

# FRONTIER NEWS



Frontier was flying DC3s, CV580s and Boeing 727s in Mar 1967 when this photo graced the cover of the OAG Air Travel magazine. A huge spurt of growth was just ahead. Frontier bought Central Airlines on Oct 1, 1967 and overnight was serving 114 cities in 14 states. Soon the DC3s and 727s would be gone to be replaced with a fleet of CV580s and Boeing 737s. Lew Dymond, FL's 4th President had been in office since Apr 1962. He would leave in Jan 1969 and Paul Burke would caretake until Mar 1971 when Al Feldman arrived and the winds of change accelerated into a gale.



**SPRING**

**2007**

**#27**



## One Flaw In A Flight Attendant

By the time the Lord made flight attendants,  
 He was into his sixth day of working overtime.  
 An angel appeared and said,  
 "Why are you spending so much time on this one?"  
 And the Lord answered, "Have you seen my spec sheet on them?  
 They have to be completely washable, but not plastic,  
 have over 200 movable parts, all replaceable  
 and able to run on diet Pepsi and leftovers,  
 have arms that can hold four crying babies at one time,  
 have a smile that can cure anything from lost luggage to misconnections  
 -and they will do everything  
 with only two hands."  
 The angel was astounded at the requirements.  
 "Only two hands!? No way!  
 And that's just on the standard model?  
 That's too much work for one day.  
 Wait until tomorrow to finish."  
 But I won't," the Lord protested.  
 "I am so close to finishing this creation that is so close to my own heart.  
 They already heal themselves when they are sick  
 AND can work 18 hour days."  
 The angel moved closer and touched the flight attendant.  
 "But you have made them so soft, Lord."  
 "They are soft," the Lord agreed,  
 "but I have also made them tough.  
 You have no idea what they can endure or accomplish."  
 "Will they be able to think?", asked the angel.  
 The Lord replied,  
 "Not only will they be able to think,  
 they will be able to reason and negotiate."  
 The angel then noticed something,  
 and reaching out, touched the flight attendant's cheek.  
 "Oops, it looks like you have a leak in this model.  
 I told you that you were trying to put too much into this one."  
 "That's not a leak," the Lord corrected, "that's a tear!"  
 "What's the tear for?" the angel asked.  
 The Lord said, "The tear is their way of expressing their joy, their  
 sorrow, their pain, their disappointment, their love, their loneliness,  
 their grief and their pride."  
 The angel was impressed. "You are a genius, Lord.  
 You thought of everything! Flight Attendants are truly amazing."  
 And they are!  
 Flight Attendants have strengths that amaze most everyone.  
 They bear hardships and they carry burdens,  
 but they hold happiness, love and joy.  
 They smile when they want to scream.  
 They sing when they want to cry.  
 They cry when they are happy  
 and laugh when they are nervous.  
 They fight for what they believe in.  
 They stand up to injustice.  
 They don't take "no" for an answer when they believe there is a better solution.  
 They go without so their family can have.  
 They go to the doctor with a frightened friend.  
 They love unconditionally.  
 They cry when their children excel and cheer when their friends get awards.  
 They are happy when they hear about a birth or a wedding.  
 Their hearts break when a friend dies.  
 They grieve at the loss of a family member,  
 yet they are strong when they think there is no strength left.  
 They know that a hug and a kiss can heal a broken heart.  
 Flight Attendants come in all shapes, sizes and colors.  
 They'll drive, fly, walk, run or e-mail you to show how much they care about  
 you.  
 The heart of a flight attendant is what makes the airlines keep flying.  
 They spread joy, hope and love.  
 They have compassion and ideals.  
 They give moral support to their family and friends.  
 Flight Attendants have vital things to say and everything to give.  
 If there is one flaw in flight attendants, it is that they forget their worth.

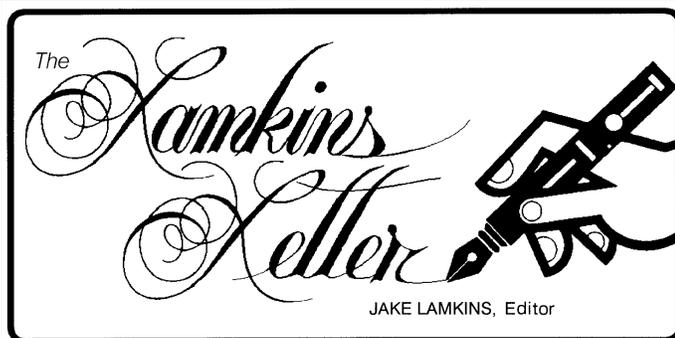
- Sent by Frank Monheiser  
 who received it from Mary Seefluth

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.



If you save your FL NEWS and don't want to punch holes in them for notebooks, consider the plastic sleeves that fit into binders. They are available at stationery stores and online.

If you want to start an Old FARTS meeting in your area and aren't sure who or how many FLolks are around there, drop me an email or note and I'll send you the addresses I have for your area.

Many thanks to Don Miller, Ray Engstrom and Ken Schultz who have furnished packets of FL history.

Every craft at FL was part of the whole and essential to the operation. Remember the old saying, "The less important you are, the more you will be missed if you don't come to work." We've been printing salutes to various groups and this month it's the flight attendants in the next column.

Few people know that three of the five unions at FL had common roots. The story begins on page 16 and makes for some interesting FL history.

More history begins on page 22 with two front pages from 1965 FL and CN newsletters and a copy of the April, 1974, FL Credit Union newsletter. Be sure to check out the expanded list of Frontier Reports on the back page.

Reunion season is starting and all the info received is reflected on page 3. Send new info as you get it and it will be posted on the website.

Thanks again for all the help with obituaries, photos and suggestions. The online FL Club now has 657 members. Email me if you need an invitation to join.

**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**

No info on a 2007 event. Held Saturday, July 29, 2006, 2pm-10pm, Tryan's Lazy DF Guest Ranch. *Contacts: Dee Martenson, [adsanta@bresnan.net](mailto:adsanta@bresnan.net) or Bob Voight, [voightr@aol.com](mailto:voightr@aol.com)*

**COLORADO SPRINGS GATHERING**

Jan. 6, 2007, 7 pm at Deanna's house, no report on the event  
*Contact: Deanna Hinkle, [ddbiscuit@juno.com](mailto:ddbiscuit@juno.com), 719-226-1932*

**DALLAS-FT WORTH REUNION**

No info on a 2007 event. 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](mailto:JEFord15@comcast.net)*

**DENVER GOLF TOURNAMENT**

Fri, June 22, 2007 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, [bojos2@gmail.com](mailto:bojos2@gmail.com)*

**THE PARTY BEFORE THE DENVER PICNIC**

No plans at presstime for 2007. Was Fri, June 23, 2006 at Diane Hall's Club House, 6pm. BYOB. In Denver at 10391 Little Turtle which is off E. Evans

*Contact: Ace Avakian, [AceAvak@aol.com](mailto:AceAvak@aol.com)*

**DENVER REUNION PICNIC**

Sat., June 23, 2007, Aurora Reservoir on E. Quincy, 10:30am-5pm.

*Contacts: Carolyn Boller, 303-364-3624, [CKBoller@comcast.net](mailto:CKBoller@comcast.net) or Bill & Barb Monday, 303-344-8745, [BandBMonday@comcast.net](mailto:BandBMonday@comcast.net)*

**GRAND JUNCTION REUNION**

No plans for 2007 - plans are to have another in 2008.

Held Sat. August 19, 2006, BBQ at a cost of \$10.

*Contact: Jim Wilds, 970-858-7577, [JimWilds@netzero.net](mailto: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](mailto: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](mailto:JEFord15@comcast.net)*

**DEN:** Luncheon, every second Tuesday, 11:30am at Mr. Panda Chinese Restaurant (North Room), 2852 S. Havana, Aurora, CO

*Contacts: Ace Avakian 303-688-3852, [AceAvak@aol.com](mailto:AceAvak@aol.com) or*

*Jim Hanson 303 750 6478, [tntmillword@aol.com](mailto:tntmillword@aol.com)*

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

*Contact: Jack Schade 801-277-5479, [CaptainJack20@juno.com](mailto:CaptainJack20@juno.com)*

**FAYETTEVILLE-FT.SMITH MEMORIAL PIGNIC**

Saturday, August 19, 2007, 11am-5pm, Burford Pavillion near the FSM airport. *Contacts: Phil Green, 501-783-2981, [SusiGreen0609@aol.com](mailto:SusiGreen0609@aol.com) or Jake Lamkins, [ExFAL@Yahoo.com](mailto:ExFAL@Yahoo.com)*

**FRONTIER BASH**

No info on 2007 event. Done Fri-Sat, September 15-16, 2006.

*Contact: Rusty Lambert, 903-852-3970 [RustyLGolf@cs.com](mailto:RustyLGolf@cs.com)*

**KANSAS CITY LAYOVER**

MAY 18, 19 & 20, 2007. Hilton - Kansas City Airport

*Contacts: JoDelle Burwell, [jodelleburwell@comcast.net](mailto:jodelleburwell@comcast.net) or*

*Phil Stallings, 816-668-6294, [redrydertexas@sbcglobal.net](mailto:redrydertexas@sbcglobal.net)*

**KANSAS CITY REUNION**

No info on 2007 event. Took place Saturday, August 26, 2006 - 12 noon - 3pm at Barry Platte Park

*Contacts: Rose Dragen, [mdragen@juno.com](mailto:mdragen@juno.com) 816/741-1995, or*

*Reva Burke, [RevaBurke@aol.com](mailto:RevaBurke@aol.com)*

**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@inetebr.com](mailto:saylor@inetebr.com)*

**PHOENIX REUNION**

No event for 2007. 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](mailto:cynhoff55@qwest.net) or*

*Ginger Treptow, 480-813-4595, [peaches85233@qwest.net](mailto:peaches85233@qwest.net)*

**SALT LAKE CITY GET-TOGETHER**

Saturday, June 16, 2007, 10am to 6pm, at Walden Park in Murray, Ut. 1070 West 5450 South. Food will be provided (fried chicken and the fixin's). Everyone should bring their own drinks, small donation & your FL memorabilia  
*Contacts: Don Anderton, 801-968-3225, [DAnderton@qwest.net](mailto:DAnderton@qwest.net) or Paul Farris, 479-770-6655, [paulamos@yahoo.com](mailto:paulamos@yahoo.com)*

**ST. LOUIS REUNION**

No info on 2007 event. Happened Saturday, August 26th, 2006 St. Ann Park-Pavilion # 1, 12:00pm-4:00pm.

