

In 1938 he joined Eastern Airlines, and handled various traffic and sales responsibilities in Montgomery and then in Atlanta. In 1941, he joined Pan American Airways and was sent to Bermuda.

When World War II broke out, Brock enlisted, feeling guilty.

"He was exempt, but he couldn't stand seeing his friends going off to war," his son said. After World War II, Brock returned to Alabama where he ended up working for TACA International Airlines, which had several Central American posts.

During a stint in the Republic of Panama he met his wife, Alice Jones, a draftsman for the U.S. Army. "They were married within eight days," said Dan Brock Jr. "The courtship might have been short, but they were married almost 57 years."

J. Dan Brock stayed with TACA until he became vice president of traffic and sales at Frontier Airlines. In 1962, when L.B. Maytag purchased National Airlines, Brock went to Miami and served as National's senior vice president of marketing until his retirement in 1981.

"He was a capable, straight-shooting, competent man," said William Howard, a former Eastern Airlines senior officer. "Even though he was a competitor, we thought highly of him." While in Miami, Brock and his wife raised three children. "I wanted to be like him," said his son, Dan Brock Jr., whose first job out of college was cleaning the food trays after a flight.

-MIAMI HERALD on June 4, 2005

BOB GOLDWATER

Bob Goldwater, known as the "Father of the Phoenix Open" and a member of one of Arizona's most influential Republican families, died Saturday, Nov 4th, in Phoenix. He was 96. His son, Don Goldwater, lost his bid for the Republican nomination for governor in September.

He was a member of one of the state's most influential Republican families, was the brother of the late Barry Goldwater, the five-time U.S. senator from Arizona and 1964 presidential candidate who died May 29, 1998, at his Paradise Valley home.

Bob Goldwater died at 10:05 a.m. in bed in his living room, looking out to the Phoenix Country Club golf course while his wife, Maggie, was by his side.

Goldwater, an avid golfer, was credited with making the Phoenix area a major golf destination. He was a former "big chief" of the Phoenix Thunderbirds, the civic organization that runs the FBR Open, formerly the Phoenix Open.

He also was past chairman of the board for the Phoenix Country Club. Goldwater also helped start Frontier Airlines and served as president of Goldwater's department stores for years, his son said.

Robert W. Goldwater Sr. was born July 4, 1910, the son of territorial pioneer merchant parents Baron and Josephine Williams Goldwater.

He spent his childhood at the side of Barry, who was born Jan. 1, 1909. They were toddlers when Arizona achieved statehood on Feb. 14, 1912.

After graduating from Phoenix Union High School, Bob Goldwater attended Stanford University, where he attained a business degree at age 20.

From 1931 to 1966, he worked in the family business, Goldwater's department store, and served 53 years as a board member of Valley National Bank, ending in 1985.

(Bob was one of the founders of Arizona Airways with Rocky Nelson and served on FL's board of directors in the 1961-63 period.)

-ARIZONA REPUBLIC on Nov 5, 2006



JIM DIXSON

Subject: Notice: FL VP Passing - James C. (Jim) Dixon, Former VP Frontier and Central Airlines, age 84, passed away peacefully October 12, 2006. Final Arrangements: Highland Memorial, Thornton, CO.

-James C. (Jay) Dixon, Asst Mgr - DFW Terminal E

Jim Dixon started with Central Air Lines December 22, 1952 at Meacham Field, FTW. The Central Skywriter, Nov-Dec, 1953 reported; "James C. Dixon has been named Traffic Manager for the airline. He came with Central Airlines a year ago as a Systems Reservations Manager, a position he still occupies along with his new post.

Dixon has a background of seven years experience with scheduled airlines, and prior to coming to Central Airlines, he served as supervisor of traffic training for a major truck line. His home was in Paris, Texas. Later he attended Southern Methodist University and still later served for three years with the Fifth Air Force in the Pacific area. He now calls Fort Worth his home. His office is at CENTRAL'S headquarters, Meacham Field."

The Central Skywriter, September 1960 reports; Jim Dixon as General Traffic Manager.

The Central Skywriter, February, 1967 reported: TWO EXECUTIVES WERE PROMOTED IN DECEMBER. M. Lamar Muse recently announced the promotion of two executive personnel: Richard B. Foulk. James C. Dixon

James C. Dixon assumed the position of assistant vice president, traffic. Dixon joined Central in 1952 and has a total

of 21 years experience in airline traffic management. His functions include current and future planning of Central's flight schedules throughout its six-state system and the fares and rates applicable to its passenger, mail and cargo services.

The FRONTIERSMAN, May, 1969 reported: DIXSON, LUND AND SILLS NAMED AS VICE PRESIDENTS. President E. Paul Burke announced at the close of the Board of Directors meeting in Denver April 8, that three new Vice Presidents were named. They are; James C. Dixon, M.C. "Hank" Lund and Lawrence C. Sills.

Mr. Dixon joined Frontier through the merger of Central Airlines and has been employed with the company since September 1952. Prior to his promotion to Vice President- Schedules and Traffic Planning, Mr. Dixon worked as Director of Planning.

Jim died October 12, 2006. Northglenn, Colorado.

-Ken Schultz, Wheat Ridge CO

OBITUARY: DIXSON, JAMES C. DIXSON of Northglenn. Retired Airline Executive and from JC Penney. Member of Northglenn Elks and NSO. Served in Army in South Pacific during WWII.

Father of Jim D. (Karen) Dixon, Melissa (Alan) Thurber, and Stephanie (Mike) Adams. Loving friend of Eloise Sabell. Grandfather of 10. Great-grandfather of 8.

Visitation Sunday 12-5 P.M. Services Monday at 2 P.M. Both at Highland Mortuary. Interment at Highland Cemetery. Reception following at Northglenn United Methodist Church, 1605 W. 106th Ave.

- Denver Newspaper Agency on 10/14/2006

CHUCK HARDING

I am forwarding what little info I received from the family of Chuck Harding. We worked together in San Diego, but kept in touch at Christmas with a card and note to one another. I know he worked in STL SNA & SAN, but it is possible he worked other cities also. If I get any other info I will send it to you.

-Loren Holmgren , LHolmgren@bresnan.net

Chuck also worked for FL in MKC and SLC.

-Paul Farris, paulamos43@yahoo.com

OBITUARY: Charles Carlton Harding, Born in Colorado on Jul. 26, 1940, Departed on Aug. 10, 2006 and resided in Hemet, CA.

Visitation: Thursday Aug. 17, 2006

Service: Thursday Aug. 17, 2006

Cemetery: Private

Charles Carlton Harding, 66, of Hemet, died August 10, 2006, at Riverside Community Hospital.

Services will be Thursday, August 17 at McWane Family Funeral Home.

Mr. Harding, who was born in Colorado, lived in Hemet two years. He was a recruiter for the Air Force for four years and was a driver for disabled individuals.

He is survived by his mother, Vivian, of Hemet; brother, Dennis, of Washington, his sister-in-law Debra; and sisters, BB, of Colorado, and Eugenie Muto of Fremont.

Entrusted to the care of McWane Family Funeral Home 350 N. San Jacinto St., Hemet, Ca. 92543

-http://obit.mcwanefamily.com

(Chuck began as a station agent in MKC on 11/16/67. Then he moved to STL where he became a senior agent in 1970. From there he was based in SLC SNA and SAN at the end.)



PATT MCDONALD

We lost another fine pilot to day. Patt McDonald passed away this morning. This is from his son Keith. The family hasn't made arrangements yet. I will let you know.

-Jim Ford, jeford15@comcast.net

Pat was a first class individual. It was recently that I had a nice visit with him via the phone. So, the news of his passing was a shock, although he has been battling cancer for a while. This was his second go around too.

When I was diagnosed with cancer 8 years ago, it was Pat McDonald and Don Miracle along with Cheryl who talked me into going to MD Anderson Cancer Clinic in Houston. Thanks to them I was one of the lucky ones and it was caught early enough. Pat McDonald was an unforgettable fellow and someone I will never forget.

-Billy Walker, BillyWalker@cox.net

OBITUARY: Patt McDonald, 63, a loving husband, father and grandfather, passed away Thursday, Nov. 9, 2006. Memorial service: 3 to 5 p.m. Friday, Nov. 17, at the Fort Worth Trap and Skeet Club. Memorials: In lieu of flowers, donations can be made to the University of Texas M.D. Anderson Children's Cancer Hospital or the Fort Worth Trap and Skeet Club.

Patt was born in Austin on Jan. 2, 1943, to Patt and Edith McDonald. He graduated from McCallum High School in Austin and attended Arlington State College. He began flying at an early age and received his private pilot's license at age 16.

He was a flight instructor at Arlington and Oak Grove Airports in the mid-1960s and was hired by Central Airlines in 1966. He flew for Frontier Airlines for over 20 years and retired from Continental Airlines in January 2003.

He was an avid skeet shooter, winning the state championship skeet shoot in 2002. He was a member of the Fort Worth, Arlington, Grand Prairie and Graham skeet clubs.

Survivors: Wife of 21 years, Debra K. McDonald; sons, Scott McDonald and his wife, Heidi, and Keith McDonald and his

wife, Janel; daughter, Taylor Spencer and her husband, Stephen; and granddaughter, Megan McDonald, all of Arlington.

-FORT WORTH STAR TELEGRAM on 11/14/2006.

(R P MCDONALD: Seniority date of 12/5/66 on the 9/1/72 FL/ALPA seniority list.)

CLYDE WARD

Clyde went to work for Central Airlines December 24, 1961 at GSW, and after the merger, moved to Arvada, CO. He was a mechanic and worked in the aircraft overhaul and engine shop areas. The family said he died of heart failure sometime during the weekend of November 17/18, 2006.

-Ken Schultz, Wheat Ridge CO

OBITUARY: Clyde H. Ward Jr., 77, of Castle Rock, Colo., died at his home in Castle Rock.

Memorial services are scheduled for 2 p.m. Friday, November 24, 2006, at Olinger Andrews Caldwell Gibson Funeral Home. Visitation will be held prior to the services, starting at 10 a.m., also at the Funeral Home.

Clyde Howard Ward was born on October 25, 1929, in Gainesville, Texas, the son of Clyde Howard and Madge (Ballard) Ward Sr. He retired from Frontier Airlines as a Mechanic.

Mr. Ward is survived by his sons, Russell Ward and his wife, Pam of Littleton, Colo., and Mike Ward and his wife, Nancy of Albuquerque, N.M.; daughter, Angela Pablo and her friend, Melvin of Castle Rock, Colo.; six grandchildren, Natalie, Nicholas, Eric, Jessica, Craig and Yolanda; and 10 great-grandchildren. Clyde is also survived by a brother, Alan Ward and his wife, Donna of Irving, Texas, and best friend, Fred Pruitt.

Memorials may be made in his name to the Castle Rock Senior Center of the Castle Rock Recreation Center. Arrangements entrusted to the care of Olinger Andrews Caldwell Gibson Funeral Home in Castle Rock, Colo.

-GAINESVILLE REGISTER on Nov 23, 2006

VIVIAN WADLEY

I don't know if anyone let you know that Vivian Wadley, Reservation Agent in Denver, passed away on November 7, 2006. A memorial service was held on November 18th. She was 86 years old and very terrific lady. Vivian spent all her time in reservations in Denver. I was unable to attend the memorial service but I can get further details from those who did.

-Carolyn Boller, ckboller@comcast.net

OBITUARY: VIVIAN JEAN WASLEY, Peacefully, at 86, passed away on November 7, 2006. A celebration of her life will be at 10 a.m. on Saturday, November 18th at Drinkwine Mortuary. In lieu of flowers, please make memorial gifts to the PEO Women's Educational Fund, 429 E. Mineral Court, Centennial, CO 80122.

- Denver Newspaper Agency on 11/12/2006.

(Vivian's seniority date was 12/11/67 and she retired a few years before FL's bankruptcy.)

ARIZONA AIRWAYS



MONARCH AIR LINES





DICK COTTINGHAM

OBITUARY: Richard B. "Dick" Cottingham, 1916 - 2006, 90, a retired airline pilot, died Thursday, Dec. 7, 2006, in Fort Worth. Memorial service: 2 p.m. Saturday, Dec. 23, at Meadowbrook Methodist Church, 3900 Meadowbrook Drive, Fort Worth. Dick has been cremated. A reception will follow at 4 p.m. at the Arlington Yacht Club, 6215 W. Arkansas Lane, Arlington.

Dick was born Jan. 7, 1916, in Motley, Minn., the son of Mary Margaret Dickinson Cottingham and Jay Cottingham. After growing up in Sibley, Iowa, Dick received a bachelor's degree in history from Buena Vista University, where he competed in football and track medaling at the Drake relays. He became a naval aviator in 1939, hunted submarines in the North Atlantic, served on several aircraft carriers in the South Pacific during World War II, became the wing commander on the USS Cowpens, led the attack on Truk Island, flew in the attack on Iwo Jima and was honorably discharged as a U.S. Navy commander. After serving as a flight instructor for American Flyers, Dick was an airline pilot for 25 years, serving with Central Airlines, which was later acquired by Frontier Airlines. He spent two additional years as a private pilot.