*Contacts: Ceil Ponder, 314-428-9759 or Kathy Benoist, 314-729-1810.*

**TUCSON GOLF TOURNAMENT**

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

*Contact: Ron Butler, 520-762-5084, [RButler24@worldnet.att.net](mailto:RButler24@worldnet.att.net)*

## THE KANSAS CITY CV-580 CREW BASE

### Is a proud supporter of THE FRONTIER NEWS

Check the website for news  
Notices on upcoming crew base events  
Pictures & stories from the past

[www.KansasCityCrewBase.com](http://www.KansasCityCrewBase.com)

Webmaster: Capt'n Phil Stallings  
[redrydertexas@sbcglobal.net](mailto:redrydertexas@sbcglobal.net)

**SLC GET-TOGETHER**

**Saturday, June 16, 2007, 10am to 6pm,  
at 1070 West 5450 South,  
Walden Park in Murray, Utah**

**Food will be provided  
(fried chicken and the fixin's).  
Everyone should bring their own drinks,  
small donation & your FL memorabilia.**

**Contacts:**

**Marlene Jensen Francis:**

**MARSJF@aol.com, 801-302-1098**

**Stan Covington:**

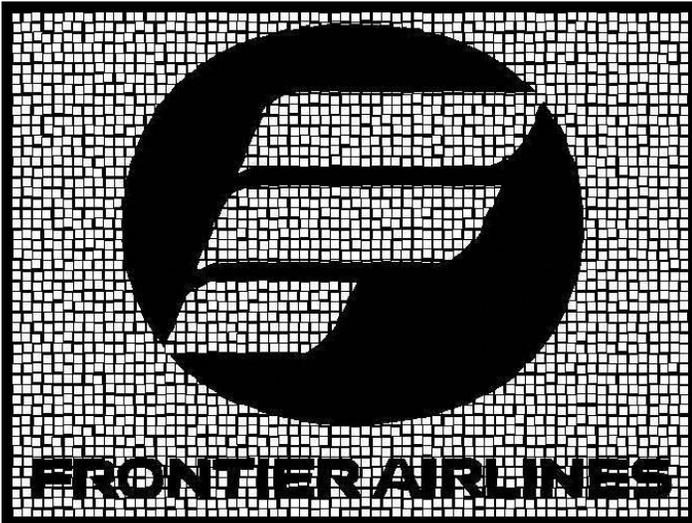
**StanOrPris@cs.com, 801-808-4264**

**Don Anderton:**

**DAnderton@qwest.net, 801-968-3225**

**or Paul Farris:**

**PaulAmos@yahoo.com, 479-409-9997**



## GONE WEST

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

## DEATHS REPORTED OR UPDATED SINCE THE WINTER 2007 ISSUE

**Orval Bowen**, DEN director-futures scheduling, 2/18/07, age 74

**Zick Burns**, DEN aircraft mechanic, 1/10/07, age 89

**Dick Cochran**, DEN station agent & pilot, 2/12/07, age 72, cancer

**Dean Fisher**, ANW LNK station agent, 10/4/80, age 49

**Hank Goffart**, LIT station agent, 9/3/98, age 60, Lou Gehrig's disease

**Dick Hebert**, DEN aircraft overhaul, 1/23/07, age 74

**Dale Kindred**, GEG senior station agent, 2/3/07, age 77, cancer

**Bob Legge**, DEN lead inspector - NDT, 3/1/07, age 81

**Cliff Maggard**, GEG station agent, 12/23/06, age 76, cancer

**Gene Martin**, BIL senior station agent, 1/30/07, age 77

**Lamar Muse**, GSW CN president, 2/5/07, age 86, cancer

**Bernie Nagle**, LIT DEN station agent, 2/16/07, age 75, cancer

**Donna Williams**, DEN FA, 1/13/07, age 64, stroke

## DICK COCHRAN

### OBITUARY

Richard Lehr Cochran: Lived 72 years and is survived by wife of 52 years Joanne (Rush) Cochran; brothers Roger, Ray, Ralph and Randy; sister Rita Poppenhagen; numerous nephews and nieces; and doggies Roper and Donnie.

Retired from Frontier Airlines as a Captain of 31 years. Graduated Aurora High School in 1952.

Memorial service Friday, 2:00 p.m., Fairmount Mortuary Chapel. Donations, if desired, to Denver Dumb Friends League or charity of your choice.

**-Denver Newspaper Agency on 2/14/2007**

Just read the email on the death of Dick Cochran. He was such a joy to know and had the greatest smile. Always a pleasure to talk to and it was a joy everytime he came through the Phoenix

Station. He will be missed and sorry to hear of his passing.

**-Ginger Treptow, [peaches85233@qwest.net](mailto:peaches85233@qwest.net)**

Sorry to hear about Dick Cochran, he was a great guy. When ever you saw him he always had a smile and real character. He will be missed.

**-Herb Schmidt, [falherb@yahoo.com](mailto:falherb@yahoo.com)**

I'll miss Dick very much... he was a good friend to me and my dad. I only found out today that he was gone. I still see him seated so proudly on his Harley. What a wonderful guy.

Sadly, I was just thinking about calling him to see how he was doing. He was so up and cheerful when I talked to him before the holidays. I'll miss him very much!

**-Vicky Veldboon, Northglenn CO**

We are so sad to hear about Dick's passing. Our family loved him and was so grateful to have him as our friend.

He helped me with my career at Frontier and now with Continental. I pray that you will be comforted during this time. Know we are thinking and praying for you.

**-Pat & Sandy Kern, Porter TX**

Dick was my favorite captain at Frontier Airlines. I remember him most at Amarillo. He was a great pilot.

**-Henry Storm, Canon City CO**

I worked for Frontier in North Platte, Nebr. Always looked forward to Dick coming through.

**-Duane Franklin, Loveland CO**

*(Dick had been fighting cancer for some time. He was the brother of Rick Cochran who died in the FL DC3 crash at DEN Dec. 12, 1967. Dick started with FL Sep 20 1954 as a DEN station agent. He became a FL pilot Mar 18, 1958.)*

## HANK GOFFART

### OBITUARY

HENRY J. "HANK" GOFFART, 60, of Little Rock died Thursday after a courageous battle with Lou Gehrig's disease. A travel consultant, he was a member of St. Edward's Catholic Church.

Survivors are his wife of 37 years, Geraldine M. Goffart, and their son, Scott H. Goffart, both of Little Rock. The family wishes to express their heartfelt thanks to John Dodson, Mr. Goffart's caregiver for four years.

Arrangements will be announced by Griffin Leggett Healey.

**-Arkansas Democrat-Gazette on 9/5/98**

Hank's date of hire was 3-6-61. The Mar06/61 group seniority was decided by age. We had three of us with that seniority date in LIT - Bernie Nagle was oldest, my self next and then Hank the youngest.

When I was hired Central sent me a letter wanting me to report to LBL On Mar 28, 1961. When I acknowledged they advised me it was intended to be 2-28-61. It was somewhat inconvenient for me to get things in order to go that quick. Had I known that so many others would be hired 3-06-61 I would have gone to LBL on the 28 FEB 61 some way.

I think Hank went to HOU for awhile (after LIT closed), then came back to LIT and worked SATO at LRAFB for awhile and then for a travel agency.

**-Buddy Griffin, [bgriffin001@centurytel.net](mailto:bgriffin001@centurytel.net)**

Bernie Nagle was hired by Central Airlines right out of school. He and Hank Goffart hired the same day and were sent to LIT - I trained them both. Truman Jones, Superintendent of stations, hired a lot of people right out of airline school in MKC.

**-Jack Chambers, [shirleyandjack@aol.com](mailto:shirleyandjack@aol.com)**

## BERNIE NAGLE

### OBITUARY

Bernard J. Nagle, 75, Altoona, died Friday, Feb 16. He was born in Altoona, son of Bernard and Evelyn (Gill) Nagle. He married Barbara A. Barnicle. Surviving are his wife; a son, Matthew; stepdaughter, Christina Mitchell; stepson, Gary Parson; three grandchildren; and one great-grandson.

Friends will be received from 2 to 4 p.m. Sunday at Vincent J. Good Funeral Parlor, 328 Fifth Ave., Altoona. Mass of Christian burial will be held at 10 a.m. Monday at the Cathedral of the Blessed Sacrament. Interment at Calvary Cemetery.

**-ALTOONA MIRROR on Feb 17, 2007**

Bernie had a pacemaker for a little over a year, and had felt very good. But the last two or so months he had severe pain in one side to the back. He and I emailed each other real regular and I had called him some, but when the emails almost complete quit I started calling him about once a week.

I don't remember the actual LIT closing date. They reduced staffing before the actual closing. Bernie and I went to DEN and worked in Air Freight in October 1984. In June 1985, may have a little earlier, he decided he had enough and took his retirement and went back to LIT.

**-Buddy Griffin, bgriffin001@centurytel.net**

## DICK HEBERT

### OBITUARY

HEBERT, RICHARD "DICK" Retired Frontier-Continental Airlines mechanic. Survived by wife Janell; daughter Julie (Paul) Scarponcini; son James (Rosemarie); step-sons Lamont Samuelson, Curt (Cathy) Samuelson; 8 grandchildren and numerous family and friends. Visitation 9-11 A.M. and service 11 A.M. Monday, St. Matthew Lutheran Church, 16th and Havana, Aurora. Interment Ft. Logan Cemetery, Wed. 11 A.M.

**-Denver Newspaper Agency on 1/26/2007**

Dick died January 23, 2007 at his home in Aurora, CO. Age 74. Dick started for Frontier July 10, 1967, and worked in Aircraft Overhaul.

He was awarded \$500 within Frontier's suggestion program and recognized by the airline industry for developing a major improvement in airline safety. Dick Hebert devised a simple fix of installing an assist spring at the handle and cover assembly of the B-737 emergency exits which allows the exits to open regardless of the aircraft's position. Frontier News, September/October, 1975.

He was also named winner of the FAA's 13th Annual Aviation Mechanic Safety Award for the Rocky Mountain Region. The suggestion was subject of an Airworthiness Directive issued by the FAA to require compliance on all affected aircraft. Frontier News, April/May 1976.

Dick was born in Concordia, KS on June 6, 1932 to Aldemore and Beatrice Hebert. He was a very enterprising young man, and was many times joined by his brother Bob, in his money making endeavors. They provided rattlesnakes and rabbits to the local meat market. Rattlesnake meat was bought by the rich folks on the other side of town, and the marketeer made the skins into belts; the boys stripped cigarette butts they found and rolled the tobacco with paper in a special machine they had, selling the "new" cigarettes; they swept out the box cars of wheat (though

they had to sneak in to do it), and sold the wheat they gleaned to the local chicken farm;

Dick sold newspapers to the WWII prisoners at the POW camp there in town; they both set pins in the bowling alley; worked in their parents' Brown McDonald store and worked on the farms, usually driving tractors.

The first time his Dad took him hunting, Dick got off a clean shot on a rabbit. His Dad said that was great, where'd he learn to shoot like that? Dick said, "In the basement". The basement was no longer used for target practice after that.

Dick graduated from Concordia Catholic High School in 1950, and joined the Navy in 1952, serving until 1956. He was stationed in Hutchison, KS, and flew as plane captain on multi-engine and navigational training missions around the perimeter of the U.S. and into Cuba.

After discharge from the Navy, Dick moved his family to Denver in 1956. He worked at Sky ranch, Mtn. State Piper, and Continental and Frontier Airlines as an A&P mechanic. He retired in 1993.

His hobbies were shooting trap, building radio controlled airplanes, and working with wood and metals. He was a real craftsman. In recognition of his many years of service, the AGC named their clubhouse the Dick Hebert Clubhouse of the Aurora Gun Club.

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

## ZICK BURNS

### OBITUARY

In Loving Memory Of Zick Burns. Entered Into Life March 24, 1917 — Greeley, Colorado. Entered Into Eternal Life January 10, 2007 — Denver, Colorado.

Funeral Service Saturday, January 13, 2007 One-thirty in the Afternoon at Cross Of Glory Lutheran Church, 1991 South Oneida Street, Denver. Pastor Michael H. Lemke will officiate. Pallbearers are Kurt Davis- Ron Prottzman -- Darrell Jackson Adrian Welter — Dan Welter — Bob Leeper

Interment at Amherst Cemetery in Amherst, Colorado.

**-Adrian Welter, Zick's neighbor**

Zick went to work for Monarch Air Lines October 10, 1948 in Denver and worked in aircraft overhaul. His legacy was the designing of the "Crescent" Logo used by Frontier starting in 1959 with the introduction of CV-340 aircraft.

He first presented the Logo to management in 1958 when FL was looking at buying F-27's as a replacement for its DC-3s. The Sunliner News, August, 1958 - "Frontiersman" insert shows Zick with a model of an F-27 with his "Boomerang" Logo.

The Sunliner News, June-July, 1959 - "Frontiersman" insert has a photo and article of Zick receiving a \$500 check from FL's Vice President of Operations Harvey P. Barnard Jr. for designing the Logo and new paint job.

Zick took some good natured ribbing over the years because of the similarity of his design to the "Crescent" on Newport cigarettes, but he always used the word "Boomerang" - never "Crescent".

**-Ken Schultz, Wheat Ridge CO**



**LAMAR MUSE**  
OBITUARY

**MORE GONE WEST**

**GENE MARTIN**  
OBITUARY

M. Lamar Muse, the feisty airline executive who helped launch Southwest Airlines Co. in 1971 and then left in a boardroom fight seven years later, died late Monday of lung cancer at a Dallas retirement home. He was 86.

Born in Houston in 1920, Mr. Muse grew up in Palestine, Texas, where he graduated from high school in 1937. He attended Southwestern University and Texas Christian University. He joined Price Waterhouse as a certified public accountant in 1941, his time there interrupted by a stint in the U.S Army Corps of Engineers from 1943 to 1945.

He left Price Waterhouse in 1948 to go to work for Trans Texas Airways, followed by jobs at American Airlines Inc., Southern Airways, Central Airlines and Universal Airlines.

Pushed out at Universal in 1969, he moved to Conroe, where he was living when he heard about Southwest Airlines starting up. Muse signed on as President and the tiny carrier began operations on June 18, 1971, with three airplanes.

As the carrier turned profitable and kept growing, Mr. Muse began butting heads more and more with Mr. King. Finally, in March 1978, Mr. Muse sent the Southwest board a letter of resignation, with the intent of forcing a showdown that would end up with the board choosing him over Mr. King. It was, Mr. Muse later said, a "big mistake."

Mr. Muse was preceded in death by his first wife, Juanice, and his brother, Ken, of Montgomery, Ala. Survivors include son Michael Muse of Dallas; daughters Deborah Ann Muse and Diane Muse Kinnan, both of Dallas, and Lisa Muse of Liberty Hill; sister Marian Thompson of Palestine; three grandchildren, and one great-grandchild.

No memorial services are planned for Mr. Muse, his family said. Gifts may be made to the Palestine YMCA, Attention: Michael Oranch, 5500 N. Loop 256, Palestine, Texas 75801.

**-Dallas Morning News on 2/7/07**

Here is an email I got a couple weeks ago from one of the guys I flew with at Southwest:

Lamar Muse has terminal cancer. Here is an email from him.

Everything in my life is screwed up right now. I'm in Baylor-Plano Hosp. with fast growth cancer which they estimate gives me 4 to 6 months.

Just discovered last week as result of severe pain in back. Started apparently in lungs, spread to entire spine, liver, right shoulder, now working on upper back and neck.

Moving into fancy Assisted Living establishment next week here in Dallas after all pain killer systems are properly installed.

Current goal - Celebrate 86 years of a great life and give thanks to good and true old friends and wonderful family who has made it all possible.

You and Sven have to make at least one more fast trip to Waddington Channel to spread my ashes under the Big P.

I have been thinking all week about how to announce this to all my many friends. Why not just copy them on to this message. It says it all.

Have a good life everybody, and thanks so much for making mine so great. Please - No mourning, just celebrate my 86 years. Love you all - Lamar

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

(See another comment about Lamar on page 12 from longtime DFW station agent Jack Prather.)

Eugene Francis Martin, 12/31/1929 - 1/30/2007, passed away peacefully on Jan. 30, 2007, at the age of 77. Eugene "Gene" was born on Dec. 31, 1929, in Lefor, N.D., and was the third of seven children born to Nick and Rose Martin.

He was raised on the family farm near Lefor, and attended grade school and high school at St. Elizabeth School, graduating in 1948. He then attended Dickinson State Teachers College and graduated from North Dakota State School of Science in Wahpeton.

Eugene met Caroline Marie Tormaschy in the spring of 1948 and they were married on April 22, 1952, in St. Phillips Church in Hirschville, N.D. They were married for 53 years.

In 1955, Gene started his career in the airline industry with Frontier Airlines in Wolf Point. He was then transferred to Miles City as station manager from 1962 until 1970, when he was later transferred to Billings. He continued his career with Frontier Airlines until they ceased operations in 1986. He then worked for Continental Airlines until his retirement in June of 1994.

Eugene also had several successful side-businesses: "Miles Trophy House" and "The Rusty Nail Frame Shop." Gene and Caroline enjoyed bowling and playing cards with their friends on the weekends. During their retirement years, Gene and Caroline enjoyed camping and fishing throughout Montana.

They were members of the Big Sky Polka Club, where Gene was the Secretary-Treasurer for several years, and they were also members of the Moose Lodge.

Eugene is survived by his four sons, Duane (Cari) Martin, Gerald (Patty) Martin, Dennis (Mary Beth) Martin and Dwight (Vickie) Martin, all of Billings; and one daughter, Geraldine Lucht (Robin) of Helena; 10 grandchildren, Kim, Jacee, Aaron, Kevin, Brad, Jennell, Nathan, Tyler, Jason and Alecia; seven great-grandchildren, Michaela, Savannah, Dustin, Deetra, Thomas, Adam and Jordan.

He is also survived by his two brothers, Raymond (Johanna) Martin of Coeur d'Alene, Idaho, and Nick (Evie) Martin of Grand Junction, Colo. Eugene is preceded in death by his wife, Caroline; parents Nick and Rose Martin; three sisters, Louise Kirschenheiter, Loretta Krug and Viola Kopp; and one brother, Jerome Martin.

Visitation will begin 9 a.m. Thursday, Feb. 1. Vigil services will be held at 7 p.m. on Thursday, at Michelotti-Sawyers Mortuary. Funeral mass will be celebrated at 2 p.m. on Friday, Feb. 2, at St. Thomas the Apostle Church. Rite of Committal will follow at Yellowstone Valley Memorial Park. Memorials may be made to the St. Thomas Catholic Church Renovation Fund.

**-Billings Gazette on 2/1/2007**

I was with Frontier from Apr 56 to Aug 86 working at the OLF, MLS and BIL stations. After Frontier was shut down I went to work for Continental until Jun 94 at which time I took retirement.

We keep ourselves busy during the summer months traveling, fishing and camping. My wife, Carolyn, and I are celebrating our 50th wedding anniversary in Apr of this year.

An event I will never forget is the crash of DC3 flight 32 at Miles City, MT. on March 12, 1964. I was Station Manager and working that evening. My agent Gayle Bussinger was on board flight 32 returning from Billings.

The time of the crash was at 8:50PM or very close to that and the site was about 1 1/2 miles from the runway. The area consisted of rolling hills and ground transportation was difficult therefore the crash site was not found until around midnight.

My last contact with Flight 32 was at 8:47PM after giving him a local traffic check and since the wind was blowing 20 gust to 30 knots I asked him if he wanted the rudder lock on the runway and replied "Yes", which was acknowledge at 8:47PM.

I then got prepared to take the rudder lock out to meet the fight. A light snow shower was passing through the area at this time. After waiting for about 5 minutes I got out of my car and went back into the station to determine where he was because he should have been on the ground by now.

I could not get an answer from him on the radio and the Flight Service Station was not getting a response either. I then initiated an "overdue flight" emergency procedure. I was kept on the phone until the aircraft was located which was around midnight.

After the wreckage was spotted I notified the local sheriffs to secure the area until the investigators arrive. A DC3 with company officials, FAA and CAB investigators arrived Miles City around 3:30AM. Elton Snoke and Carl Foster arrived on this flight.

After my first flight out that morning they advised me to go home and get some rest. I did but after several phone calls I decide to go back to the airport. Moe Osborne was relief agent in our area so he was brought in to help. Red Barringer, on station leave at this time, accepted to return to work. Getting an experienced agent was very much appreciated.

The tail section bearing the number N61442 was the only recognizable piece of the aircraft at its final resting place. The right wing was on a hill side about 1/4 mile west. Probable cause, per the CAB was "The descent below obstructing terrain, for reasons undeterminable, during an instrument approach in adverse weather conditions". May they rest in peace.

**-Gene Martin in an email 1/31/02**

*(See the back page for a Frontier Report on this accident in which FL lost the only revenue passenger in it's forty years.)*

## **DONNA WILLIAMS**

Talked to Peggy Sauer earlier and got the following sad news - Donna Hicks Williams (pilot Roy William's wife- he passed away in 1986) has passed away this a.m. in a hospital in Sun City. They will do an autopsy on her - they think she had a massive stroke. She is going to be cremated & taken back to Helena, Mt.

I'll let you know more when I hear - remember to tell those we love that we love them!!!!!! no regrets!!!

**-Joanne Griffin, jobob@bojos.net**

Diane Smith & Donna's sister (Mary Lou) are at the cremation place as I e-mail you. Donna was 64 - her 65th would have been on April 30th - way tooooooo young for all of this!

I don't like this getting older & our friends & old friends are starting to leave us. 4 of us sat around yesterday afternoon & told stories, cried & laughed about Donna & now she is with her Roy...

Man, did that girl miss him all these 20 years he has been gone... lots of good memories & now she's not sick anymore.

Donna had heart & lung issues for a long time but it just got worse in a big hurry. We all knew she didn't have years left but we never thought weeks!! She was on full time oxygen at home & didn't even walk around the house or do much of anything.

I did her grocery shopping for her & did her washing & bed sheets every week. She insisted on doing her ironing but she was almost too weak to stand for very long. She was one stubborn gal!!!! Fond memories & then some good laughs help with the shock of it all.

**-Peggy Sauer, pjsauer@juno.com**

## **DALE KINDRED**

### **OBITUARY**

KINDRED, Dale Everell (Age 77) passed away peacefully on Saturday, February 3, 2007 in Spokane, Washington. Dale was born in Stratton, Colorado on May 11, 1929 to Earl and Cora Kindred. He grew up on a farm southeast of Stratton, attended Blakeman Grade School and graduated from Stratton High School.

On November 12, 1950, he was united in marriage to Roberta Guy at the Evangelical United Brethren Church in Stratton, Colorado. Dale entered the Army on February 21, 1951 and served with the 155th Infantry Regiment, Dixie Division and served as a medic.

In 1953 he began his airline career with Frontier and Continental Airlines until his retirement in 1996. Dale is survived by his wife Roberta of 56 years; his sons Leroy and Loren; daughter-in-law Jeri and granddaughter Jessica. Also many nieces, nephews, family and friends. He was deeply loved and will be missed.

A Memorial Service honoring Dale will be held on February 7, 2007 at 2pm at Audubon Park United Methodist Church in Spokane, Washington. The family requests memorial contributions to be made in Dale's honor to the Second Harvest Food Bank.

**-Spokane Spokesman-Review on 2/21/07**

I am sad to report that my good friend and fellow Frontier employee Dale Kindred passed away on 03 Feb. 2007 in Spokane, WA. He had lung cancer.

**-Darwin Kerr, djkerr@npgcable.com**

I started as a station agent in Mar '53 in ALS and later transferred to CYS. In '59 went to ANW as station manager and then to SNY as manager - was there for 18 yrs. ANW is Ainsworth, NE. in the sand hills straight north of LBF. I believe they closed ANW in 1962 or early 1963. It was on a route from CPR to Douglas WY, Chadron, Valentine, NE, Ainsworth, NE, Norfolk, NE, LNK and terminated in OMA.