In addition to his love of flying, Dick loved sailing and sailboat racing. Dick and Kay sailed in numerous locations throughout the Caribbean and Pacific. They were one of six couples who founded the Arlington Yacht Club in Arlington and Dick served as the club's first race captain, establishing a regular

racing program that continues to this day. He later served as AYC's commodore and won the Corinthian Award in 1988 and the Bow Light Award in 1966 and 1978. The Cottingham Regatta is held every year by the club. Dick last competed in a sailing race in September 2006 at the age of 90.

Dick was an avid writer, painter, musician and athlete. He was a member of the DFW Writers Workshop, participating until the age of 89. He won the Sportsmanship Award from the North Texas Amateur Fencers League in 1952 and achieved the silver level rating from the Amateur Fencers League of America.

Dick was preceded in death by his wife of 62 years, Marjorie Kathleen "Kay" Alexander Cottingham.

Survivors: Son, Richard "Bunky" Cottingham and his wife, Barbara, of Ontario, Canada; daughter, Lynn Cottingham De-Nooyer and her husband, LeRoy L. DeNooyer, of Harker Heights; daughter, Nancy Cottingham of San Diego, Calif.; son, James Cottingham of Minneapolis, Minn.; 11 grandchildren; two great-grandchildren; five nephews; and countless friends.

-Fort Worth Star-Telegram on 12/19/2006.

JOHN BLAKE

I just heard that John Blake died, it was back in June of this year. I don't have any details, but his wife called a friend of ours here in Grand Island.

John worked in GRI until we closed and then moved to PDX He worked in MCK before coming to GRI. He ended up in LAS with America West.

I understand he died of Cancer. He had a brother Eldon Blake that worked for FAL in Denver, but I don't know where he is now.

Just thought I would let you know, Maybe you can find out more info on him.

-Tom Blanchard, TBBAU@aol.com

OBITUARY: John Blake, 63, of Henderson, died June 18, 2006. He was a cargo agent in the airline industry. He is survived by his wife, Carol; son, David of Henderson; and daughter, Shannon Hall of Las Vegas. Visitation will be from 4-7 p.m. Wednesday, June 21. Services will be at 9 a.m. Thursday, June 22, both at Palm Mortuary, 800 S. Boulder Highway. Burial following services at Palm Memorial Park-Henderson.

-Las Vegas Review Journal on June 21, 2006.

| Major hub operations at US airports | | | Cleveland | 252 | 78 |
|--|-------|---------|-------------------|-----|-----|
| Airline Hub | Daily | Markets | | | |
| Airport | Deps | Served | | | |
| Alaska | | | | | |
| Seattle | 148 | 30 | | | |
| Anchorage | 53 | 16 | | | |
| American | | | | | |
| Dallas/Ft Worth | 783 | 155 | | | |
| Miami | 226 | 94 | | | |
| Chicago (ORD) | 512 | 120 | | | |
| San Juan | 86 | 38 | | | |
| New York-JFK | 92 | 38 | | | |
| St Louis | 194 | 59 | | | |
| Delta | | | | | |
| Atlanta | 1000 | 242 | | | |
| Cincinnati | 420 | 125 | | | |
| Salt Lake City | 350 | 108 | | | |
| New York-JFK | 166 | 72 | | | |
| Continental | | | | | |
| New York (EWR) | 447 | 153 | | | |
| Houston | 785 | 183 | | | |
| | | | Cleveland | 252 | 78 |
| | | | Northwest | | |
| | | | Detroit | 507 | 153 |
| | | | Minneapolis | 463 | 158 |
| | | | Memphis | 222 | 87 |
| | | | United | | |
| | | | Chicago (ORD) | 949 | 138 |
| | | | Denver | 599 | 89 |
| | | | Washington-Dulles | 490 | 82 |
| | | | Los Angeles | 380 | 45 |
| | | | San Francisco | 359 | 63 |
| | | | US Airways | | |
| | | | Philadelphia | 448 | 118 |
| | | | Charlotte | 516 | 120 |
| | | | Phoenix | 321 | 96 |
| | | | Las Vegas | 149 | 64 |
| | | | Frontier | | |
| | | | Denver | 130 | 57 |
| | | | AirTran | | |
| | | | Atlanta | 228 | 49 |

-The airlines and airlinemutemap.com (Hubs are so much larger than 20 years ago. FL had 170 flights a day at DEN at our peak. Imagine the logistics

Notes From FLorks

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

I thought you might be interested in following the flights of September 11, 2001. Go

to <http://www.kerman94.com/911-Flights.HTM> The drastic course changes were interesting. I was especially interested in seeing how the two jets, that hit the World Trade Center, actually crossed patterns. This is absolutely amazing. On the right side click on the arrows to the left of each flight and watch.

I'm 82 and holding, what with doctors and dentists and ample medicine intakes. Ha!!

-Bill Blackmon, bbmon@juno.com

(Bill was one of the early CN pilots with a seniority date of 1/28/52.)

I worked for FL from '67 to termination. I worked in GUP COS AMA TOP ACH and DFW as a station agent. I wondered if they ever have reunions.

-Henry Storm, stormhg@hotmail.com

(There are several FL reunions taking place annually. Go to the website index below and there is a link to all the info.

Lots of other FL stuff too. There is also some money coming to you if you're carried at FL as James H. Storm as your email showed. Go to the website index and click on the ESOP lawsuit link. There's an 800 number you can phone to get your money. There is a free online FL Club at yahoo.com with about 450 members. I'm sending you an invite to join. There is also a FL newsletter. Send your postal address and I'll send you the latest issue. Welcome back to the FLamily!)

I found a picture of our Kids taken in the old Hanger 5 at a Frontier Christmas Party. Our Kids Jeannice, Sabrina and Jay with Santa, they wanted to know why Santa smelt like Bread, maybe Santa needed a little liquid refreshment. The Picture was taken some time between 1965 and 1967 not really sure of the exact date. We all got a box of Omaha steaks at one of the parties I think it was at the same time the picture was taken. Our three kids now between them have 6 boys , 2 girls and 1 grandson and 3 granddaughters the two girls live in Kansas City and our son lives in St Louis.

-John Stewart jjstew@socket.net

This is Amy, Jim Bogan's daughter - We just wanted to let you know my dad is back in the hospital. We found out last Monday (11/27) he had developed vascular disease in his legs and he was getting no circulation of blood to his right foot. Yesterday, Friday (12/1), he had his right leg amputated below the knee. He came thru the surgery with no complications or problems. He is in ICU now, but should be moved to a regular room sometime today. His spirits are relatively high, but the real work is yet to come. He will be in the hospital for the next 3-4 days and then will be moved to a Rehabilitation Center for the next few weeks. Please keep him in your prayers.

-Amy Bogan, Jim's daughter

(Jim's old FLriends can contact him at Bogie4340@aol.com or 4203 E. Morrow Drive, Phoenix, AZ 85050 or phone is 602-885-3686)

We share and enjoy stories about the "old FAL" with our son, Greg. Now the interest is being passed on to the next generation. He has quite the collection of FAL memorabilia. I know everyone thinks theirs is the best but his is very extensive.

-Gus & Pam Stearns, gps767@yahoo.com

(Gus was a pilot and Pam was a flight attendant)

Butch is retired from the airlines but that's all. He finds plenty to do here on the place. He had right shoulder surgery last Jan. on rotator cuff so it slowed things up a bit, he's back to team roping again and having a lot of fun and winning helps a lot too. I have the best job of all, a wonderful boss and shorter days and get paid as well. What a deal. I works so I can rest up from home. I'm always stays busy doing something. Busy keeps us both happy and healthy things so that's a good thing. When you quit being active, that's when health and things deteriorate and life gets shorter.

-Butch and Sandy Schara, ScharaRopers2@aol.com

(Butch was a DEN aircraft mechanic and Sandy was a DEN accounting clerk whose name was Bambei then.)

I worked as station agent GJT 05/65 till 05/76.....Temp in LAS for a couple of months in 66..when major carriers were on strike.....Stn Mgr-WYS..05/76 till 10/76..Stn Mgr-FCA...10/76 till Shutdown in 1986.

I stayed working at FCA until around end of Sept 86..sending equipment to CO in Houston, doing inventory etc. Worked for about 1 year as manager for a wholesale oil distributor in FCA.

Was selected to be an insurance agent for State Farm Insurance, first in Cut Bank, MT for 4 1/2 years then moved to BZN to take over an agency when the agent retired. Have been here every since..be 20 yrs with State Farm in Oct 07..

I have been keeping in touch thru your web site, Al Sprenger and Red Barringer on where old FAL employee are, as best we can. Attended reunion in GJT this past year..was great seeing/talking to those that were able to make it.

You have an awesome web site..it is so nice to go into it and bring back memories...it seems like yesterday.....We truly were (and still are) Flamily....

-Lyle Kohs, lyle.kohs.b455@statefarm.com

I was Linda Emley when I started at Frontier. I worked for them over 5 years. (1981 to 1986) I was in Kansas City Res and when it closed. I then commuted to SLC res for a couple of years. I had many friends in Denver and spent allot of time there.

My current company, Worldspan is the CRS for NW and DL. We were started by TWA many years ago when we were called PARS. We had flight passes till this past JULY . It is very hard to live without flight benefits. I have 19 years here but I may look for another job due to the lack of passes. It is hard to give them up when you have had them all of your adult life. I am sure you understand.

-Linda Emley, linda.emley@worldspan.com

PILOTS SIDE OF A CRASH

As he reviewed pilot crash reports, my Air Force military science professor stumbled upon this understated entry: "After catastrophic engine failure, I landed long. As I had no power, the landing gear failed to deploy and no braking was available.

I bounced over the stone wall at the end of the runway, struck the trailer of a truck while crossing the perimeter road, crashed through the guard-rail, grazed off a large pine tree, ran over a tractor parked in the adjacent field and hit another tree.

Then I lost control of the plane."

-Sent by Otto Smith, osmith36622@comcast.net

Out of my 20 years with FL, I spent my first year in DEN, second year in PHX and the last 18 years in STL. Carl Simpson and I were the last 2 STL mechanics when the airline shut down in 1986. I shall always enjoy the 20 years with frontier as the best 20 years in my life - and I have had a wonderful life.

Please contact Keith Stielow and mail him a couple of back issues and place him on the subscription list for the newsletter about the Best little airline in the world. Keith Stielow was our maintenance manager for 18 years; he was based out of MCI. He was the best manager anybody could have ever had. Just let Mr. Stielow know his subscription is taken care of... he has done so much for me over the years.

I donated a couple of mirrors for the STL reunion drawing - one of them got broken during shipment. I shall replace it for the person who won it. Within the next couple of months I will send you the money for a full page ad showing some of the mirrors that were done by the fellow in prison in Mexico, just to let the people see the work that can be done.

-Wayne Stilwell, WayneStilwell@hotmail.com

(Wayne also donated a mirror to the FYV-FSM reunion last year which Johnny Matthews won. They are beautiful pieces of work with a FL jet painted on them with a custom frame and backing. Thanks for your generosity, Wayne.)

I worked for Frontier in Denver from April 1981 thru the final day. Cathy Neill (known then as Cathy Kavanaugh) started in reservations till Oct 81, then at the airport in DEN and LAX.

-Cathy Neill, cathyneill81301@hotmail.com

Small mistake in the Summer issue about Julie Oats, she retired about 5 years ago so she only completed 41 years.

I have a seniority list of the top 200 FAs at CAL and here are names of former FL 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 the list with 40 years. Hope I didn't miss anyone, I can see some on list with 37 years.

Diane Hall's Frontier uniform was just put in Aero space Museum at Lowry by Emily Warner. She had saved her FAL uniforms. I have pictures of former Capt Emily Warner, Patti Oneal, Capt Bill Watkins, Dick Orr, former VP of Operations for FAL, and myself at a luncheon. I'll try to send pictures when I have time - too busy going all over the world.

Carol Lilly just retired from Continental effective this month, October. She had some back surgery and her back is fine, but Doctor recommended that she not return to flying. She started flying in Dec of 1962, had almost completed 44 years. I will sure miss flying with her, what a neat lady.

Just this past week I flew HKG trip and there were 4 of us from FL: 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

I am running for Mayor of Douglas, WY. BIOGRAPHY: Married to Rose for 51 years with 6 children and 11 grandchildren. Rural school teacher, Rural mail carrier Veteran of Korean conflict. Station Manager for Frontier Airlines for 25 years, 15 years in Wyoming. Local businessman in Douglas since 1977. 8 years as a city council member in Douglas.

-Jim Schneider, jimrose@netcommander.com

(Jim sent a card back in October, '06 about his campaign. He won the general election on Nov. 7th. During his long FL career, Jim was station manager in ISN BIL and CPR where he retired. Douglas (DGW) was an early FL stop which was dropped in the 1950s. It's about 50 miles east of CPR. FL also served Douglas, AZ (DUG) back then - a holdover from the Arizona Airways service.)

Subject:Latest on Skip Pennyweight (See page 17 of last issue) Please forward to all.....Skip is recovering and recovering well BUT misses his dog (that happens when yer over sixty!). Will be able to return to Montrose CO. area after 14/16 October.

-Phil Stallings, redrydertexas@sbcglobal.net

A Skywest captain came through a few days ago and was asking if I knew John Scott. He has a painting of a CV340 by Gloria Stewart. He says he was told by someone that John would know of her and if she did any paintings of other aircraft. Do you know her or do you have John's e address?

-Darvin Holcomb, darvinholcomb@yahoo.com

(John Scott, DEN senior station agent, was murdered 2/14/04, age 66. Details are at <http://FAL-1.tripod.com> and the Spring 2005 newsletter. I hadn't heard of Gloria before. Darvin was a station agent and station manager, 1967-1986 at AMA LBL LAA PUB COS MCI MAF FLG and SWO)

| | |
|--|--|
|   | |
| DARVIN HOLCOMB City Manager | |
| Abraham Lincoln Capital Airport 1136 Capital Airport Drive Springfield, IL 62707 Phone: 217.523.7970 Fax: 217.523.7974 darvin.holcomb@airwis.com | |
| OPERATING AS:  | |

I was delighted to receive a phone call from a long lost grand friend "Clifford Brown" whom I first met in the late Sixties while stationed in ABQ and developed a marvelous friendship with later on in my "FL" career during my several different "Tours of Duty" at Stapleton where "Cliff" had become an extremely knowledgeable, highly respected and immensely popular "Senior Agent". Cliff now lives in Wesley Chapel, Florida.

In the last issue of the Frontier News, (Page 12) I was delighted to read the very short squib from my grand "DENOO" fellow station agent colleague of a million years ago "Harry Samuelson" of Aurora, CO. I got a huge blast out of learning of his present vocation.

-Bob Pearson" <penobscotbob@verizon.net

(Cliff Brown retired in 2002 after 43 years in the airline business. His wife was FL accounting clerk Sonya Brown who passed away Dec 17,1999. Her seniority date was 4/1/68 and his was 5/30/59.)

The years fly by even if I have not flown since '86.

-Arnie Hadler, Pine AZ

(AW HADLER had a seniority date of 3/14/57 on the 1/1/86 FL/ALEA seniority list. He worked as a station agent, senior station agent and station manager during his career at places like GRI, STL and INW.)

My name is Jim Betka. I worked at Frontier from Dec, 1977 until closing. I started in Billings and went to Denver in 1981. I worked in maintenance. Just wondering if there is anyone still around I might know.

-Jim Betka, wyojeb@earthlink.net

I've been flying 37 years. I am currently flying for Alaska Airlines... My name at Frontier was Bambi Vaughn.. Then Bambi Coons. I flew the last 10 years, at Frontier, including THE very last day. This is my 11th airline, used to fly the E.P. chartered, (Elvis Presley) Humpfery, and Ronald Reagan when they were campaigning.

-Bambi Coons, bb.coons@comcast.net

I watched - "American Airlines, A week in the life of an airline". It aired on CNBC and I am guessing that other FALers watched. I think it was a great presentation of the costs, the people, the ticketing, the crews, the passengers and the profit & loss calculations from a fully load transcontinental trip at today's fuel pricing. The entire picture of running an airline is represented.

The show had ongoing interviews with Gerard Arpey, the CEO of AA. I guess he has quite a positive record of seriously working with labor & management to make a successful airline. Apparently the only U.S. major airline not to go into bankruptcy.

About 5 minutes into the show, as Gerard Arpey was being interviewed, he made reference to his father: JIM ARPEY (James W. Arpey). The TV show showed a picture of Jim and I jumped up and turned on my PC to record the show.

I wrote you a long letter describing life in the FL Inventory Control Department where I worked between 1967 - 1970. I had also remembered the late Blaine Liles who originally hired me. You put this letter in a newsletter of about 2 cycles ago. (Summer 2006, page 7) In this letter I mentioned that I had worked under JIM Arpey who had come in from TWA to be the VP of Technical Services (including Maintenance) - at the "new" facility on Smith Road. (I still have a "thank you letter" from Jim, dated December, 1970 - given to me when I left the company).

So I jumped when I pieced together the father-son relationship of the two Arpeys. It was not surprising to see that Gerard had a long term and apparently positive career within the airline industry. His father, Jim, was always a hard driving, hard working man and always seems to have an upbeat sparkle to his demeanor. And as many FLers know, the airlines and aircraft DO get in your blood.

I will write Gerard Arpey to see if he can shed any light on Jim's life after FAL. I haven't determined at this writing if Jim is still with us or if he has departed. If my guesstimate is at all close to being accurate, Jim would be in his early 80s or so. BUT my math guesses could be way off.

I am curious to know if any FLer can fill in any gaps of the Maintenance Management group, including Jim Arpey, for the

More Notes From FLolks

time period 1970 on for a few years. My life meandered away from FAL when I left, and I don't know how the stories played out. My

recollection is that there were several TWA executive who hired on - at (yet another) time of FAL difficulties.

-Darren Weeks, dbweeksfla@aol.com, FL 1967 - 1970

Here's a little green to help oil the machine. I really look forward to reading of all the old Frontier' Family's etc. Sure revives some great old memories. Saw the picture of Bob Lambourne. He had some interesting experiences flying Spitfires during WWII.

-Jack Schade, captainjack20@msn.com

(Jack had some interesting experiences in WWII too - flying B-29s over Japan. He's another one of the pioneer aviators from Challenger Airlines with a seniority date of 7/6/47. He was involved with the rescue airlift in Wyoming during the winter blizzard of 1947-48. Challenger flew critically need food and supplies into RKS, RWL and other WY cities. Jack's now 85 and living in SLC.)

My name is Kent Lewis and I'm now living in Tucson, AZ, where I started in 1975 ... with Gary Mackie, Eddie Bryant, Jim Oby and bunches of other great folks - full circle, so to speak. I wasn't here long, as I started as a temp and then went to SLC that summer. Came back to PHX in 1977 and stayed there for six years.

I started as a temp in June 1975, right after finishing school at the U of AZ in Tucson. Became Asst Mgr in PHX in 1980 or 81 and went to SAN as Mgr in 2003.

A good friend told me about the website about 5 years ago and I went to it briefly to look for Jim Booth, who I knew in Jackson, WY in the summer of 1976. It touched me more than I thought possible and I just haven't been back until the last few days after the PHX picnic.

I was fortunate to work both with and for some special folks in SLC and PHX. I eventually ended up in SAN in 1983 and was there when we passed in 1986.

It's still very difficult to go thru the Obits and remember so many special people. I thought I was out of the airline business forever until I got sucked back in by the latest National Airlines in Las Vegas in 1999. It just wasn't meant to be, but it was still special to be involved with so many great people even there.

I have just started helping Cyndy and Ginger out on the PHX get-together. It now sounds like our next one will be in 2008. Anyway, now that I've 're-discovered the Old Frontier Airlines, please add my email address or whatever else is necessary to get going.

-Kent Lewis, mtlew05@yahoo.com

You pack a lot of news in each issue and the older one gets the fonder the memories are. I haven't made any reunions yet altho I really enjoy the NEWS and pictures on the web. I plan on contacting Bill Monday for the Denver Picnic DVD. Keep your pen warm.

-Don Wright, Mentor MN

(Don was a longtime ALEA officer serving as Master Chairman, Council Chairman and the 1973 negotiating committee. He was a MOT station agent with a seniority date of 12/1/60.)





A MCI Crew Reunion Love Story

By Phil Stallings

It was during the MCI Crew Reunion/Layover held on the weekend of May 21, 2004 that Gwen Mahler introduced her long time friend, Sue (Cahill) Gilmore to Frank von Geyso. Gwen and Sue were both former "old" FL Flight Attendants. Gwen flew for the old FAL and, following the 1986 bankruptcy, went with Continental. She still flies with CO as an Inflight Supervisor.

After being introduced by Gwen, Frank and Sue began dating. On September 9, 2006, they were married in Eureka Springs, Arkansas.

Sue's comments on her "romance" with Frank ...
 "I have traveled to so many places, and been blessed by dear friendships. It has been quite a ride. Now I get to carry my rich memories with me and go explore life with Frank - who knew! Fairy tales do come true - even ones you have not dared to dream - I will keep traveling on, savoring every minute and enjoying the view - remembering our banner at the 2004 KC Reunion/Layover 'Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways - body thoroughly used up, totally worn out, and screaming, "YEEE-HAAAA! What a Helluva Ride!' Anyway, that's my version, and I'm sticking to it."

Frank's comments on his marriage to Sue ...

"We did the deed on September 9, 2006 in Eureka Springs, Arkansas. Now my life is Sue, traveling, dancing, golf and restoring an older house in Leawood, Kansas."

Sue was hired by FL in the summer of 1974. After completing

the September class, she was based in MCI, which was solely a CV-580 base. She transferred to SLC in Jan of '75. She flew out of DEN from May of '76 until they offered an early out in April of '85.

Sue moved back home to KC in March of '86 and spent the next 15 years raising two sons. She is now a consultant for an upscale line of women's couture clothing and holds trunk shows four times a year with the seasons.

Frank flew co-pilot for FL from February 1968 to October 1969. He started on DC-3's, then went to the CV-600 and later the 580's, all in Kansas City. Frank went with TWA at the end of October 1969, went through a couple of furloughs there, worked corporate and charter for a few years, then Global International and World Wide Airlines until the final recall at TWA in 1985. With TWA, he flew and instructed Boeing 727's, MD-80's, DC-9's, 767's and retired on the 767 International as Captain in STL, October 2000. Following his commercial aviation career, he flew two years for Children's Mercy in KC before retiring completely in 2005.

THE GOSPEL

ACCORDING TO WILL ROGERS

(Will Rogers, who died in a plane crash with Wylie Post in 1935, was probably the greatest political sage this country has ever known. To help get the year 2007 suitably started, here are a few nuggets of wisdom from him.)

1. Never slap a man who's chewing tobacco.
2. Never kick a cow chip on a hot day.
3. There are two theories how to argue with a womanneither works.
4. Never miss a good chance to shut up.
5. Always drink upstream from the herd.
6. If you find yourself in a hole, stop digging.
7. The quickest way to double your money is to fold it and put it back in your pocket.
8. There are three kinds of men: The ones that learn by reading. The few who learn by observation. The rest of them have to pee on the electric fence and find out for themselves.
9. Good judgment comes from experience and a lot of that comes from bad judgment.
10. If you're riding' ahead of the herd, take a look back every now and then to make sure it's still there.
11. Lettin' the cat outta the bag is a whole lot easier 'n puttin' it back.
12. After eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him.

The moral: When you're full of bull, keep your mouth shut.

~ABOUT GROWING OLDER~

First ~ Eventually you will reach a point when you stop lying about your age and start bragging about it.

Second ~ The older we get, the fewer things seem worth waiting in line for.

Third ~ Some people try to turn back their odometers. Not me, I want people to know "why" I look this way. I've traveled a long way and some of the roads weren't paved.

Fourth ~ When you are dissatisfied and would like to go back to youth, think of Algebra.

Fifth ~ You know you are getting old when everything either dries up or leaks.

Sixth ~ I don't know how I got over the hill without getting to the top.

Seventh ~ One of the many things no one tells you about aging is that it is such a nice change from being young.

Eighth ~ One must wait until evening to see how splendid the day has been.

Ninth ~ Being young is beautiful, but being old is comfortable.



SPECIAL

25th ANNIVERSARY ISSUE--

Recognize
One of
Frontier's
First
Stewardesses?
Page 9

FRONTIER AIRLINES



FRONTIER NEWS

Vol. 4 Number 8

Published for Frontier Airlines Employees and Their Families

November 27, 1971

FRONTIER AIRLINES CELEBRATES

25th ANNIVERSARY

On November 27, 1971, Frontier Airlines' 3,200 employees system-wide celebrated the carrier's 25th anniversary.

On that date in 1946, Monarch Air Lines, a Frontier predecessor company, made its inaugural flight from Denver to Monte Vista, Colorado.

Four years later in 1950, Denver-based Monarch Air Lines, Salt Lake City-based Challenger Airlines and Arizona Airways out of Phoenix merged to form Frontier Airlines, with headquarters in Denver.

In the ensuing years, Frontier has grown from a fledgling local airline to one of the nation's largest regional carriers

in terms of territory served. The vast 17-state, 100-cities area served by Frontier today covers approximately 50 per cent of the continental United States.

The carrier's fleet has grown from five DC-3's in 1946, to four 727 jets, 32 Convair 580 jet-props and two each Beech 99's and Twin Otters.

26 Employees Honored With 25-Year Pin in '71

Twenty-six 25-year veterans were honored during Frontier Airlines' Anniversary Dance, Monday night, November 27, 1971.

The airline's 25-year veterans were introduced by Master-of-Ceremonies Marv Larsen, and saluted by some 800 Frontier employees throughout the system, including Frontier President A. L. Feldman and special guests Ray Wilson, founder of Monarch Air Lines — Frontier's first predecessor company — and Denver Mayor William H. McNichols.