Then I moved to GEG as senior station agent until the bankruptcy, then finished out with CO and retired in '93.

**-Dale Kindred, Spokane - in an email 2/6/02**

*(Dale's seniority date of 3/10/53, made him #11 on the station agent FL/ALEA seniority list when we ceased operations. The obituary errs when it said he retired in 96 since Dale said '93)*

## **ORVAL BOWEN**

### **OBITUARY**

Bowen, Orval E. Memorial Service Thursday, 12PM at Highland Mortuary Chapel.

**-Denver Newspaper Agency on 2/25/2007**

Orval Bowen was last listed in the 1982 FL Telephone Directory as Director of Futures Scheduling.

His date of hire was Nov 11, 1957.

Orval was born Jul 25, 1932 and died Feb 18, 2007.

**-Ken Schultz, Wheat Ridge CO**

We are so sorry to hear of Orval's passing.

**-Sandra Brungardt, Thornton CO**

**DEAN FISHER**

Dean Fisher was born in 1931 and passed away at 49 years on October 4, 1980. He started with Frontier in DC3 days in Ainsworth, NE in the late 50s. Then transferred to LNK in 1959. He was from Beatrice and lived there driving back and forth to LNK for 2 years then moved to LNK and was there the rest of his FAL carrier. He was on disability about 2 years before he died of emphysema.

Dean was fun to work with and had the most infectious laugh. He worked in operations as long as I knew him. We all miss him very much.

**-Cork Guenther, [saylor@inetnebr.com](mailto:saylor@inetnebr.com)**

*(D H FISHER had a seniority date of 11/27/58, emp # 02837, per the 1/1/74 FL/ALEA seniority list. The SSDI shows DEAN FISHER, Born 21 Feb 1931, Died Oct 1980, Age 49, At 68506 (Lincoln, Lancaster, NE) SSN issued in Nebraska)*

**BOB LEGGE****OBITUARY**

LEGGE, ROBERT W., SR. Passed away March 1, 2007. Visitation, Wednesday 4-7 P.M. at Newcomer Family East Metro Chapel. Celebration of his life will be held Friday 4-7 P.M. at Paul Beck Center, 800 Telluride St., Aurora. Bob was an avid aviation and senior softball enthusiast. In lieu of flowers, memorials are requested to benefit the Aurora and Colorado Senior Softball Programs. For further information on where to send donations please contact Newcomer at 720-857-0700.

**-Denver Newspaper Agency ON 3/5/2007**

Bob Legge Sr., was a hard-working, fun-loving, man. He loved his family, aviation, the Florida ocean, baseball and softball.

He began his life in Miami, Florida in 1926 during a major hurricane. He grew up swimming in the warm waters of the Atlantic and the canals of Miami, despite the alligators! Growing up he and his sisters Marlene and Eleanor fished off piers and bridges in and around Miami and Key West.

After a brief stint in the Navy during WW II, he began his work in aviation. He attended Tech High School in Miami, where he met his high school sweetheart, Rachel Clark, to whom he was married for 34 years.

During his 30 plus years in aviation, he was a mechanic, corporate and private pilot and an aircraft inspector. His work took the family including sons Bob Jr. and Jim, and daughters, Dori and Cathy, from Miami to Colorado several times with the family settling in Aurora.

Throughout his life, Bob was passionate about baseball and softball. When his family was young, he coached Little League Baseball. After Bob retired, he joined the Aurora Seniors Softball Association. For the next 20 years, he was a dedicated player and manager, competing with the Aurora Seniors Rockies in the Senior Olympics in 1995. Bob met his current companion, Dolores Tippett during this time. He had four grandchildren Brad, Darren, Rob and Lindsey.

Never at a loss for words and with wry, irreverent commentary on life, Bob tried to have fun no matter what he was doing and he was determined to live life to the fullest.

Bob will be greatly missed by his family and friends.

**-Bob's Burial Note**

**CLIFF MAGGARD**

Clifford L. Maggard, aka Bud, 76, of Boise, Idaho, died Dec. 23, 2006, after a long battle with cancer. He passed peacefully at

**MORE GONE WEST**

his home surrounded by his wife, children and grandchildren. A memorial service to celebrate Cliff's life will be held Dec. 28.

Clifford was born March 19, 1930 in Sterling, Colo. to William Earl Maggard and Ethel Elizabeth Burr. After serving in the army during the Korean war, he went on to spend 31 years with Frontier Airlines as a ticket agent and station manager in Alamosa, Colo., Flagstaff, Ariz., and Boise, Idaho. He went on to do several other jobs in Boise after Frontier went out of business and retired at 70 years old.

Clifford married Roseanna E. Hobin, Feb. 17, 1951 in Aiken, S.C. and fathered six children. Clifford was known to everyone as an outgoing, good humored man with a big heart. He loved his family and made friends everywhere he went. His memory will live on in the hearts of his family and friends forever.

Survivors include wife, Roseanna E. Maggard, sister, Lois Jaidinger, Fowler, Colorado, brother, David "Toby" Maggard, Colorado; his children; Clifford and Diana Maggard, Nampa, Idaho, Margaret and Walter Slominski, Petaluma, Calif., Susan Maggard, Reno, Nev., William "Bill" Maggard, Caldwell, Idaho, John J. Maggard, Sheila C. Maggard and Tim and Jacqueline Lenberg, Meridian, Idaho.

**-Idaho Statesman on 12/27/2006**

*(Cliff was an old-time station agent who started 11/12/55 in ALS. He had some great stories about FL's early days.)*

**YOUNGEST OBITUARY LIST**

*In the Spring 2006 issue we printed a list of the oldest FLOlks who are known to have flown west. Following is a list of the youngest in my records. Let me know of any additions, corrections, etc.*

**Celeste Reid**, MLS station manager, 4/17/81, age 21, aircraft crash

**Dorothy Ruth Reif**, flight attendant, 3/12/64, age 22, DC-3 crash at MLS

**Carol Johnson**, flight attendant, Jan71, age 23, auto accident

**Dan Gough**, pilot, 3/12/64, age 25, DC-3 crash at MLS

**Gayle Bussinger**, MLS station agent, 3/12/64, age 27, DC-3 crash at MLS

**Jay Shah**, aircraft mechanic, 2/13/80, age 27, killed on DEN ramp in an accident

**Dan "Smitty" Smith**, DEN station agent, 9/2/86, age 28?, motorcycle accident

**Will Pliska**, MCI reservation agent, 9/7/76, age 29

**Barbara Petty**, flight attendant, Mar74, age 31, heart failure

**Bill Kilian**, DEN station agent, 11/24/76, age 31, killed by gun in luggage

**Jimmy Fanning**, FSM DEN cleaner, Jun84, age 32

**Duane Dillard**, pilot, 11/19/74, age 32

**Christine M. Denning**, STL marketing rep, 12/13/79, age 32

**Andy Anderson**, aircraft mechanic, May89, age 33

**Joe Hill**, pilot, 2/24/59, age 33, cancer

**Dennis Klock**, pilot, 2/28/79, age 33

**Rick Cochran**, pilot, 12/21/67, age 33, DC3 crash at DEN

**Don Jansen**, TOP station manager, May68, age 33, auto accident

**Dave Allison**, DFW station agent, 7/11/80, age 34, motorcycle wreck

**Diane McLaughlin**, flight attendant, 8/2/85, age 34, DFWDL crash

**Dale Epperson**, aircraft mechanic, 11/25/82, age 34

**Fred Van Weerd**, SLC cleaner, Oct72, age 34, heart attack

**Charles Hirsig**, founder-Summit Airways, 1/15/45, age 34

**Rocky Crane**, pilot, 12/21/67, age 34, DC3 crash at DEN

**Denny Meyer**, pilot, 1/18/78, age 34, Otter crash at PUB

**Jim Booth**, DEN JAC RNO station agent, 6/12/82, age 35, cancer

**Dale Glenn**, pilot, 1/18/78, age 35, Otter crash at PUB

**Jack Griffin**, pilot, 10/4/74, age 35, aircraft crash

# PILOTS, DISPATCHERS & FLIGHT OPERATIONS DECEASED LIST

9

Les Moss, Jul84, age 73

Don Adams, 3/11/02, age 66, heart attack  
 Bob Arnot, 9/1/96, age 63  
 George Arwood, 9/19/99, age 83  
 Art Ashworth, 3/17/77, age 64  
 Wayne Aspinall, 1/26/79, age 55  
 Ed Balkenbush, 9/22/06, need info  
 Ernie Bell, 2/14/04, age 59  
 Jimmy Bennett, 3/15/90, age 66  
 Bryan Benton, 4/30/98, age 78  
 Jack Bernette, Need info  
 Frank Blair, DEN dispatcher, 5/19/61, age 47  
 Fred Blakeley, 9/18/01, age 82  
 Bob Bollinger, 11/12/96, age 73  
 Tom Boren, 10/21/00, age 61  
 Gordon Bourland, 2/3/94, age 75  
 Whit Brandon, 4/23/01, age 57  
 Frank Brgoch, 7/25/94, age 70  
 Don Bridie, Need info  
 Gerry Britton, 1/15/03, age 69  
 Bill Brodie, Need Info  
 Bob Brooks, 11/23/04, age 81  
 Mark Burke, 5/19/97, age 70  
 Elmer Burson, 9/1/93, age 78  
 Ron Callan, need more info  
 Don Carman, 3/21/01, age 67  
 Jim Carney, 8/18/03, age 82  
 Butch Carr, 10/13/04, age 66, cancer  
 Jack Cashel, dispatcher, 8/12/02, age 76, heart attack  
 Harvie Chaddock, MCI DEN pilot, 5/7/06, age 77  
 Bob Chilton, need info  
 Bruce Clapham, May89, age 59  
 Bert Clark, 12/27/98, age 88  
 Danny Cobb, 9/83, age 42  
 Dick Cochran, DEN pilot, 2/12/07, age 72, cancer  
 Rick Cochran, 12/21/67, age 33, DC3 crash at DEN  
 Ken Coggeshall, 5/27/00, age 67  
 Duane Cook, 5/10/94, age 59  
 Owen Cook, 3/9/00, age 83  
 Dick Cottingham, DFW DEN pilot, 12/7/06, age 90  
 Calvin Cowley, Oct83, age 60  
 Glenn Cox, 12/2/74, age 55  
 Rocky Crane, 12/21/67, age 34, DC3 crash at DEN  
 Jim Crowell, Jul86, age 55  
 Ray Damato, Spring 1989, age 56  
 George Dardano, Dec86, age 46  
 Vic David, 12/30/98, age 64, hit by car  
 Dick Davis, 5/26/80, age 41  
 Walt Day, 1/15/91, age 45  
 Ken Dealy, 10/10/94, age 78  
 John Diehl, 4/9/81, age 36  
 Duane Dillard, 11/19/74, age 32  
 Curt Dixon, DEN dispatcher, 8/1/68, age 51  
 Mel D'Loss, 1/6/93, age 59  
 Don Donaldson, 2/6/04, age 67, heart disease  
 Bob Douglas, 12/8/89, age 63  
 Joe Doussard, DEN dispatcher, 7/20/90, age 81  
 Bob Drake, 7/13/02, age 65, heart attack  
 Del Erickson, Need info  
 Ron Farquar, 1/13/84, age 41  
 Fetch Fechner, 1/16/03, age 78  
 Rob Field, 9/6/82, age 38  
 Dan Fink, DEN chief dispatcher, 11/25/06, age 72  
 Ken Flegal, Oct91, age 45  
 Tom Foster, dispatcher, 2/2/05, age 52, heart attack  
 Jerry Francis, 12/7/99, age 72  
 Von Fulenwider, 11/24/02, age 68  
 Jack Gardner, 2/26/81, age 56  
 Max Gardner, 10/8/88, age 70  
 Donna Garland, 9/1/99, age 50  
 Bob Gerritsen, 7/29/97, age 41  
 Glen Gettman, Aug85, age 57  
 Dale Glenn, 1/18/78, age 35, Otter crash at PUB  
 Dan Gough, 3/12/64, age 25, DC-3 crash at MLS  
 George Graham, 5/22/00, age 76