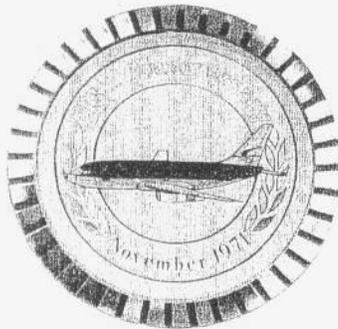
Two 25th anniversary cakes were served at the celebration. One, decorated with an airplane on top, was made especially for the affair by the good friends at Sky Chef.

Door prizes, including Interline trips to Europe, Hawaii and other exotic places, were given away during the festivities, which were held in the Denver Hilton's Grand Ballroom.

Frontier to Sell CV-600's

Frontier has concluded a contract to sell six of its CV-600 aircraft, together with a complement of spare engines and other spare parts, to a partnership which represents the principal ownership of Golden Pacific Airlines, Inc. Golden Pacific is a commuter airline operating out of San Francisco International Airport.

George A. Smith, Vice President-Asset Management, said improvement work on the airplanes has begun and the delivery dates are expected to be set shortly. The company has remaining for sale two 1500-gallon CV-600 aircraft and a substantial complement of engines and other spare parts.



FRONTIER ESTABLISHES SINGLE TYPE JET FLEET



Frontier has announced it will establish a single type jet fleet of Boeing 737 airplanes by disposing of its four Boeing 727 airplanes to Braniff International.

The phase-out of the 727's will be concluded in early 1972. In making the announcement, Al Feldman, president, said "The number of 737's which will be utilized to fulfill our jet service obligations has not been finally determined. You will be kept informed of any conclusions in that regard."

It is anticipated that many efficiencies and economies will be effected with the standardization to a 737 fleet. Some reductions in force will be required during the transition period, and plans are being made to implement any necessary retraining.

EXECUTIVE MESSAGE



After Twenty-five Years

It is a far cry from the first DC-3 flight from Denver to Monte Vista, Colorado to what Frontier is today. That flight was destined to Durango, but bad weather and visual flight rules prevented it from going beyond Monte Vista. A lone soldier coming home from World War II was the only revenue passenger.

On that first day of operation we hoped for growth and expansion of course, but I don't think we really believed that this first flight would be the beginning of a company employing 3,200 people, serving 17 states, and using over 45 jet-powered aircraft. In order to grow, it required the vision and ambition of every Frontier employee. On this occasion of our 25th Anniversary we take our hat off to all those who in the first quarter century did their part in creating this accomplishment.

If it truly be the case that the first 25 years are the most trying, then we must now be in the beginning of the phase that will make us a profitable and successful carrier. That primary goal is the same as it was 25 years ago, and with the same dedication of every employee we can reach the goal of profitability just as we have reached the goal of bigness.

Our challenges continue to be before us. As we work together there is no question in my mind that the next 25 years will be better, more interesting, and more rewarding to each of us.

Vern A. Carlson
Vice President-Public Affairs

SHORT HOPS

By Raymond J. Chanaud

One of Frontier's co-pilots Bill Trimble told the *Fort Worth Star Telegram* last month he always wondered what it would be like to fly upside down.

"Needless to say, in my job I couldn't give it a try," he told Jim Marrs, a reporter for the Texas newspaper.

But Bill now flies upside down and other exciting ways as an aerobatic flyer, one of 50 who competed in the National Aerobatic Championships in October. Bill flies an airplane that he and Del Booth, one of Frontier's pilots, built. When Bill finished Texas Wesleyan College, he bought an airplane, and Del taught him to fly. He received his private and commercial pilot's licenses and flew pipeline patrol in New Mexico for an oil company for a while. In 1964, he was employed by Central Airlines.

In 1968, the two pilots found two old wrecked Taylor Craft planes. They brought the parts back home, and the pair began the long task of turning the parts into a flyable aircraft.

Bill said the plane, which is a monowing as opposed to the usual biplanes entered in aerobatic competitions, doesn't have the vertical capabilities of the biplanes, but that it can make tighter outside turns. The plane has been modified for stunt work, with a wing span of 29 feet instead of the original 36 feet, and it has a 150-horsepower engine instead of the original 55-horsepower one.

Customer Complaints

Frontier gets its share of customer complaints, and along with most other carriers, gets the largest amount of complaints about delayed or cancelled flights.

Ralph Nader's watchdog group has studied the August CAB "Consumer Report," which showed a total of 793 complaints to the Board from passengers who took the time to write a letter. Complaints this year are running about 14 per cent over 1970.

We were happy to see that Frontier stands with the good guys. Nader tabulated the complaint letters per 100,000 passengers, and the airlines with the fewest complaints were, in order: Aloha, Hawaiian, Southern, Delta, Frontier, American, Allegheny and Western. Those with the highest rate of complaints were, in order: Caribair, Alaska, Air West, Braniff, Trans World, Northeast and Ozark.

Mobile Lounge

We had occasion to ride the Frontier mobile lounge at Love Field last month and, along with a number of other passengers, found it a welcome substitute for the half-mile walk between our gates and the baggage area. Dick Gibson runs the bus schedule like clockwork, and during the two-minute run recorded announcements and music keep the passengers occupied. The vehicle is similar to those used for years at Heathrow Airport in London, with wide doors, low steps, and a few seats with lots of standing space. Easy on, easy off for passengers, and with everyone carrying suit bags and carry-on luggage, it's a welcome addition to our service.

Super Salesman

Al Feldman believes that everyone at Frontier should be a salesman for our airline. And he practices what he preaches. He told a group of FL people in Dallas recently that early in October he was returning to Denver on UAL from Washington.

"There was a short fellow sitting next to me who said he was connecting with Continental at Denver to go to Colorado Springs. I realized that here was my opportunity to get a booking for Frontier, and I spent the next two hours convincing him he should switch to our flight 109 which left Denver at 8:15 p.m. I showed him our schedule and convinced him it would be a better flight.

"He finally agreed, and when we landed at Stapleton, I hand-carried him to our ticket counter and triumphantly announced to our ticket agent, 'Book this man on 109 to Colorado Springs at 8:15.' I began to have a few misgivings when the agent checked his schedule, and then began thumbing through the OAG. 'We don't have an 8:15 flight,' Mr. Feldman, he replied. 'Of course we do,' I replied, and whipped out my schedule.

"He took one look at it and respectfully pointed out that I was working two weeks ahead and had the October 31 schedule.

"I ended up by sheepishly walking the man to Continental's gate and as he checked in, I called goodbye by saying, 'Come back after October 31!'"

Sky Talk

The noted aviation writer and author (*The President's Plane Is Missing*) stopped in to the General Office the other day to talk about the revised edition of the "Why" booklet which he edited from Chick Stevens and Dave Davidson's copy. We asked Bob what else he's working on now.

"I'm on the last pages of a new novel to be called *Coffee, Tea or Murder*." It has an aviation background, of course, but he hastened to add, "There's no murder on an airplane, and we don't even have a skyjacker. I'm also thinking of writing another book called *The Father Over Fifty*."

Bob, who passed the half century mark a short while ago, has a one-year-old daughter and another child on the way. "There's no doubt that the little girl is going to be a stewardess," he told us. "She has been enrolled in the 1988 class of five of the airline stewardess schools."

Note to Bobbie Lenahan: Maybe we should make it six. We saw the little girl's photograph and she's a doll!



1946-1971



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Special 25th Anniversary Issue Edited by Marilyn Clark

Frontier's 25-Year History

— THE PREDECESSOR AIRLINES —

Monarch Air Lines

Monarch Air Lines was formed by Major F. W. Bonfils of *The Denver Post* family and Ray M. Wilson, who operated a Denver flying school, in 1946. At the time of the Monarch-Challenger-Arizona Airways merger, Hal S. Darr was Monarch's president and became the first chief executive of Frontier Airlines.

Monarch's inaugural run from Denver to Monte Vista, Colorado, November 27, 1946, marks the premier flight of a Frontier predecessor airline—its first route.

The carrier's five DC-3's flew into Rocky Mountain West territory that heretofore was not served by scheduled airlines. The airline scheduled its flights into remote communities to include daily delivery of *The Denver Post* and fresh flowers.

The lack of airways navigational facilities worked against pioneering air carriers in the forties. Originally, there were no federal airways between most cities on route. Planes therefore could only operate "Day VFR" and not at night or when weather en route did not permit visual contact with the ground. To enable planes to operate after dark and during adverse weather conditions, Monarch's Clyde Longhart invented an electrical navigation system he called "H" markers (for homing) that were installed along the routes. Electricity in rural areas was then supplied by private firms.

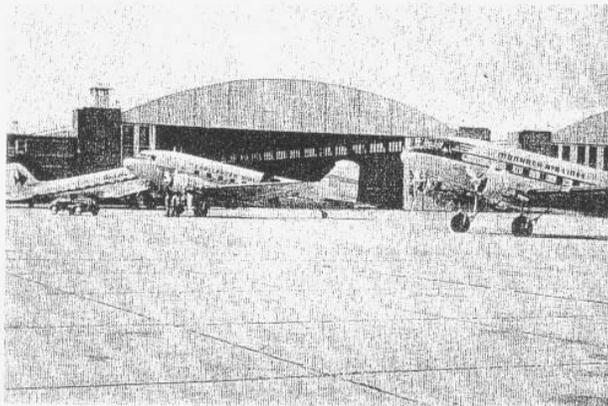


Vern A. Carlson, Frontier's Vice President-Public Affairs, and a 25-year man, was the steward on Monarch Air Lines' inaugural flight.

Vern A. Carlson, Monarch's young steward who made the inaugural flight, remembers how the prevailing conditions sometimes caused havoc.

"We had installed one of our 'H' markers down at Chama, New Mexico, which worked fine, till one day when we had a plane flying over around 9 p.m., our homing device quit," tells Carlson, now Frontier's vice president for public affairs.

"This happened every evening for almost two weeks before we found out the man who operated the electrical company had been cutting us off so the farmers could have the electricity to run their milking machines," Carlson recalls with a chuckle.



DC-3's were used by all three of Frontier Airlines' predecessor airlines, Arizona, Challenger and Monarch, when they started out in the late forties.

MONARCH'S INAUGURAL FLIGHT —

November 27, 1946

A clipping from the *Denver Post* dated Wednesday, November 27, 1946, reads as follows:

"The 'go-ahead' for Monarch Airlines' Denver-Durango daily passenger and air freight service was received here from Washington, D.C., Tuesday and the first of the new line's Douglas transports will leave Stapleton airfield at 8:34 AM, Wednesday, according to F. W. Bonfils and Ray M. Wilson, founders of Monarch, who received Civil Aeronautics Administration approval for the feeder service which eventually will link major localities in Colorado, New Mexico and Utah."

The story went on to say the airline's Denver-Durango run included ten-minute stopovers at Colorado Springs, Pueblo, Canon City and Monte Vista-Alamosa along the route each way.

Never Made It to Durango

But, according to Frontier 25-year veterans Vern A. Carlson and Arthur Ashworth, who were aboard that inaugural flight, they never made it all the way to Durango that day.

"We couldn't land at Canon City or Durango that day because the runways were too muddy," remembers Ashworth. "A snowstorm that dumped about 40 inches was melting, and back then the runways were dirt. Other than that, the weather was beautiful, and the flight was rather uneventful."

The converted military DC-3 used for the first flight was hardly filled. "There was one lone passenger—a soldier, some training stewards, several FAA inspectors, myself and the crew, which consisted of Captain Art Ashworth and Co-Pilot Ray Harvey," recalls Carlson, who was the ship's steward that day.

Arizona Airways

Arizona Airways was formed in Phoenix back in 1947. Among the airline's financial backers were the Goldwater brothers, Bob and Barry, developer Del Webb and pro-golf star John Bulla.

The airline's routes stretched south to Nogales at the Mexican border and north to Flagstaff and on over to the Grand Canyon area at the western side of the state.

Its only offices consisted of 30 square feet in the Hotel Adams in downtown Phoenix, and later, in a converted Army barracks at Sky Harbor Airport.

The airline floundered along for three years until it merged with Monarch out of Denver and Challenger of Salt Lake City to become Frontier Airlines.

With the merger, Frontier gained Arizona's certificated southwestern routes, three DC-3 aircraft and other assets including office equipment.

Challenger Airlines

Challenger Airlines was founded by George Snyder in 1947. Its president at the time of merger, Donald A. Duff, became Frontier's first vice president of sales.

The airline was headquartered in Salt Lake City with offices in a downtown bank. Like Monarch, Challenger Airlines began operations using four DC-3's to serve its routes between Salt Lake City, Denver and Billings.

A young man by the name of Edward H. Gerhardt was the airline's first station manager in Denver, and recalls the humble beginnings. "There was no elaborate teletype system then," remembers Gerhardt. "We used the TWX type where you had to type the number being contacted—and very often you'd get some trucking firm in Ohio who'd get our load report instead of Salt Lake City, and wonder what it was all about."

"And our reservations in Denver consisted of two cigar boxes with 3 x 5 cards," he adds.

When Challenger Airlines merged with Monarch and Arizona to become Frontier, Gerhardt remained in Denver with the merged company, and is now Director of Special Projects in Local Service Marketing. Ed Gerhardt is due to receive the company's 25-year service pin next year.



Frontier's Director of Special Projects in Local Service Marketing Edward H. Gerhardt was Challenger Airlines' first Denver station manager.



Frontier Airlines' Director of Properties John Griffiths worked for Arizona Airways, a predecessor airline, before joining Frontier.

John Griffiths, who joined Frontier June 21, 1950, had worked for the Arizona predecessor company. He remembers the airline's lean days.

"We were so poor that towards the end when we couldn't afford to pay the rent on our building (the converted Army barracks), another employee and I took the office equipment home to store it in the basement. Then, one day after the merger, a man from Frontier knocked on my door saying he was taking inventory and had come to collect the office equipment." Not long afterwards, Griffiths went to work for Frontier in Phoenix and possibly used that same office equipment again.

John Griffiths celebrated his twenty-first year with Frontier in 1971 (his years with Arizona did not accrue since there was a hiatus between the time he worked for Arizona and Frontier) and is Director of Properties for the company at headquarters in Denver.

Three Airlines Merge—Frontier Born

After three years of continuous struggle by the three small airlines, the Civil Aeronautics Board approved a plan to merge the three into one company.

Thus, on June 1, 1950, Frontier Airlines was officially born, and the red and green colors of the new airline took to the air on extensive north-south operations between Montana and Mexico to serve 40 towns and cities in seven states in the Rocky Mountain West and Southwest.

(Continued on next page)



Two former Frontier Airlines' presidents were originally with Monarch Air Lines, a Frontier predecessor company. Shown in this old Monarch photo are: (left to right) C. A. Myhre, then Monarch's treasurer, who became Frontier's second president; Hal S. Darr, then Monarch's president who became Frontier's first president; Ray M. Wilson, Monarch's founder, who became Frontier's V.P. Operations and Maintenance. The lone female to Wilson's right is Mrs. John (Donna) Myers, who was Monarch's secretary at the time.

1951-1956

By virtue of the merger, Frontier Airlines was five years old in 1951. Its system had expanded to include service into 40 cities in seven states.

Monarch Air Lines' president at the time of merger, Hal S. Darr, became Frontier's first president. Ray Wilson, founder of Monarch, became V. P. Operations and Maintenance of the merged company and C. A. Myhre, Monarch's treasurer, became Executive Vice President of Frontier.

1956-1961

By its tenth birthday, Frontier had elected its second president, C. A. Myhre. Under Myhre's management, the airline expanded its route system 70 per cent to include service to 24 more cities in Nebraska, Missouri, Wyoming, Colorado, South and North Dakota. To service them the airline augmented its fleet with the purchase of additional DC-3's and more modern Convair 340 aircraft.

In 1958, Lewis B. Maytag, Jr., scion of the Maytag washing machine family, bought controlling interest in Frontier Airlines from a group headed by Emil Levin, Chicago industrialist. Shortly thereafter, Maytag became Frontier's president. Later that year, the company announced plans to build a three-quarter million dollar office building at 5900 East 39th Avenue in Denver.

The next few years saw Frontier Airlines continuing to expand with four additional cities in Montana and Wyoming joining the system roster. One of these four was Jackson, Wyoming, gateway to both Grand Teton and Yellowstone National Parks.



Lewis B. Maytag, Jr. was Frontier's third President.

1961-1966

Over a thousand employees of Frontier Airlines, many of whom worked out of the new general office building in Denver, celebrated the company's fifteenth birthday in November, 1961.

In the fall of 1962, controlling interest in the airline was purchased by Goldfield Consolidated Mines Company and Lewis W. Dymond was elected Frontier's fourth president.

In its first year of operation, Frontier Airlines carried some 25,000 passengers.



Frontier's Fourth President Lewis W. Dymond

During the early fifties, the airline gained strides when development of natural resources and tourism increased air traffic throughout the Rocky Mountain West and Southwest. Discovery of large oil reserves in North Dakota and Montana prompted Frontier in 1954 to expand its routes into seven new towns in these two states.

The following year, the airline took on a new look with aircraft carrying the turquoise, gold and black motif. A new design using this color scheme was carried through to corporate advertising and promotional material.

Under Dymond's leadership Frontier's fare innovation had a major impact on fare patterns in the industry, including new youth fares, lower family plan rates, clergy and special vacation fares. As a result, the company began to set growth records which have continued through the ensuing years.

Frontier's increased air traffic created a need to augment the airline's fleet once again. Four Convair 580's introduced turbo-prop service to Frontier routes in 1964, and they carried 40 per cent of that year's 835,000 passengers. That year also marked the last change of ownership when RKO General, a division of the General Tire and Rubber Company, purchased controlling interest of Frontier Airlines.

The following year, Frontier stretched its routes with the addition of long haul Denver-Kansas City and Denver-St. Louis nonstops. Five Boeing 727 jets were purchased to service the improved routes.

Frontier Airlines 1946-1971

1966-1971

By Frontier Airline's twentieth birthday in 1966, the company reached a milestone of having airlifted over one million passengers in two decades. The airline's 1,634 employees were told of plans to build a \$10 million hangar at Stapleton International Airport in Denver, to be completed in 1968. By June of that year, Frontier was flying Boeing 727 jets nonstop into major cities on its system.

Once again Frontier led the way among the airline industry with its innovation of the adult standby fare, which made it possible for anyone to occupy an empty seat at flight time at approximately half the fare for a reserved seat. And, again, Frontier gained new passengers as a result of this liberalized fare.

October, 1967, marked Frontier Airline's second merger, when it joined with Ft. Worth-based Central Airlines. The carrier's air service was immediately expanded to 114 cities in 14 states throughout the Rocky Mountain West, Midwest and Southwest.

Central Airlines

Central Airlines was founded by Keith Kahle, and began operations at Meacham Field in Ft. Worth, Texas, September 15, 1949.

Three major routes—Ft. Worth/Dallas-Oklahoma City-Wichita; Tulsa-Amarillo-Ft. Worth/Dallas-Texarkana; Tulsa-Dallas/Ft. Worth-Tulsa with stops at intermediate stations comprised the carrier's route system, which was served by three single-engine Beech Bonanzas.

After ten months of operation, the airline was carrying over a thousand passengers a month, and it was necessary to replace the smaller Bonanzas with DC-3's.



E. Paul Burke, Frontier's Fifth President

The fifties were lean years for Central, but by the early '60's the airline set growth and expansion records. Routes were improved and expanded to include service to the entire state of Kansas, with the resultant system linked to Kansas City, St. Louis, Arkansas and Colorado. To accommodate the increased air traffic, Convair 240's and later Convair 600's (Dart) jet-props were purchased.

At the time of Central's merger with Frontier Airlines, it was providing air service for 46 communities throughout the six states of Arkansas, Colorado, Kansas, Missouri, Oklahoma and Texas.

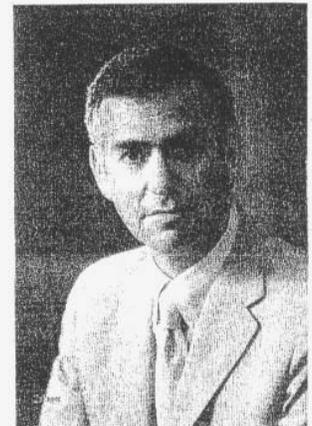
The following year, the airline's route system was further enlarged to include Denver-Las Vegas nonstop service, which has become one of the strongest revenue producers on the system.

In January, 1969, E. Paul Burke was named to succeed former president, Lewis W. Dymond. The airline continued its growth with major nonstop routes in competition with the nation's trunk carriers including Denver-Phoenix, Dallas-Denver-Salt Lake City; Denver-Casper/Billings, Dallas-Kansas City; Dallas-Albuquerque-Las Vegas and Denver-Omaha-Chicago (Midway) and Boeing 737 jets were employed for these long hauls.

Frontier Airlines Celebrates 25th Anniversary

On November 27, 1971, Frontier Airlines' 3,200 employees system-wide celebrated the carrier's 25th anniversary.

In March, 1971, in a move aimed at strengthening the company's overall position, A. L. Feldman, formerly President of Aerojet Nuclear Systems Company, a division of Aerojet-General Corporation, was named President and Chief Operating Officer of Frontier.



A. L. Feldman was elected President of Frontier in March, 1971.

Under Mr. Feldman's direction, Frontier has taken various steps to steer the company back to profitability. In an effort to reduce operating costs, Frontier consolidated its headquarters at 8250 Smith Road last March. The airline's overall marketing strategy was reorganized to produce additional revenues, and special emphasis is being placed on attempting to obtain more Federal subsidies to provide a fair rate of return.



Ray M. Wilson (left), founder of Monarch Air Lines, and A. L. Feldman, President of Frontier Airlines, enjoy conversation at Frontier's 25th Anniversary celebration held November 22 in Denver.

GREAT MOMENTS IN HISTORY



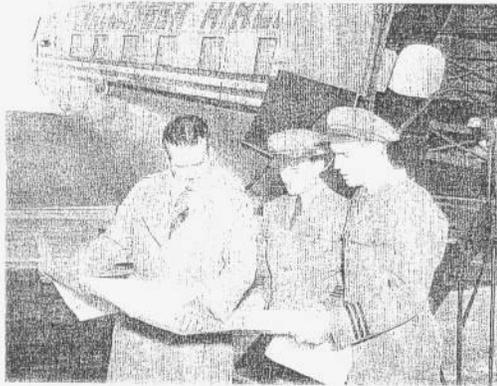
Monarch Air Lines hauled cargo into remote areas back in the forties.



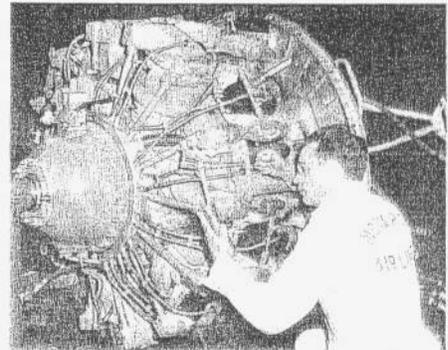
Monarch Captain Ev Aden and airline's founder Ray Wilson proudly display Aviation Safety Award received after the carrier recorded 12,970,000 passenger miles in 1948.



Here's how Challenger Airlines' stewardesses stacked up in the late forties.



Two young Challenger Airlines' pilots discuss their routes with an FAA inspector. Both are captains for Frontier Airlines now; and, if you don't recognize them, they're George Simms and Al Monney.



Conrad "Dutch" Greenemeier, an original Monarch mechanic and now an inspector for Frontier Airlines, celebrated 25 years with the company in August. In this photo, Greenemeier is shown checking Monarch's DC-3 Pratt-Whitney Piston Engine.



Challenger Airlines was the first Frontier predecessor airline to employ stewardesses. Shown here is the first stewardess graduating class that flew from Denver to Cheyenne for graduation dinner. Ellie Bastar, who now works for Frontier in Crew Scheduling is at the far left, standing.

Tenth Anniversary Partygoers: left to right, Louis Levorone, Chairman of the Board, Frontier Airlines; Frontier's President, C. A. Myhre, and Board Member, Ted Slocum.



Colorado's governor in 1948, Lee Knous, does some politicking at Grand Junction airport. The young cowboy he's chatting with is Rick Carlson, whose father, Vern A. Carlson, was a steward for Monarch in those days.

1946-1971

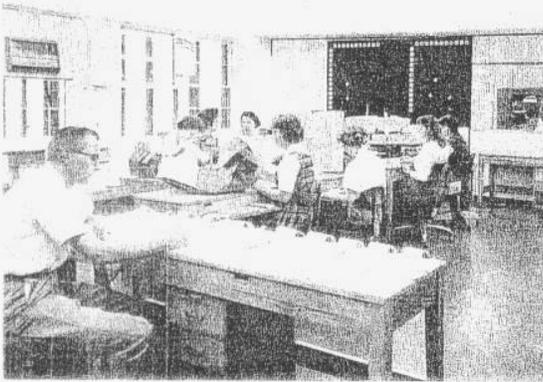
GREAT MOMENTS IN HISTORY



Nearly half of Frontier's 3,200 employees work at the company's Denver headquarters at 8250 Smith Road.



Frontier has handled everything from baby cribs to priceless art objects in cargo.