Jack Griffin, 10/4/74, age 35, aircraft crash  
 Bob Grisanti, 6/2/94, age 46  
 Hal Grogg, 1/16/82, age 53, cancer  
 Roger Guinther, 7/27/96, age 49  
 Dan Gunn, 1/12/06, age 71, cancer  
 Les Guthrie, 11/30/99, age 74  
 Bob Hammarley, 4/18/05, age 62  
 Doug Hanson, 4/11/98, age 48  
 John Harlan, 1/12/98, age 72  
 Gary Harsen, Mar84, age 45  
 Fred Hart, 2/7/94, age 76  
 Ray Harvey, 12/13/01, age 87  
 Roger Heckman, Mar03, age 60  
 Glen Helverson, 3/26/04, age 70  
 Carl Herring, 2/24/82, age 57  
 Joe Hill, 2/24/59, age 33  
 Bill Hines, 2/17/04, age 66, brain tumor  
 Duane Hingst, 7/27/00, age 75  
 Dick Hoffman, 11/5/03, age 84  
 Andy Hoshock, 10/11/96, age 75  
 Jack Howell, 1/18/78, age 48, Otter crash at PUB  
 Kenny Huber, 3/12/64, age 42, DC-3 crash at MLS  
 Jug Jella, 5/14/93, age 72  
 Bob Johnston, 2/19/05, age 70  
 Jerry Jones, 5/3/96  
 Dave Joyner, 8/21/03, age 60  
 Mike Kaiser, DEN dispatcher, 1/24/96, age 76  
 Earl Keene, DEN dispatcher, 1/24/04, age 80  
 Scott Keller, SLC DEN pilot, 12/15/05, age 87  
 Ted Kentroti, ground school, 11/10/05, age 83  
 Jack Kettler, 2/10/03, age 80, cancer  
 Joe Killinger, 2/25/94, age 49  
 Dave Kleinmans, 1/8/04, age 71  
 Bob Klingensmith, DEN dispatcher, 9/21/82, age 55  
 Dennis Klock, 2/28/79, age 33  
 Lamar Knight, 8/29/97, age 68  
 Dick Koplitz, 2/2/92, age 75  
 Buddy Kopp, Aug82, age 62  
 Ed Landrum, 9/4/00, age 61, lung cancer  
 Leo Larson, 8/27/06, age 86  
 Bill Lassetter, 10/16/06, age 82, heart condition  
 George Lawrence, dispatcher, 12/10/73, age 55  
 Lloyd Leach, Nov92, age 73  
 Al Lerrette, Need info.  
 EP Lietz, 10/29/05, age 85  
 Ron Litton, 11/28/87, age 62  
 Bob Lockett, 8/1/82, age 60, heart attack  
 Harry Logsdon, 10/15/88, age 67  
 CK Logue, 9/12/00, age 80  
 Boyd Loucks, 11/28/96, age 64  
 Bill MacLeod, 1/29/96, age 64  
 Jed Mackenroth, 11/18/96, age 64  
 Jimmy Maris, 11/29/99, age 70  
 Stu Marks, 5/17/01, age 68  
 Mark Markwart, 5/9/95, age 77  
 Chuck Martin, Need info  
 Bill McChrystal, 7/8/92, age 76  
 Doug McDonald, 7/21/61, age 46  
 Patt McDonald, DEN pilot, 11/9/06, age 63, cancer  
 BoomBoom McDowell, MKC MCI DEN pilot,  
 10/17/05, age 78, cancer  
 Jim McGhee, DEN pilot, 2/1/06, age 69, cancer  
 Bill Medcalf, ACF DAL DEN pilot, 4/18/06, age 74  
 Jack Metzker, 3/29/95, age 64  
 Denny Meyer, 1/18/78, age 34, Otter crash at PUB  
 Deke Miller, 8/12/02, age 79  
 JW Miller, 12/11/03, need info  
 Russ Miller, DEN dispatcher, 5/18/97, age 72  
 Scotty Millis, DEN dispatcher, 10/17/83, age 62  
 Ed Mills, DEN dispatcher, 12/8/95, age 75  
 Mitch Mitchell, 6/22/80, age 59  
 Al Mooney, 8/21/72, age 46  
 Paul Morris, DEN dispatcher, 9/21/80, age 46  
 Wes Morris, Mar92, need info

Tom Munden, 9/18/99, age 73  
 Ron Munson, 5/2/94, age 46  
 Ev Myers, 1/9/82, age 43  
 John Myers, 7/20/94, age 79  
 Swede Nettleblad, 2/23/93, age 76  
 Jack Newland, DEN dispatcher, 7/29/98  
 Bill Norris, 4/16/05, age 73  
 Bill Ockerman, DEN dispatcher, 1/15/00, age 70  
 Ed O'Neil, Sep75, age 60, cancer  
 Hal Osborn, 4/8/99, age 60  
 Bob Gene Owen, DEN dispatcher, 7/20/75, age 44  
 Denny Parks, Mar 1999, age 53, heart attack  
 Karl Penner, 3/22/69, age 37, Cessna crash  
 Leonard Pratt, 9/11/04, age 89  
 Ed Radford, 10/4/80, age 44  
 Charles Rainey, 9/27/00, age 68  
 Jim Rimer, 11/28/83, age 49, heart attack  
 Floyd Ririe, 3/4/99, age 92  
 Jack Rogers, DEN dispatcher, 7/15/95, age 65  
 Joe Romano, 7/30/92, age 71  
 Jim Roper, 11/27/71, age 38  
 Allen Ross, 11/10/99, age 64  
 Don Rounds, 3/13/03, age 73  
 Dick Sanders, 2/2/01, age 73  
 Les Schaffer, 8/10/05, need info  
 Jerry Schleiger, Mar79, age 49  
 Mac Schow, 3/7/89, age 64  
 Bobby Scott, 5/22/01  
 John Scrivner, 2/15/77, age 44  
 Lou Simmons, 9/25/71, age 37  
 Art Sinclair, Need info  
 Mike Smith, 11/15/98, age 88  
 Ron Smith, 3/13/89, age 59  
 Emmett Spinks, 7/11/04, age 88  
 Tom Sponsler, 10/24/98, age 54  
 John Stark, 8/11/05, age 75  
 Jim Stelter, 11/18/00, age 72  
 Boyd Stevens, 12/22/00, age 78  
 Chick Stevens, 6/4/01, age 79  
 Vern Stever, DEN dispatcher, 11/7/61, age 44  
 Ben Stuart, 2/1/92, age 70  
 Chuck Sullivan, Need info  
 Jack Taggart, SLC BIL PHX pilot, 5/17/81, age 59  
 Dal Taylor, May66, age 52  
 Joe Tesar, 1/19/06, age 61, heart attack  
 Bob Thompson, Need info  
 Ralph Turner, 4/15/96, age 64  
 Sam Turner, Need info  
 Dick Ure, 3/17/71, age 42  
 Ted Van Steenburgh, flight training, 4/21/06, age 79  
 Sam Vascellaro, May89  
 George Veldboon, 7/27/80, age 57  
 Jack Wadell, 11/1/02  
 Ed Walker, Oct71  
 Johnnie Walker, 12/18/69, age 56  
 Jim Walraven, 7/9/97, age 57  
 Bill Warinner, 6/7/78, age 44, aircraft crash  
 Charlie Weed, 6/6/93, age 72  
 Dale Welling, 1/27/98, age 76  
 Ken Wells, 10/9/04, age 76, cancer  
 Walt Whitlock, Oct71, age 54, cancer  
 Wick Wicker, 5/26/03, age 75  
 Don Widman, 7/23/00, age 72  
 Bob Wilbanks, Jan81  
 Charlie Wilkinson, DEN dispatcher, 10/27/74, age 45  
 Bob Williams, 4/9/98  
 Roy Williams, 6/21/86, age 59  
 Warren Wilson, 10/15/01, age 59  
 Burt Wrasse, 3/7/02, age 74, cancer  
 Johnny Wright, 1/31/00, age 77  
 Dick Ziegler, 4/10/00, age 75  
 Del Zusman, dispatcher, 4/22/77, age 49

## Notes From FLolks

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

Just a short note to let you know I am still kicking. Bought a place in Morrison about 10 years ago. Close enough to the bar I can walk if I have to!! Really enjoy the newsletter & info on the FAL folks. Went to the Denver Picnic last year & had a good time. Enclosed you will find a check (\$50). Please renew my subscription for 2 years & use the rest to finance your operations. Thanks a lot & keep up the good job.

### **-Jack Casey, Morrison CO**

*(Jack was a DEN station agent and longtime ALEA officer serving in numerous positions including Master Chairman and Regional Director. His wife, Mary, was a FL secretary and passed away two years ago.)*

I was off for a short time after FL then signed on with Ogden Allied at DEN and refueled for a while until Ogden A was awarded the electric cart and bag shagger contract for CAL. I was selected to manage it.

When the contract was rebid after 5 years, my wife and I moved to Western Nebraska and purchased an RV park. I must have been on the 5 year plan as we sold it (after 5 years), purchased a travel trailer and went to Texas for the winter '98 / '99.

Was hired by a vendor in Yellowstone National Park to manage an RV park at the north entrance of YNP located at Gardiner, Mt. My bride worked 5 miles inside the park at a general store. She was found to be with the big C during our winter in Tx early 2000 and died at our rv home in Gardiner Jun 2001.

I then worked for my step daughter for the next few winters in metro DEN until this year. I have settled in Chappell Ne for this winter and more to come. I have 8 seasons under my belt and want to go for about 10. Next winter I plan to do all volunteer work in the area. I'm in decent health.

Well you asked for some history after FL and I have rambled on some. Share it as you see fit. Was good to hear from you, I also got a note from Glenn Emmons.

### **-Bill Greiner, greenappleturnover@yahoo.com**

*(Bill was a DEN station agent with a seniority date of 7/1/67.)*

I was a F/A from 1967 until the end. Been at USAirways since 1989 - based in PHL but living in AZ - and still going. I've been gone awhile in PHL - flying so didn't realize my subscription was up.

### **-Pat Williams-Harter, SafetyPat@cox.net**

*(Pat's FL seniority date of 9/16/67 means she is nearing 40 years flying - a rare breed indeed)*

I don't know if you will remember me. My name is Ed Baker. I worked for FAL from 1951 to 1956. I started as a station agent in FMN and then got changed to relief agent after about 9 months. I worked as relief agent for about a year, based in FMN and then got the bid for station manager in Nogales. I worked there about 6 months, until they closed the station, and then I was made a relief manager, based in PHX and later in FMN.

Eventually, I worked at DEN and then quit and moved to California. I then worked for ARINC for almost 25 years, in SFO, SLC, Annapolis, MD, FTW, and MIA as a radio operator on VHF & HF radio. Then I got on with Universal Weather & Aviation as an HF operator in HOU for 25 more years. I finally retired at age 81 about 6 months ago. I still live in Houston.