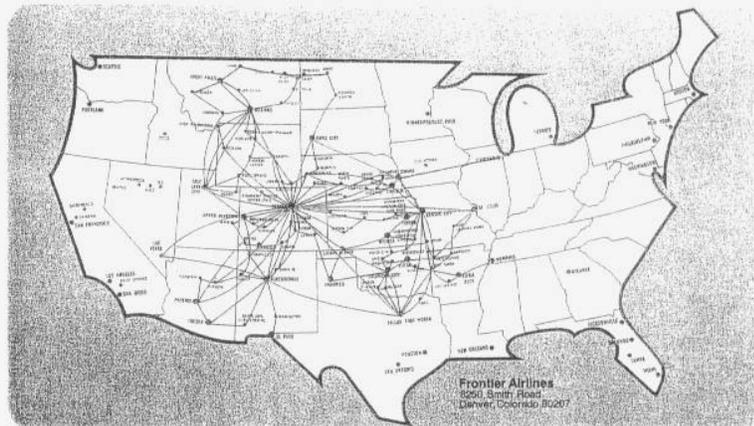
Frontier's reservations were handled out of old Hangar 5 back in 1955. Checking things out at front left is Bud Lintell.



Monarch Air Lines inaugural flight on November 27, 1946, marked the first run by a Frontier predecessor airline.



Frontier's reservation system is aided by the computer in 1971.

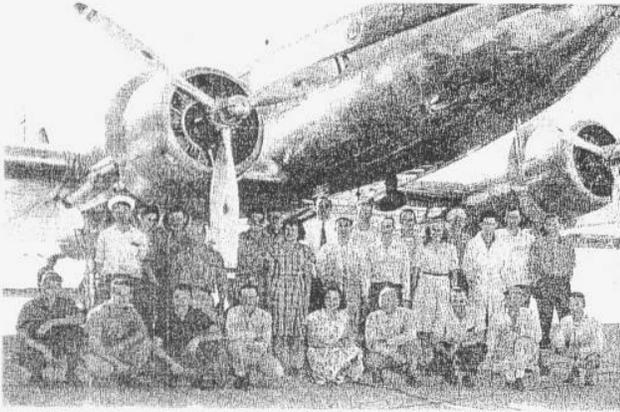


Frontier System Route Map

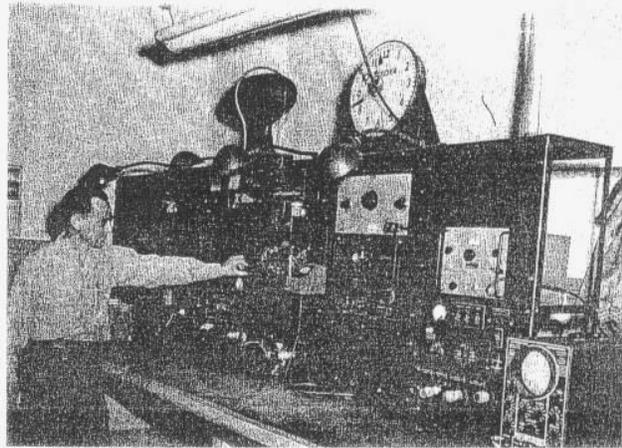
Frontier Airlines serves 100 cities in 17 states today, and in terms of territory covered is one of the largest regional carriers in the country.

Frontier Airlines

GREAT MOMENTS

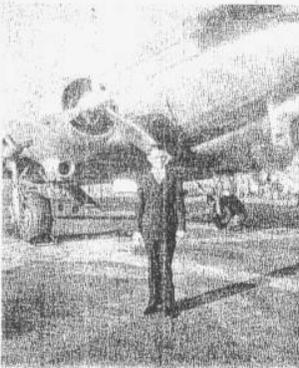


Monarch Airlines employees at Denver in 1947. Those pictured who are with Frontier today include: (first row-left to right) Jerry Kimel, Foreman-Ground Maintenance; Bob Meisenbach, Director-Base Overhaul Shops; Harold Ruppel, Manager-Quality Control; Oliver Frigon, Manager-Ground Maintenance; and (third from end) Clyde Longhart, Director-Avionics. (Back row) John Higgins, Lead Technician-Sheet Metal Shop; Vern Gulliksen, a 25-year vet and Inspector, Aircraft Overhaul; (fourth from left) Ed Pellerin, a 25-year vet and Technician-Hydraulic Shop; (sixth from left) Richard Bueche, a 25-year vet and Aircraft Technician; (eighth from left) Everett Aden, a 25-year vet and Captain; Vern Tompert, a 25-year vet and Lead Technician-Aircraft Overhaul; Walt Scott, Manager-Base Overhaul Shops; (fourth from end) Mac Meguire, Lead Technician-Aircraft Overhaul; and (at the end) Les Bergstrom, Planner.

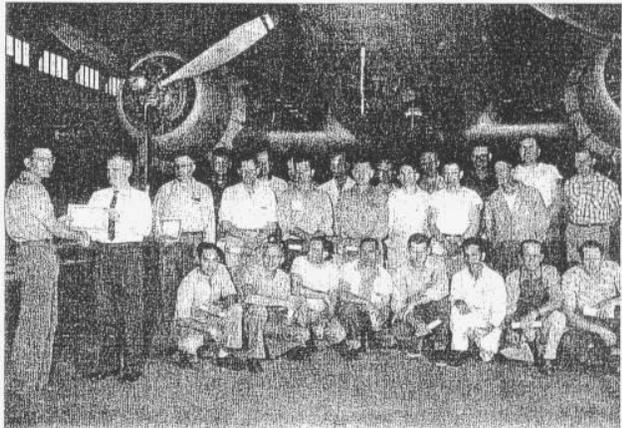


Twenty-five-year veteran Clyde Longhart in Monarch's radio shop back in 1950.

By 1950, Challenger stewardesses were recognized by this uniform.

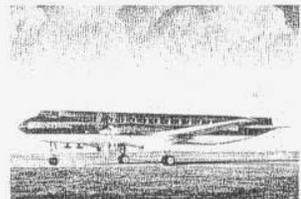
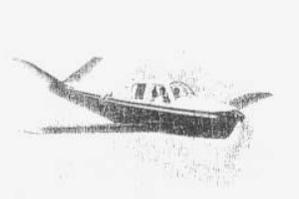


Frontier's Captain Ray Herbert was the copilot on Monarch's first Denver-Monte Vista flight.



Mechanics Class of '58

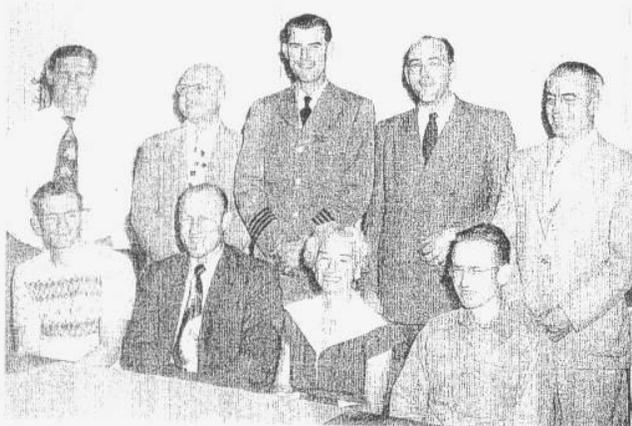
Those mechanics shown who still work for Frontier are: (1st row-left to right) Joe Pasqua, Technician-Tire Shop; Larry Livingston, Technician-Line Maintenance; (fourth from left) August Ehre, Technician, Sheet Metal Shop; Bill Gee, Foreman-Quality Control; Tom Matsumoto, Technician; Willard Myers (who retired this year) and Les Bergstrom, Planner. Second row: Zeke Burns, Technician-Aircraft Overhaul; (third from left) Ken Cook, a 25-year vet and Inspector-Receiving; Len Stuart, Lead Inspector; Vern Gulliksen, a 25-year vet and Inspector, Aircraft Overhaul; (third from end) Vernon Tompert, a 25-year vet and Lead Technician, Aircraft Overhaul; Joe Umerski, Inspector; and Ed Lehmann, Technician-Engineers Shop. Back row: Bob Eakle, Manager-Electrical Shop; Lew Simpson, Lead Technician, Line Maintenance; John Brennan, Lead Technician, Line Maintenance; Sam Dorchak, Technician on line; Ben Lemme, Technician-Electrical Shop; Charlie Soucek, Technician-Sheet Metal Shop; Brice Garner, Lead Technician-L/G Brake Shop; Harold Cook, Lead Technician-Kansas City; and Earl Fischer, a 25-year man and Inspector-Base Overhaul Shop.



Central Airlines' original fleet included three single engine Beech Bonanzas. A year later, DC-3's were used; then Convair 240's entered the picture. When Central merged with Frontier in 1967, Convair 600 (Dart) jet-props were used for long haul runs.

Frontier Airlines

TS IN HISTORY

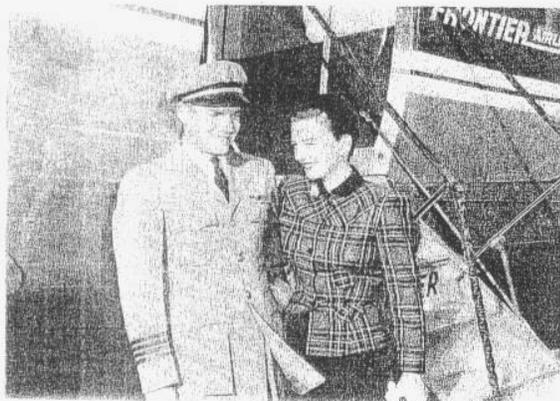


Five Year Pin Winners in 1951. Left to right, front row, Harry Duff, Swede Nettleblad, Donna Myers and Harry Summerton. Back row, Harry Russell, Jack Burnell, Johnny Myers, C. A. Myhre and R. M. Wilson.

Western ranchers used DC-3's to haul prize cattle to Denver's famous Stock Show.



A Monarch Air Lines' "first flightler" is all smiles after a pleasant journey on a DC-3.



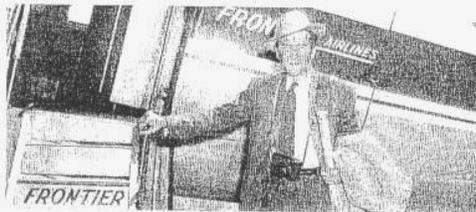
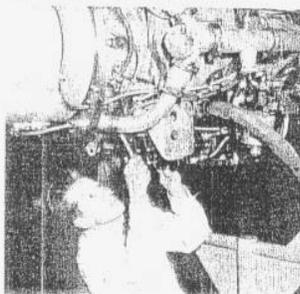
There's something about a man in uniform! Hollywood actress Ann Baxter would probably agree, judging from this photograph taken after a Frontier flight the summer of '52. Recognize the handsome man in uniform? Right! It's Captain Chick Stevens.



Arizona Airways' inaugural flight on April 7, 1946, actually took place prior to Monarch's, but was not certificated. Shown here are passengers and crew prior to takeoff. H. O. "Rocky" Nelson, Arizona Airways' president in a captain's uniform is in center.

In the early fifties, Frontier influenced movie companies to film at Frontier-served locations in the West. Shown here ready to board a Frontier plane is actor Jimmy Stewart who filmed "Naked Spur" near Durango, Colorado.

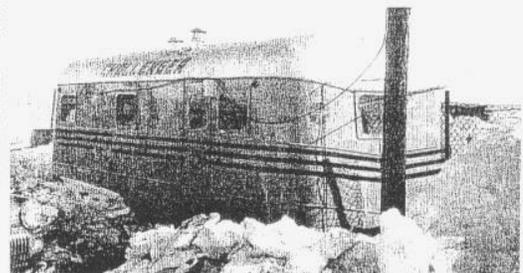
Frontier Technician Tommy Matsumota connects a fuel line to the fuel control unit of an Allison 501D-13H turbo-prop engine.



Keith Kahl, founder of Central Airlines



Monarch Captain John Myers at the controls of a DC-3 aircraft.



A blizzard that raged for several months the winter of '49 helped keep Challenger Airlines from folding. Challenger ran 100 per cent capacity for weeks on end airlifting supplies into the distressed areas, and stranded train passengers filled the planes going out. Shown here is Challenger's "terminal" at Casper, Wyoming, in February, 1949. Frontier's Director-Dining Services Jim Montgomery was Casper's station manager then.

1946-1971



Challenger Airlines was the first Frontier predecessor airline to employ stewardesses. Shown here are six of Challenger's first group of stews showing off their uniforms at the Denver airport back in 1948. Ellie Bastar, who was in Challenger's first stewardess graduating class, is in the middle. Did you recognize her on the front page?

FRONTIER STEWARDESSES -- YESTERDAY AND TODAY

When Ellie Bastar, third from left in photo, joined Challenger Airlines on July 1, 1948, she was one of the first ten stewardesses hired by a Frontier predecessor airline. Prior to that the airline had used only stewards on its DC-3 flights.

Ellie's first flight took her from Denver to Salt Lake City to Billings and back to Denver through Wyoming.

Besides serving beverages and looking after passengers, stewardesses were responsible for making sure the mail was deposited at towns during stopovers. If children were alone for some reason when traveling an adult at flight termination, the stewardess was expected to take charge of the child until claimed.

Found Job Rewarding

"There were times when something happened to delay or prevent the child's pickup at the airport, and many times I ended up taking one home with me overnight," recalls Ellie, who thought her job very rewarding and interesting. "It was fun being a stew then because you actually were a hostess and had time to visit with your passengers."