I remember when you used to come by at FMN from time to

time to check on the H Markers. I noticed your sine on a message and thought I'd drop you a line. I hope all is well with you. I'm still chugging along.

**-Ed Baker, bimbo1924@hotmail.com**

My name is Bob Lukow, a Pilot for Frontier until 1985 when I retired. Any info you can pass on about becoming a FL Club member would help. I just got off the computer after my first vist to the FAL web site, which I found by accident. I wish I had known about this site a long time ago.

I had moved to Florida before I retired in 1985, and have been here most of the time, I did see Army Armstrong a couple of times, and Don Donaldson a lot, however I moved up to VA for about 3 years and then came back, so I didn't even know about Don's Death.

### **-Bob Lukow, captluke@earthlink.net**

*(Bob's pilot seniority date is 8/3/63. He was captain on the Beech 99 whose engine fell off while enroute CYS-DEN near GXY (Greeley) on 11/24/71. Bob sent more info on the incident and I've compiled a Frontier Report on it - see the back page for the GXY Incident.)*

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

Please use the enclosed \$10 check to begin a subscription to Frontier News for my mother, Mary Bircher - she is an alumna from '58-'68.

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

I was with Frontier 1966-1986. Started in Denver worked as an agent in customer service ramp, the Senior Agent both customer service and ramp. Asst Manager customer service and ramp. Manager Operations, then Manager Customer service, all in Denver. Transferred to Lincoln Ne as Manager in 1977.

I know we have a met a couple times at meetings in Denver. I was a friend of Don Enos for many years. Continental gave me an option of Pierre, SD or Bismark, ND. I told them I wasn't interested. I could tell they didn't really want me and were going to make it as difficult as possible.

After the bankruptcy I bought a travel agency in Lincoln, Ne, just about the time airlines were cutting back on commissions, so it was a money loser from the word go. Next I went to work for JJ Security out of Green Bay setting up security systems in airports plus managing those already in place. I then left them and started a company in Cleveland, Ohio with my brother. Still active in the business but splitting my time between Ohio and Florida.

Just finished a cancer operation here in Tampa Fla (Moffitt Cancer Center) for esophageal cancer. Quite an intrusive operation - will be laid up of 2-3 months. They feel they got it all, they should as they took out my esophagus. Ha. Anyhow am doing better and looking forward to another year.

Thanks you for your interest in keeping Frontier alive, as it was the highlight of my life. Good people like Truman Jeter, Ken Gann, Hank Lund, Royal Burt and many others made it enjoyable.

### **-Jonnie Jones, JOJONNIE@aol.com**

*(Jonnie was the station manager at LNK after Glenn Emmons transferred. We wish him a quick and complete recovery from his surgery.)*

My name is John Gleason and I used to work the DEN Ramp. I started with FL in 3/79 in MEM, but xfrd back to DEN in 4/80. Besides a layoff in the middle, I was there til the very end.

I'll be honest after FL went under in '86..... I didn't want to go to UA as a "part timer" and I actually got up and walked out of my interview with CO as what they were presenting was ridiculous. At that point my son was two years old...I was 26....we had just made our 1st house payment on a new house.....so I decided that my airline career was over and I needed to open a new chapter in my life. As a result I really didn't make an effort to stay in touch with anybody from the old days. Looking back, I wish I would have tried to keep in contact.

Anyway...I still live in the Denver area....still married to my beautiful wife (we had our 28th anniversary last year) and I have a great 22 year old son who is in college. After a brief 2 year try at banking, I entered into the Quality Assurance field back in '88 doing entry level mechanical inspection of machined parts for a company here in Colorado. Since then I have worked my way up through the ranks (and jumped to some other companies along the way) to where I am now a QA Manager for a manufacturing company in Golden Colorado.

**-John Gleason, jwgncolo@comcast.net**

I received this newspaper from Bonnie Dahl. I enjoyed hearing about some of the ex Frontier people, but sad to read about the ones gone, so would enjoy receiving your newspaper of Frontier.

**-Ruth Pitts, Broomfield CO**

Former FA Frontier Als 1962 - 86 & Continental Als 1986 - 94 (Ruth's seniority date with FL is 8/4/62, emp # 01074, per the 2/1/86 FL/AFA seniority list.)

David James, FL Kansas City - reservations, 1979 - 1984  
FL Salt Lake City - reservations, 1984 - 1986. Continental Airlines, Houston, TX, Retired 2003

I picked up this form at the FL reunion 2006 - 20 yr in Denver.

**-David James, jbarbdave@aol.com**

(Dave's seniority date is 5/7/79, emp # 15548, on the 7/1/84 FL/ALEA seniority list.)

Looking at the photos from Zick Burns wife (Posted at the FL Club), I realized that the crash of the CV340 in GRI in Dec 1962 was N73130. This aircraft was the first CV340 purchased from United Airlines in early 1959. I was a station agent at the time working in Denver on the ramp and remember when it first arrived. Boy, did we feel good!

Later that year I went in to sales for FL and in 1960 we were sales blitzing cities where the new Convair service would start. As a preview they had billboards announcing the new service showing the aircraft and proclaiming that the Radar Convairs were coming. While in Montrose on the sales blitz I called on a local merchant and told him I was with Frontier and we were upgrading their service.

His comment was, "Yes, I noticed you bought some new Corvairs." The Chevrolet Corvair came out about this time, it was the one with the rear engine (this info for the younger group) So many great memories about a really great airline.

CV340, N73130's name was Sunliner Navajo, all the DC3s and Convairs were called Sunliners and were named after cities or states. The Convairs were all named after the different Indian tribes in the area served by Frontier.

**-Herb Schmidt, FALHerb@yahoo.com**

Enclosed is my check for \$10 to cover this year's subscription.

I have enjoyed reading your paper. You asked when I worked for FAL. I worked there in the Monarch years and into Frontier. It was in the 40s & 50s. I worked as a secretary in the Log & Inspection Office.

Thank you for the nice article on my husband (Bob Meisenbach). Bob was there 38 years so I always felt part of the company even though I wasn't working there in later years.

It was a great company to work for. FAL was very special to us as it was to many of the employees. Thank you again,

**-Dorothy Meisenbach, Westminster CO**

(Bob passed away Feb 10, 2006 at age 86. He retired January 31, 1985 and had been Director of Base Overhaul Shops since 1976.)

Much to my surprise I was internet surfing today after years of trying to contact someone with the old FAL and having zero success and what do I find? Information about my first wife (Frontier) but most of the ones I know the best are all deceased. So it was really pleasant and a trip down memory lane in finding your web site.

I started with FAL February 1, 1954 in CFT (Clifton, Az) worked in CFT, SAD, SLC, PHX, again in SAD-CFT as a relief agent and then Station Manager (Sales Service manager) at STK, FLG, MKC and CYS. I truly missed those days and if there were any that I could ever re-live it would be those while being a member of the FAL family. My children consider themselves FAL "brats".

As I read some of the information by Hank Lund and others I was truly amazed at the 'politics' that took her down. I tried several times to return to FL after leaving but because of my affiliation with ALEA that was not possible. So, I went into Real Estate and missed so much of the demise of that family.

I'm happy to have accidentally found the Website on FAL. It's been almost 50 years since my departure from Frontier and yet it all seems like just last year. As I stated, my wife says that Frontier was my first "wife". Indeed she was. It was not a job, but a way of life. I enjoyed going to work everyday and most of the people I worked with.

After my time as Regional Director for ALEA I started two different Travel Agencies, one in Scottsdale, Arizona and subsequently one in Phoenix. The government restrictions did not make it appetizing enough so I became a Real Estate Broker. I did some sales but most of my time was taken up in Property Management. I managed 2000+ units of apartments; 2000+ units of condominiums, 3 shopping centers and 8 office buildings.

I managed in Arizona, New Mexico, Utah, Texas and Louisiana. While in Dallas, TX I became ill and moved back to Pinetop, AZ where I recovered and then went to work for a couple of Property Management firms and then retired in Pine-top.

**-Kerry Allen, kerryree@yahoo.com**

(Kerry became FL's first ALEA Master Chairman and went on to become an ALEA regional director before entering private business in 1970. He won the ALEA Award of Merit in 1966)

I am retired, FL and UA. Started with FL in 1967 in DEN until 1986, then with UA from 1998 until Jan 2005 as a Station Agent. I love retirement. We moved to Fort Morgan in June of 2004 and love the country life, with 3 horses. Still have two boys at home 16 and 13 that are into Bull riding. We have two married kids in Denver with 4 grandkids.

**-Marvin Slotterback, vslotterback@aol.com**

## Notes From FLolks

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

I began my airline employment in May 1960 with Continental Airlines in ABQ. FL was next door in the terminal and I was more enamored with the staff and operation of FL so I jumped ship and joined FL in May 1965 in ABQ as a Station Agent.

I attended weather school in GJT and fell in love with that area and asked to transfer to GJT first opening for which I could qualify. I was able to transfer in May 1967 as a Station Agent remaining there until May 1985 when personnel cutbacks at GJT sent me to DEN as station agent where I remained until Aug 1986.

I then returned to GJT to work for the Mesa Co. School District retiring in Nov. 1997 moving to the quiet serenity of Crawford, CO to remember all the wonderful times and acquaintances that FL afforded me.

For that I quote for all, "THANKS FOR THE MEMORIES".

**-Bob Flatten, [bpflatlO@aol.com](mailto:bpflatlO@aol.com)**

My name is Francis (Frank) L. Riedel. I work for Frontier Airlines in Denver for 18 years (1968-1986) as a technician and lead technician.

I'm in Charleston SC working for Boeing as an Field Service Representative on the Air Force C-17. I've been a Rep for 18 years. Have you heard from any of our old Avionics guys? Rick Rhea, Jim Hall and Joe Foushe worked with me at Piedmont Airline in 86-88.

**-Frank Riedel, [nriedel@sc.rr.com](mailto:nriedel@sc.rr.com)**

I am sending to you a copy of the Obituary of M. Lamar Muse as it was reported in The Dallas Morning News.

I did not get to know him that well, but I met him at DFW after our station won a contest as to beating our quota for passengers boarded and total cargo.

He and one of the Vice Pres. came over and were to do our job for the day. One flight came in and he and the Vice Pres. helped unload. We split up our duties and my selection was to deliver transfer and local bags. We had this big tug with castiron fenders. He wanted to drive so I sat on one fender and the other guy on the other side. I directed the way to local bag delivery and then we delivered the transfer bags. He had a pair of coveralls over his suit and he was wearing his nice shiny dress shoes. Of course we got all bags delivered and he had this big smile on his face.

I wondered many times if he remembered that day when he got to go from President of Central Airlines to doing one of the duties of a station agent. He seemed that he enjoyed driving that big tug and he never lost that big smile.

**-Jack W. Prather, Irving TX**

*(More info and pix about this day are posted at the FL website on Lamar's memorial webpage.)*

WBU was the code for the Boulder Transportation Office. I was Manager for the Satellite Office which provided free bus service to Stapleton that FL started in 1983. Also, served "FTC" Ft. Collins and Greeley. Later had Colorado Ski Areas that were prefaced with a Q i.e.: QPK Winter Park QPR Copper Mountain QKS Keystone. The service ended in June of 1986.

Duke Ellington could vouch for me since I took over his job as Supervisor at DIA in DEN. Starting in 1975, I was an Agent in AIA, Senior Agent in LNK and Sales and Service Manager in LAR before working in the Ground Transportation part of FL. My bosses were Jim Shores, Mike Salensky, Mike Conners, Jim

Brice, Truman Jeter and Ed Trommeyer.

**-Greg Smith, [Greg.Smith@diadenver.net](mailto:Greg.Smith@diadenver.net)**

Sky Harbor airport in PHX now has a brand new tower as of this January. It's 30 stories high.

When I came to PHX in 1954 we had a 90 foot tower and then a few years later they replaced it with an approximately 150 foot one.

A few years ago, a third 7800 foot was added south of the two existing runways. The north runway is 11,500 feet and the center 10,300 feet. What a change from my days in WRL where I started with FL in 1953.

**-John Koehler, PHX station agent**

I started in INW in 1967 then went to PHX HSI TUS - but mostly fifteen years in OMA. I now live in TUS and I guess I am retired, but very active with running and golf. I get back to Arkansas every summer to visit my daughter and family who live in Mena, Ark. Love that part of the country. Tough getting old - I think my hire date was June of 1967 - can't remember the day.

**-Don Hockenbury, [runhock@hotmail.com](mailto:runhock@hotmail.com)**

*(His seniority date is 6/13/67, emp # 03677, on the 1/1/86 FL/ALEA seniority list.)*

I have been emailing with Cheryl Rhoads and she told me about the Frontier newsletter. Cheryl and I both used to work at Frontier Airlines.

My name was Susy Cox at the time and I worked in administration for the Security and Safety Department. I worked at FL from approximately 1972-1980. I worked for Dick Childs, Dick Chouinard & John Leavitt as their secretary and we were located on Smith Road.

I left FL in 1980 and moved to the California Bay area where I met & married my second husband, Eric Korth. We both worked for Transamerica Airlines in Oakland, CA. From there we moved to Miami, FL; Vero beach, FL; Little Rock, AR; and now live on a lake in granbury, TX.

I am retired and my husband works out of our home for Air Transport Int'l. We have four children & four grand-children.

**-Susy Cox Korth, [EJKorth@aol.com](mailto:EJKorth@aol.com)**

I stated with FL in STL 6/8/67 and we opened the station with the first flight on 6/13/67. I went to MEM in April of 1971 and was there until it closed in 1984. Then to DFW until the bitter end. Truman Matheny called me on 1/1/07 to tell me about the FL website and the ESOP lawsuit money. I called and I have already received my check. Great surprise!

After I left Frontier in Dec. 1986, I moved back to Memphis and finally found a job at a travel agency for \$6.50 an hour. That is the same amount that United had offered me at DFW and part time and no benefits. I worked there for 9 years and received only 1 raise up to \$9.50. I went to work at our church as Facilities Manager for 9 years.

I retired at the end of June 2006 and live in MEM. I have thoroughly enjoyed retirement. I have a daughter in Spring, TX and 1 in Rockwall, TX and 2 daughters here in Memphis. I have 5 granddaughters and 3 grandsons, and 1 great-grandson. They have been the joy of my life. I haven't missed the hard work as Facilities Manager or the run-around and deliver tickets for a travel agency.

It was great to see the pictures and read the stories in the FL website. Thanks for keeping the memories alive.

**-Dale Shepard, [dfshep1960@yahoo.com](mailto:dfshep1960@yahoo.com)**

After I read the FL newsletter I turn it over to my daughter to read. She best remembers the DC3 taking her from SAD to see her grandmother in PHX.

She can remember when she was a toddler we drove over to visit and then she and I had to fly back to SAD to retrieve her blanket. When we arrived at TUS to deplane, fuel and board more passengers, she said, "Lookie, Daddy, that little red truck beat us to TUS." (*It was the refueling truck.*)

I retired from Alaska Airlines in the Fall of 2004, after 10 years. A lot like Frontier but not quite the same. Enjoy all about the paper, but sad to see the obits.

**-Charley Southerland, CSoutherland1@msn.com**

(*He was a PHX station agent from 8/20/52 til the end. His wife Marion, who died Mar 20, 2003 at age 68, was a PHXFL reservation agent in the 1950s.*)

## SOME GUTHRIE STORIES

Bill Guthrie was a mechanic for Frontier from the time of the Central merger to the crash & has some interesting stories to tell. As his son I got to see some of them first hand and some I only heard about. Here is one, short and sweet:

After showing up in SLC and meeting everyone, another mechanic comes up to him and asks him where he was stationed last. Dad responds, "Memphis." He replies, "So, you are going to like it here except, maybe I should warn you, there are only two seasons here." Dad says, "what are they?" "Winter and July," he said.

**-Mark Guthrie, mark\_guth3@yahoo.com**

Just over 50 years ago (Feb 04, 1957) I worked my first day for Central Airlines. I started as a stock clerk in the maintenance dept. at Meacham Field in Ft. Worth. I was soon very astute at knowing most all of the parts necessary to maintain a fleet of 9 DC3s. Many new words were added to my vocabulary, along with many airline codes, to which I had been a total stranger. ie. WDG (Enid OK) BVO (Bartlesville OK) and the ever popular SWI and SWO (Sherman, TX and Stillwater OK). I had lots of help from people like Bob Donley, Jack Curtis, Charlie Florin and a lead mechanic named Alden (Stormy) Sellers.

I was probably the happiest guy on the planet. Making \$1.24 per hour - great! My wife and I soon bought a home, a new 1958 Chevrolet, and for valentines day, 1958, a brand new baby girl.

All this joy was short lived. In Apr 58, the airline was in a labor dispute with the I.A.M., of which I was a member, and it ended in a strike. Now bear in mind, the strike lasted only 8 days. But after that, there were interviews to determine if the company would allow us to come back to work. About 80% of us were fired, during what was a small depression in Ft. Worth. It just happened to coincide with General Dynamics laying off approximately 5,000 people. Needless to say, jobs of any kind were scarce and I went back to Abilene, TX where I worked at many jobs - oil field roughneck - painter - carpenter - truck driver, just to mention a few. But after 6 1/2 years of the I.A.M. fighting all the way to the U.S. Supreme court, wisdom finally won out and we were re-called to our former positions, with full seniority. This was in the fall of 1964, and life went back to almost normal. In 1965, I went to mechanic, building maintenance. About 1967, after the Frontier merger, I moved to aircraft overhaul at GSW airport.

**-Bill Guthrie, billg@earth-comm.com**

(*Bill has promised another installment. The Supreme Court decision he refers to is a labor law precedent, MACHINISTS v.*

*CENTRAL AIRLINES, 372 U.S. 682 (1963), still quoted often and excerpts from the decision make interesting reading.*

*"A suit in a Federal District Court to enforce an award of an airline system board of adjustment, created by a contract between an airline and a labor union pursuant to 204 of the Railway Labor Act and whose decisions are final and binding upon the parties, arises out of the Railway Labor Act and is governed by federal law. Therefore, it is a suit arising under a law of the United States of which the District Court has jurisdiction under 28 U.S.C. 1331, if the jurisdictional amount is involved, and a suit arising under a law regulating commerce of which the District Court has jurisdiction under 28 U.S.C. 1337, irrespective of the amount involved.*

*The respondent airline discharged the six individual petitioners in April 1958 after they refused to attend disciplinary hearings without having a union representative present. The petitioning union and the employees initiated grievances over these discharges, which were not settled between the parties and which were presented to the system board of adjustment, established by agreement between the union and the airline according to the Railway Labor Act, 44 Stat. 577, as amended, 45 U.S.C. 151-188. The four-man board of adjustment deadlocked, a neutral referee was appointed by the National Mediation Board, and an award was then rendered ordering the individual petitioners reinstated without loss of seniority and with back pay. Central refused to comply and petitioners filed this suit in the United States District Court for the Northern District of Texas for enforcement of the award.*

*The complaint recited the certification of the union as the collective bargaining agent by the National Mediation Board pursuant to an election held under the Railway Labor Act, disclosed the execution of a collective bargaining contract with the company, and attached as an exhibit a copy of another contract with Central establishing a system board of adjustment. This contract stated, "In compliance with Section 204, Title II of the Railway Labor Act, as amended, there is hereby established a system board of adjustment for the purpose of adjusting and deciding disputes . . . ." Under the express terms of the contract, "decisions of the Board in all cases properly referable to it shall be final and binding upon the parties" and, when a neutral referee is sitting with the board, "a majority vote of the Board shall be final, binding, and conclusive between the Company and the Association and anyone they may represent having an interest in the dispute." The complaint set out in some detail the action and decision of the system board and a copy of its award was attached. Alleging that Central had refused to comply with the terms of the award and that the suit "arises under the laws of the United States under the Railway Labor Act as set out more particularly hereinabove," petitioners requested the "enforcement of the aforesaid System Board Award."*

*The contract of the parties here was executed under 204 and declares a system board award to be final, binding, and conclusive. The claim stated in the complaint is based upon the award and demands that it be enforced. Whether Central must comply with the award are questions controlled by federal law and are to be answered with due regard. If Central must comply, it is because federal law requires its compliance."*

*According to the Supreme Court website, this decision has been used as precedent in at least 13 subsequent Court decisions. See <http://supreme.justia.com/us/372/682/case.html> for the entire decision.)*

## WHO IS PACKING YOUR PARACHUTE?

Charles Plumb was a US Navy jet pilot in Vietnam. After 75 combat missions, his plane was destroyed by a surface-to-air missile. Plumb ejected and parachuted into enemy hands. He was captured and spent 6 years in a communist Vietnamese prison. He survived the ordeal and now lectures on lessons learned from that experience!

One day, when Plumb and his wife were sitting in a restaurant, a man at another table came up and said, "You're Plumb! You flew jet fighters in Vietnam from the aircraft carrier Kitty Hawk. You were shot down!" "How in the world did you know that?" asked Plumb.

"I packed your parachute," the man replied. Plumb gasped in surprise and gratitude. The man pumped his hand and said, "I guess it worked!" Plumb assured him, "It sure did. If your chute hadn't worked, I wouldn't be here today."

Plumb couldn't sleep that night, thinking about that man. Plumb says, "I kept wondering what he had looked like in a Navy uniform: a white hat; a bib in the back; and bell-bottom trousers. I wonder how many times I might have seen him and not even said 'Good morning, how are you?' or anything because, you see, I was a fighter pilot and he was just a sailor." Plumb thought of the many hours the sailor had spent at a long wooden table in the bowels of the ship, carefully weaving the shrouds and folding the silks of each chute, holding in his hands each time the fate of someone he didn't know.

Now, Plumb asks his audience, "Who's packing your parachute?" Everyone has someone who provides what they need to make it through the day. He also points out that he needed many kinds of parachutes when his plane was shot down over enemy territory: he needed his physical parachute, his mental parachute, his emotional parachute and his spiritual parachute. He called on all these supports before reaching safety.

Sometimes in the daily challenges that life gives us, we miss what is really important. We may fail to say hello, please, or thank you, congratulate someone on something wonderful that has happened to them, give a compliment, or just do something nice for no reason. As you go through this week, this month, this year, recognize people who pack your parachutes.

I am sending you this as my way of thanking you for your part in packing my parachute And I hope you will send it on to those who have helped pack yours!

Sometimes, we wonder why friends keep forwarding jokes to us without writing a word. Maybe this could explain it: When you are very busy, but still want to keep in touch, guess what you do - you forward jokes. And to let you know that you are still remembered, you are still important, you are still loved, you are still cared for, guess what you get? A forwarded joke.

So my friend, next time when you get a joke, remember that you've been thought of today and your friend on the other end of your computer wanted to send you a smile, just helping you pack your parachute.....