Many aspects of aviation have changed since those early days, and the stewardess's job is no exception.

"We thought we were highly paid back then," Ellie clearly remembers. "at \$125 a month salary, plus 20 cents for every hour away and hotel expenses."



Stewardesses' uniforms have changed style often — but the basic guidelines have not.

Starting salary for today's Frontier stewardesses has nearly quadrupled, compensation for hours away from home has doubled, and there are several incentive programs whereby they can make more money, over and above salary and expenses.

Uniforms Have Changed, Too

The first stewardess uniforms were one-piece dresses with battle jackets of navy blue accented by a western-style gold satin tie at the neck, which Ellie didn't much care for.

"The other airline people ignored us because we didn't look like stewardesses," Lucky for Ellie, uniforms changed style often.

The uniform worn by Frontier's 273 stewardesses today was created by Hart, Schaffner & Marx to reflect the jet age. Their versatile layered costume can be worn mini, midi or as pants; and the dominant navy blue color can be accented with interchangeable blue/green or orange/yellow striped accessories. Navy stretch boots or patent shoes with 1 1/2-inch heels round out the "now" look of Frontier's 1971 stewardesses.

Ellie Bastar reluctantly retired from stewardess duty because of the mandatory age factor in 1965. During her 17 1/2 years as a Frontier stewardess, she flew out of Denver, Phoenix, Salt Lake City and Billings before moving to the Denver general offices where today she works in Crew Scheduling.

Today's Frontier stewardesses wear the layered look of the seventies. Preparing for takeoff at Denver's Stapleton International Airport are stewardesses (left to right) Barbara Spriggs, Kandi Lawler, Fran Knobbé and Linda Harrow.





INTERLINING



WINTER SPORTS ENTHUSIASTS... GET READY FOR A GREAT SEASON!

The interline opportunities are unlimited for skiers and winter sports enthusiasts this season. Here are a few of the money-saving programs and fun-filled packages available in many great winter sports areas. Please contact us at DENGSP if you need further information.

PARK CITY, WEST, UTAH — A special three-day package is being offered to Frontier employees by Lefebvre Associates, Inc. For a total price of \$42, you get two nights' deluxe accommodations at The Little America Hotel in Salt Lake City, bus transportation to and from the ski area, three days' skiing at Park City West — all lift tickets included, discounts of up to 50 percent on ski lessons and special prices on ski equipment rental of \$4 per day (boots, poles and skis). If four skiers go together, they qualify for the rental of a skierized rental car in place of standard bus transfers. Included is 90 free miles a day for three days; gas is not included.

This package is available to all Frontier personnel from November 15, 1971, through May 1, 1972. For more information or reservations, contact the Interline Department, DENGSP, or Lefebvre Associates, Inc., 9841 Airport Blvd., Los Angeles, California 90045.

SKIING IN FRANCE — Air France has an all-inclusive seven-day tour this year to La Clusaz resort in the French Alps. The \$145 cost includes round-trip jet air transportation on Air France New York-Geneve, six nights' accommodations at the Hotel La Montagne in La Clusaz (double occupancy), breakfast and dinner daily, transfers unlimited use of all ski lifts, group ski lessons, plus use of the skating rink and swimming pool. Departures in January, February and March. To receive the Air France Fall/Winter Tour Brochure, write Air France, Interline Department, 1350 Avenue of the Americas, New York, New York 10019.

To be noted, Air France is also offering excellent tours to Paris, the French Riviera, Beirut and the Soviet Union. All tours are included in their Fall/Winter 1971/72 brochure.

SAS SKI TOURS TO NORWAY — SAS has arranged three special ski tours, one each in January, February and March, to Voss, Norway, included in each tour — Round-trip New York-Bergen positive transportation, accommodations for six nights in Voss (double occupancy), tips and taxes, full breakfasts, transfers. Cost? — \$175. All Frontier employees are eligible as well as spouses and dependent children. For reservations or further information, contact Scandinavian Airlines System, District Sales Office, 1517 Peachtree Center, 230 Peachtree Street, N.W., Atlanta, Georgia 30303.

SUN VALLEY is offering special rates during their Interline Week, January 3 to 9, 1972. Lift rates, lesson rates and daily room rates are reduced for Frontier employees during this week. For reservations, contact Sun Valley, Reservations Department, Sun Valley, Idaho 83353.

IN ADDITION... Special tours are available to Frontier employees from Montafon Ski Tours, P. O. Box 45, Arlington, Virginia 22210. These are eight-day tours at various European resorts ranging from \$98 to \$168. Write for their brochure.

Japan Air Lines in conjunction with Alpine Ski Tours is offering an eight-day ski vacation at Engelberg, Switzerland — Price is \$165 and departures are scheduled every Monday beginning January 17 through March 20 (except February 14) from New York. For complete details and reservations form, write Alpine Ski Tours, Box 545, Crystal Bay, Nevada 89402.

AND FOR SNOWMOBILERS... Summit Recreation, Inc., operating a fleet of new one- and two-passenger Ski-Doo's, is offering a special 30 percent discount to Frontier employees. Summit is located five miles below Loveland Basin on Interstate 70 outside Denver (approximately 50 minutes).

This is one of the most beautiful snowmobiling areas in Colorado, providing a combination of wide roads, winding trails, meadows and deep powder snow. Snowmobilers can spend a weekend enjoying the winter wonderland of Colorado by taking advantage of the lodge and restaurant adjacent to Summit. Contact Summit Recreation by phoning (303) 859-2855 or writing P. O. Box 487, Silver Plume, Colorado.

25 SEVEN FRONTIER CAPTAINS WITH 25 YEARS FLYING TIME

By the end of this year, seven Frontier captains will have flown for the company 25 years.

Captain Albert R. Hall, who flew for Challenger Airlines, and Captains G. H. Nettleblad, Willy Hurt and Arthur L. Ashworth, who piloted Monarch planes, have already received 25-year pins from Frontier.

Next month, Captains E. L. Aden, W. E. Hays and J. L. Romano will pick up their diamond-studded gold pins.

All seven captains still fly for Frontier Airlines, and have accumulated a combined total of 159,809 flying hours for the company to date.



Frontier's Senior Captain—Arthur L. Ashworth

FRONTIER'S SENIOR CAPTAIN Arthur L. Ashworth

When 33-year-old Arthur L. Ashworth captained Frontier's inaugural flight back on November 27, 1946, he was fresh from naval duty where he held the rank of Commander.

Ashworth learned to fly with the Royal Air Force in Canada prior to his Navy stint. After the war, he decided he wanted to fly for an airline. "I nearly went to work for Continental in Denver," he recalls, but they would only start him out as co-pilot. So instead, Ashworth went to work for Ray Wilson, who was forming Monarch Air Lines, and hired him as captain. "I was used to Commander's pay—which was good money for those days—and besides, I already had a family to support," explains Frontier's senior captain.

These days Captain Ashworth flies Frontier's Flight 4 Denver to St. Louis, Flight 21 St. Louis-Kansas City-Denver-Las Vegas, and Flight 10 Las Vegas to Denver about 12 times a month.

Although Captain Ashworth's age puts him less than a year and a half from mandatory pilot retirement, it's clear that in his case age doesn't mean a thing.

"I'm 58—but feel like 20," draws the Florida-born pilot, "and I've never been sick a day of my life." Perhaps this accounts for his zest for life, although a real estate and brokerage business headed by Ashworth in Denver and looking after the family farm near Ocala, Florida, haven't allowed much grass to grow under his feet either!

WORLD'S MOST BEAUTIFUL STEWARDESS

The world's most beautiful stewardess will be selected by Varig Airlines and Rio's Hotel Gloria in Rio de Janeiro in April.

The Second Annual World Airline Queen Contest was announced last month and fifty finalists will be awarded a week in Rio. Winners will be selected during that week and the Grand Prize winner will be invited to return for another week during the Carnival celebration.

Stewardesses who would like to compete may request an entry blank directly from Varig at 485 Lexington Avenue, New York, N.Y. 10017. All entries must be in by January 30. Preliminary judging in New York on the basis of photographs submitted will determine the fifty finalists who will be guests of Varig and the Gloria Hotel in Rio next April.

They Care Enough to Write

During April and May, 1971, I had the pleasure to fly as a passenger on several Frontier flights while traveling on a Visit USA ticket. I travelled a number of the participating carriers, and I found that without doubt Frontier was the best. Never did I see evidence of anything except competence, courtesy and organization. The attention to the passengers on flights was much better than I've experienced on many international flights.

J. David Watt
Asst. Cultural Affairs Officer
U.S. Information Services
Mendoza, Argentina

I flew Flight 46 from Dallas to Kansas City on September 16 and I would like you to put one additional column on your card given me aboard flight asking me to grade your service as excellent, satisfactory or poor.

Please add one more column and call it "fantastic" and check on that column your telephone reservation service, ticketing service and meal and beverage service.

W. E. Giesenhagen
Vice President
International Medallion Industries
Kansas City

You couldn't begin to approach Braniff to Dallas—stay out and off the air. Why do you think your line so hot? Stupid, narrow-minded ad.

Disgruntled with your miserable ad.

I had already booked passage on Flt. 11 October 8 when I read your advertisement about your service. Consequently, I saved it to see if the service lived up to the promises. It certainly did. I wish I had more opportunity to use Frontier, but most of my business takes me east of St. Louis.

A. V. Fausek
Rhodes Equipment Co.
St. Louis

SERVICE AWARDS



25-YEAR SERVICE PINS—NOVEMBER

Buethle, R. F., Aircraft Tech., DEN
 Cook, K. T., Inspector, DEN
 French, H. C., Inspector, DEN
 Gulliksen, H. V., Inspector, DEN
 Meisenbach, C. R., Dir., Base Overhaul Shops, DEN
 Mericle, J. D., Lead Mechanic, DEN
 Nothhaft, L., Lead Mechanic, DEN

20-YEAR SERVICE PINS—NOVEMBER

Butler, J. W., Sales/Service Mgr., TUS
 Evans, L. E., Station Agent, DEN
 Willis, M. L. Sr., Station Agent, PHX
 Wilson, G. W., Inspector, DEN

15-YEAR SERVICE PINS—NOVEMBER

Banman, K. R., Station Agent, PHX
 Derry, M. L., Asst. Dispatcher, DEN
 Roberts, B., Computer Operator, DEN
 Sampson, F. T., Captain, MKC

10-YEAR SERVICE PINS—NOVEMBER

Beene, B., Lt. Aircraft Tech., LNK
 Bonan, R. D., Station Agent, FMN
 Foster, C. E., Supv.-Payable Audit/O.D. Srvy., DEN
 Johnson, W. R., Station Agent, ABQ
 Roberts, L. G., Asst. Mgr.-Transportation Services, STJ
 Smith, C., Aircraft Tech., FSM

5-YEAR SERVICE PINS—NOVEMBER

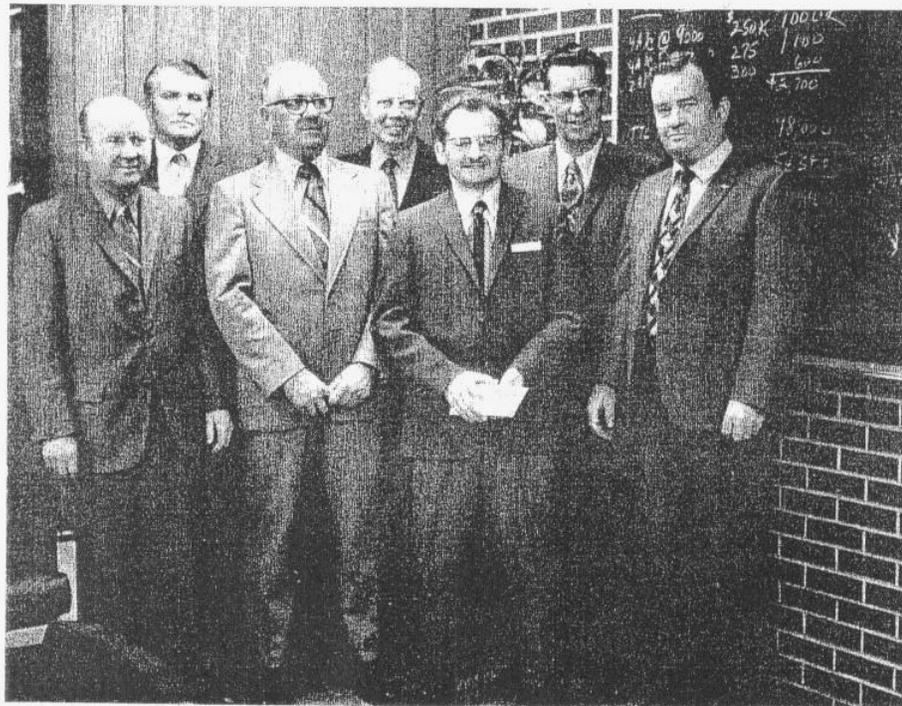
Abels, L., Fueller, DEN
 Anderson, C. R., Jr., Aircraft Tech., DEN
 Brown, D. P., Station Agent, LAW
 Chacon, J., Station Agent, INW
 Conrad, C., Stewardess, DEN
 Culwell, N., Sr. Reservations Agent, DEN
 Dragen, L. M., Station Agent, MKC
 Ferguson, J., Ground Hostess, DEN
 Foote, N. L., Foreman-Aircraft Supply Svc., DEN
 Gehman, A., Stewardess, DEN
 Green, L. R., First Officer, DAL
 Hollister, T. L., First Officer, DAL
 Kirkley, W. L., Station Agent, DAL
 Kreider, D., Stewardess, DEN
 Mashburn, L. D., Ticket Counter Agent, OKC
 McDonald, L. K., First Officer, DAL
 McMillan, E., Mgr.-Avionics Engineering, DEN
 Odell, S., Stewardess, DEN
 Payne, J., Aircraft Tech., DEN
 Peterson, J., Reservations Agent, DEN
 Roper, J. W., First Officer, MKC
 Rose, B., Aircraft Tech., DEN
 Schudol, L., Stewardess, DEN
 Wallace, L. A., Captain, GTF
 Watson, R. M., Ticket Counter Agent, DAL
 Wirth, R., Stewardess, DEN
 Zimmerman, D. F., Station Agent, DEN

PERSONNEL CHANGES

| NAME | FROM | TO | BASED |
|------------------|---|--|--------|
| Joyce Lemons | Secretary | Flight Hostess | Denver |
| David Delgado | Station Agent | Ticket Counter Agent | Pueblo |
| Lawrence Wendel | Aircraft Technician | Technical Services Training Instructor | Denver |
| Anne Hoskins | Clerk Typist | Chief Clerk | Denver |
| Frank Verts | Fueler | Automotive Mechanic | Denver |
| Andy Gwin | Manager-Operational Training Administration | Manager-Flight Crew Data Center | Denver |
| Bev Lessing | Clerk | Receptionist/Clerk | Denver |
| Ron Lawrence | Material Investigator | Budget Analyst | Denver |
| Kathy Young | Purchase Order Clerk | Senior Clerk | Denver |
| Carolyn Smith | File Clerk | Purchase Order Clerk | Denver |
| Dennis Grizzle | Station Agent | Senior Station Agent | Denver |
| James Hershfeldt | Aircraft Technician | Lead Aircraft Technician | Denver |

SEVEN RECEIVE 25-YEAR PINS IN NOVEMBER

TECHNICAL SERVICES BOASTS SIXTEEN 25-YEAR VETS



Seven employees received 25-year pins in November, all from Technical Services Division. For the year, Technical Services boasts 16 25-year veterans, by far the most from any division of the company. Those who received pins in November were (left to right) Lee Gregory, Lead Technician, Machine Shop (December is official month for Lee); Leonard Nothhaft, Lead Technician, Engine Shop; Jack Mericle, Lead Technician, Electrical Shop; Ken Cook, Inspector, Stores Receiving Department; Harold French, Inspector, Aircraft Inspection Shop; Richard Buethle, Aircraft Technician, Sheet Metal Shop; Vern Gulliksen, Inspector, Aircraft Inspection Shop; and Bob Meisenbach, shown in photo on next page.

Sixteen employees from the Technical Services Division will have completed 25 years of service with Frontier Airlines by the end of 1971.

Seven men, who celebrate their 25th anniversary the same month as the company, were awarded pins by James W. Arpey, Vice President of Technical Services, at Denver headquarters on November 12, 1971.

The seven to receive 25-year pins in November were: C. R. Meisenbach, Di-

rector of Base Overhaul Shops; Aircraft Technician R. F. Buethle; Inspectors K. T. Cook, H. C. French and H. V. Gulliksen; along with Lead Mechanics J. D. Mericle and L. Nothhaft.

In presenting the diamond-studded gold pins, Arpey commended the veterans for their significant contributions to Frontier throughout the past quarter of a century, and asked for their continued support in the years to come.

Earlier in the year, 25-year pins were awarded Technical Services employees Taunis Bergen, Conrad Greenemeier, Harold Libby, Clyde Longhart, Oliver Frigon, Vernon Tomppert and Edward Pellerin.

In December when Lee Gregory, Lead Machine Shop Technician, and Inspector Earl Fischer reach the quarter of a century mark, the number of 25-year veterans from Technical Services will total sixteen.

Clark and Myers-- FRONTIER'S 1st EMPLOYEES

Two Frontier Airlines' employees, Bert Clark and John Myers, who received the company's first 25-year service pins last January, have actually worked together 31 years!

The two worked together for Ray Wilson prior to and after Monarch Air Lines was formed, and are Frontier Airlines' first recorded employees.

"Bert and I have worked together for the same company since 1940," reports Myers, now Frontier's Director-Flight Operations Planning at Denver headquarters. Bert Clark is now Assistant Manager of Transportation Services for Frontier in Phoenix.



Frontier's Director-Flight Operations Planning John Myers, during his early days as a pilot for Monarch Air Lines in Denver.



Bert Clark, now Assistant Manager of Transportation Services for Frontier in Phoenix, and one of the company's first recorded employees, started out as a pilot for Monarch in Denver.

Bert Clark exclaimed, "I wouldn't have changed a single thing! All the wonderful associations and friends down through the years with Monarch and Frontier have given me the most rewarding life I can think of."

Both Clark and Myers love to travel, but have utilized the company's interline benefits sparingly because other hobbies and pursuits have taken so much time.

Bert Clark, who transferred from Denver to Phoenix as a line pilot in 1950 and discovered Arizona's 12-month growing season, has become enthralled with gardening, and "has something growing and blooming all year round."

One of John Myers' hobbies was once his job. As one of the first instructors at Lowry Air Force Base's aerial photography school, Myers put this training to use when the U.S. Forest Service hired Ray Wilson's company to shoot photos over the Rockies during the forties. "We flew a Cessna 302-M for this job," recalls Myers. "There was no heat in the aircraft, and with a hole in the floor for the camera, we nearly froze to death. But that old Cessna proved to be steady and reliable, and we got the photos the Forest Service needed to make maps."

Today, the walls of the Myers house in Denver are covered with photos taken during John Myers' aviation career, who describes it this way, "the walls of my study are so filled with photos, it looks like an aviation museum."

Would Pursue Career In Aviation Again

When asked if they had to do it over again, both Clark and Myers emphatically said they'd pursue a career in aviation.

"As far back as I can remember I wanted to be a pilot," says Myers, "and I still feel it's one of the most exciting fields open to both men and women today—especially for those who like to travel!"

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25-Year Vet Meisenbach Honored



C. R. (Bob) Meisenbach proudly displays the plaque made for him by the men in Frontier's machine shop. The plaque commemorates Meisenbach's 25 years in aircraft mechanics.

When C. R. (Bob) Meisenbach celebrated his 25th anniversary with Frontier recently, he was surprised by the men of the Technical Services Division who honored him with a special plaque commemorating this occasion.

The handsome desk plaque was designed and made by the men in Frontier's machine shop. The plaque's basic design incorporates an inlet valve from a DC-3 engine and a turbine blade taken from a 727 jet engine to signify the 25-year span in Frontier aircraft mechanics.

Meisenbach, who started as a line mechanic for Monarch Air Lines in 1946 and worked his way up through the ranks, is now Director of Base Overhaul at Frontier's Denver headquarters.

Meisenbach was presented with the gift by Vice President-Technical Services James W. Arpey during a luncheon gathering on November 11. Meisenbach's anniversary date, in making the presentation, Arpey read this poem, which was written for Bob Meisenbach by Frontier's own poet laureate, John T. Pratt, Manager of Plant Engineering:

BOB'S BAG

*In those far away days of the piston,
There were many who shared the belief
That their future was bound up in airplanes
And one was an ex Navy Chief.*

*The C-47's drab warpaint
Was by then just a vague memory,
And in its commercial colors
Had become Monarch's DC3.*

*The route was just Denver|Durango
Over the rocky terrain,
And after some stops at places unknown
The "birds" came back home again.*

*Intake, compression, power exhaust,
That noisy harmonious throbb
Was maintained in its rhythmic cycle
By the efforts of guys like Bob.*

*In '50 the Monarch became dethroned
When Frontier was launched on the track
To help in the growth of the Far Flung West
With the help of Bob Meisenbach.*

*But in '53 came the menopause
Which would lead to some future lament,
When Bob sold his birthright to use his tools
And became part of Management.*

*From Foreman through to Director
Which he became in June '69,
And gone was the song of the pistons
As we now had the jets' eerie whine.*

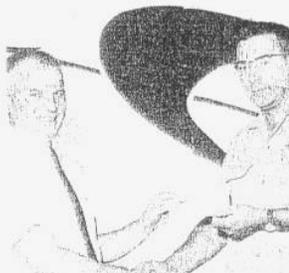
*Budgets today are Bob's main concern
And the rates for overtime.
One wonders if this is preferable
To maintenance down "on the line."*

*But long may his reign continue,
We admire his unquenchable zest,
And we're sure that under his guidance
Frontier will still know the West best.*

John T. Pratt

11/11/71

He's Mr. Logo — Ever wonder how Frontier Airlines' logo — the gold crescent and arrow — came about? It dates back to 1959 when Zick Burns of Frontier's Sheet Metal Shop worked up a preliminary design on his drawing board. The design was presented to management and accepted as the official logo for Frontier Airlines.



Harvey Barnard, Vice President-Maintenance in 1959 for Frontier, presents Zick Burns with a \$500 check for his design contribution to the company. Zick is presently Aircraft Technician, Aircraft Overhaul.

Worker at DIA run over by plane

An employee at Denver International Airport slipped on ice and was run over by a plane Sunday, landing him in the hospital. According to officials at DIA, a Frontier Airlines ramp agent was putting the wedges around the wheels of a plane to stop it at the gate. The employee slipped on ice and the nose gear of the aircraft rolled over his leg. He suffered a severe leg injury and was taken to the hospital. The incident occurred at gate A39. *-The Denver Post on 12/03/2006*

FRONTIER REPORTS

(Costs are 15¢ per page to cover expenses for envelopes, postage & copying.)

Air Mail Route Info, excerpt from 1978 book, 20 pages
AZ Brief To CAB 1946, 42 pages
AZ-Monarch Merger Application 1949, 52 pages
AZ-Monarch Merger Application 1950, 32 pages
AZ Stock Offer 1948, 23 pages
Challenger Airlines Employees Directory, 7/15/48, 25 pages
Challenger Airlines Prospectus, 9/3/47, 37 pages
Challenger Airlines Prospectus, 8/4/48, 40 pages
Challenger Airlines Stockholders Report, 9/30/49, 8 pages
Central Airlines Packet, Articles & seniority list, 75 pages
Convair Aircraft Packet, Articles & charts, 73 pages
DC-3 A/C Roster (inc. predecessors) & Check List, 11 pages
DEN Accident (12/21/67) Report & news clippings, 11 pages
DEN station roster, 6/1/70, 5 pages
DEN station roster, 8/9/86, 12 pages
FL 1955 Timetable/Srty-Personnel Lists, 43 pages
FL AFA Seniority List, 1/1/86, 15 pages
FL ALEA Seniority List, 2/1/65, 7 pages
FL ALEA Seniority List, 1/1/66, 8 pages
FL ALEA Seniority List, 8/1/66, 10 pages
FL ALEA Seniority List, 1/1/74, 30 pages
FL ALEA Seniority List, 7/1/84, 55 pages
FL ALEA Seniority List, 1/1/86, 48 pages
FL ALPA Seniority Lists, 1955-72-81-85, 37 pages
FL-CO Job Preservation & Litigation packet, 10/2/86, 66 pages
FL Files on a CD, \$5 each
FL History, articles, photos, etc. , 47 pages
FL IAM Seniority List, 11/1/74, 22 pages
FL IAM Seniority List, 11/1/76, 26 pages
FL NEWS printed back issues, \$2.50 each
FL NEWS back issues copied on a CD, \$3 each
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FL Obituaries on a CD, \$3
FL's Death, articles & essays, 63 pages
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Ken Schultz' Obituary List (Rev.12/15/06), 12 pages
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Personnel Roster, Stations-Sales-FAs, 12/15/63, 6 pages
Personnel Roster, Stations-Sales-FAs, 1/15/64, 6 pages
Personnel Roster, Stations-Sales-FAs, 2/15/64, 6 pages
Personnel Roster, Stations-Sales-FAs, 3/15/64, 6 pages
Personnel Roster, Stations-Sales-FAs, 4/15/66, 6 pages
Personnel Roster, Stations-Sales-FAs, 7/15/66, 7 pages
Telephone List, 6/12/67, 5 pages
Telephone List, 11/25/85, 6 pages
Telephone Directory, 1/1/70, 12 pages
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FRONTIER AIRLINES



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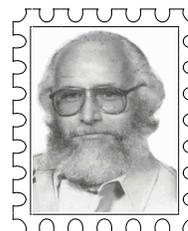
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