- **Jack Schade**, [captainjack20@msn.com](mailto:captainjack20@msn.com)  
and **Gary Winn**, [cmdwings2@aol.com](mailto:cmdwings2@aol.com)

(Jack, now 86, is a pioneer aviator who started with Frontier predecessor Challenger Airlines on 7/6/47. Gary was a FL pilot who flew from 4/24/67 until the end.)

## AVIATOR RULES AND LAWS

The three worst things to hear in the cockpit: The second officer says, "Damn it!" The first officer says, "I have an idea!" The captain says, "Hey, watch this!"

When it comes to testing new aircraft or determining maximum performance, pilots like to talk about "pushing the envelope." They're talking about a two dimensional model: the bottom is zero altitude, the ground; the left is zero speed; the top is max altitude; and the right, maximum velocity, of course. So, the pilots are pushing that upper-right-hand corner of the envelope. What everybody tries not to dwell on is that that's where the postage gets canceled, too.

It only takes five years to go from rumor to standard operating procedure.

As an aviator in flight you can do anything you want - As long as it's right and we'll let you know if it's right after you get down.

You can't fly forever without getting killed.

Any flight over water in a single engine airplane will absolutely guarantee abnormal engine noises and vibrations.

There are Rules and there are Laws. The rules are made by men who think that they know better than you how to fly your airplane. Laws were made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

The rules are a good place to hide if you don't have a better idea and the talent to execute it.

If you deviate from a rule, it must be a flawless performance.

-**Ken Wientjes**, [Kjwientjes@cs.com](mailto:Kjwientjes@cs.com)

(Ken was a JAC station agent who started 5/27/68 and lasted til the end. He has owned and operated a knife shop in JAC since then. I still use a custom leather bank book he made in 1970.)

### 2007 KANSAS CITY LAYOVER MAY 18, 19 & 20, 2007

*Hilton - Kansas City Airport,*  
*8801 NW 112th Street,*  
*Kansas City, MO 64153, 800-445-8667*

Ask for "Frontier Airlines 2007 Reunion" rate to get your room rate of: \$ 84.00 (+ tax) per night.

The "Layover" will be kicked off like we always kicked off a layover back in the good ole days ...in the hotel bar. Most of the "crews" should be in by 6 pm ... and we'll start the party then.

We "fly" in on Friday with a dead day on Saturday and "fly" out on Sunday at noon.

That makes us legal to party Friday night, all day Saturday and Saturday night and still be sober enough to walk back to the airplane under our own power by departure time on Sunday.

There will be lots of party time, lies and war stories, and time to catch up with old friends and Frontier Family.

Friday: Sign-in and party in the bar

Saturday: Breakfast, Social in the "crew room", Party in the bar

Sunday: Breakfast, hugs and good-byes until next time

#### CONTACTS:

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**Lisa Sachetta**, [LSachetta@yahoo.com](mailto:LSachetta@yahoo.com)

# FRONTIER AIRLINES 21<sup>st</sup> DENVER ANNUAL REUNION PICNIC

1986 - 2007

1986 - 2007

Saturday, June 23, 2007  
10:30 am to 5:00 pm

**Aurora Reservoir on East Quincy Ave. 2 1/2 miles East of Gun Club Road (E470)**  
(or 7 miles East of Chambers Rd. on East Quincy)

**Come one, come all to the 21<sup>st</sup> Denver Annual Frontier Airlines Reunion Picnic. Spread the word!!**

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

Your tremendous contribution and support over the years has enabled us to again provide a catered BBQ with beer for this year's festivities. Admission will **\$10 per person and children under 12 free**. **This charge covers your food (BBQ ribs, brisket and chicken with all the trimmings) plus Beer, ice tea, lemonade and water. Food will be served from 11:30 AM – 1:30 PM, Beer will be offered from 11:00 AM – 3:00 PM. The fee also helps defer other costs (facility rental, paper, printing, mailing, prizes, etc.).** Payment in advance is greatly appreciated but otherwise payable at the Pavilion.

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

Last year's drawing was a huge success and we will continue the fun. The drawing this year will again be for **space available tickets on Frontier's domestic system** as well as many other great prizes. **Coupons for the drawing will be \$2 each, 3 for \$5, or 7 for \$10 and will be available at the Pavilion. Drawing will take place at 2:00 PM.**

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

Feel free to bring any items of "nostalgia" as we will have tables available for their display, Auction, and/or sale. All proceeds from such sales to be donated to the Picnic Fund.

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

Your 21<sup>st</sup> Annual Reunion Frontier Picnic Committee

Bill & Barb Monday, 9800 E. Walsh Pl., Denver, CO 80247 303-344-8745 [bandbmonday@comcast.net](mailto:bandbmonday@comcast.net)

Carolyn Boller, 1293 Revere St., Aurora, CO 80011 303-364-3624 [ckboller@comcast.net](mailto:ckboller@comcast.net)

Julie Dickman, 13210 Abilene St., Brighton, CO 80601 303-654-1116 [dickmanranch@aol.com](mailto:dickmanranch@aol.com)

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

- \_\_\_ I will attend this year # in party \_\_\_ \$ \_\_\_ Enclosed \$10/per person (make checks payable to Frontier Airlines Picnic Fund)
- \_\_\_ Sorry, I cannot attend this year, however please keep my name on your list (a donation is appreciated for continued mailing)
- \_\_\_ Enclosed are names of my friends who may be missing from your list

Name \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Email \_\_\_\_\_ Phone \_\_\_\_\_



# *the air line employee*

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# THE FIRST HALF CENTURY

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## The Air Line Pilots Association 1931-1981



### AIR LINE PILOTS CODE

**"An air line pilot will keep uppermost in his mind that the safety, comfort and well-being of the passengers who entrust their lives to him are his first and greatest responsibility."**

Paragraph 1

Why did they risk their careers listening to Dave Behncke, that "troublemaker" pilot for United Airlines? When 24 pilots met in Chicago's Morrison Hotel in July, 1931, to form the Air Line Pilots Association (ALPA) they knew that it was risky.

In fact, United Airlines President Pat Patterson said there will be "no union men working for United." He fired Byron Warner when management discovered Warner's ALPA activities.

**"We were just worn out,"** said Boeing Air Transport Pilot Reuben Wagner. **Pilot fatigue, poor maintenance, inadequate aircraft, weak government safety regulations—all contributed to the individual's decision to stand up and form a pilot's association for collective bargaining.**

The deaths of 12 air mail pilots and 66 forced landings in 1934 underlined the safety problem. Pilots were fired for refusing to fly in bad visibility.

**In fifty years the airline industry has changed dramatically, but for ALPA the principles of 1981 are the same as they were in 1931.**

Today ALPA is working toward a total system safety concept with all the links considered. They have committees working such diverse subjects as airport fire systems, collision avoidance systems, traffic control, new aircraft evaluation, training, and hijacking prevention, as well as cooperating with an ALEA project to ban loaded firearms in checked luggage, and the shipping of hazardous materials.

Another principle in 1931 was providing for fair salaries, fair working conditions, and a system for settling grievances between members and their airlines. These pilots were good "company men." They were loyal and conscientious with more at stake in their company than the owners and stockholders. The early airline owners were mostly financiers who had other things going for them.

Today, the principle of fair-sharing the growing productivity of modern equipment is still a contract problem. ALPA negotiations still are concerned with working conditions, with the boom or bust cycles resulting in massive furloughs of pilots, and with grievance decisions to settle the complex problems of changing airline operations.

New carriers such as Air Florida, New York Air, Midway, and the new People Express, have replaced the non-union airlines of the 1930's and 40's. Management of these new lines will use the same anti-union tactics that were used fifty years ago.

When ALPA joined the American Federation of Labor in 1932, the pilots were one of the first white collar unions in the United States. The AFL-CIO helped ALPA and all other airline unions by creating changes in the Railway Labor Act which established the right of airline employees to organize and to take advantage of the National Mediation Board for handling labor disputes.

The political help of the AFL and Behncke's expertise were important in settling three painful strikes which established the right of airline unions to bargain in good faith with the carriers. They were the:

1932 strike of Century Air Lines (lasted 6 months)



Capt. David L. Behncke  
Pres. 1931-1951



Capt. John J. O'Donnell  
Pres. 1970-Present

1948 strike of National Airlines (lasted 9 months)  
1960 strike of Southern Airways (lasted 2 years)

In each strike management came close to eliminating their ALPA union agreements by the use of non-union pilots. Government pressure was required in

all three strikes to insure that the airline management bargained in good faith.

The future holds many challenges for ALPA, but passenger safety is still a top consideration of the pilots' association. Recent FAA attempts to cut back on flight crews and to select flight control systems which are not the safest possible will receive top priority to have them reconsidered.

Captain John O'Donnell, ALPA president, recently announced that ALPA will spearhead a campaign, endorsed by the AFL-CIO, against air line companies which use "runaway shop" tactics to circumvent established union contracts. In addition, many aviation safety issues still must be addressed. Captain O'Donnell says, however, that "indications from the new administration signal a willingness to tackle air safety problems in an atmosphere of cooperation between government and labor." □

## ALEA and AFA Groups Started by ALPA

In 1946 ALPA President David Behncke hired a newly discharged U.S. Navy Officer, Victor J. Herbert, fresh from the South Pacific. Herbert was to head the newly formed ALPA Education and Organization Department.

The major project of Herbert was to help organize other classes and crafts in the airline industry. To finance this project, each ALPA captain was assessed \$15 and each co-pilot \$5 until a \$50,000 budget was assured.

Behncke and Herbert felt it would be best for the airline industry if its employees were organized into their own craft unions. They foresaw the problem of employee groups being part of "alien" transportation systems whose first interests are in the well being of the railway or trucking industries.

In 1947 Bill Schneider (present ALEA treasurer), was hired to assist in the project. By the end of that year the Air Line Stewards and Stewardesses Association (ALSSA) was formed and represented flight attendants on 12 airlines including American, Continental, Eastern, Northwest and TWA. An official ALSSA publication was started and named "Service Aloft."

In 1949 an independent association for flight attendants (ALSA-Air Line Stewardesses Association) of United Airlines and Western Airlines was merged into ALSSA. The flight attendants' union, with Herbert as acting president and Schneider as acting treasurer, was dominant in its craft.



At the 1952 ALSSA Convention in Chicago are Vic Herbert (left) and Bill Schneider. Herbert and Schneider organized the flight attendants on 14 airlines as well as handling administration and negotiations. Shortly after this photo they organized the passenger service agents on four airlines to launch ALEA.

In 1952 ALSSA held its first convention and elected full time officers. Mary Alice Koos, hostess with Capitol Airlines, was elected to serve as the first president of ALSSA. From that time to the present many changes have been made in flight attendant representation with several independent unions representing flight attendants; however, the Association of Flight Attendants (AFA), independent affiliate of the Air Line Pilots Association, is presently dominant in the representation of flight attendants in the U.S. airline industry. □

## Pushing aircraft into hangars, anchoring seats to



A SOLEMN VOW to stay single may not have been required of flight attendants in 1936 when this picture was taken, but we are quite sure that each of these four new hires understood that she would be fired if she got married. Today, of course, attendants not only marry but sometimes work as man and wife on the same flight.



Service aloft, hopefully without spilling a drop.

Fifty years ago May 15 United Airlines made history on a flight from San Francisco to Chicago. It was the first time stewardesses were on board to soothe or otherwise attend to the passengers. Yes, lurching from side to side and back and forth in the aisle of that Boeing tri-motor as it plunged through the sky at 115 miles per hour were four well trained, smartly uniformed young women. These four girls, in their green wool tweed jackets and skirts, below-the-knee coats, sensible shoes, hat and gloves, were the forerunners of today's estimated 125,000 attendants—many of whom, of course, are men.

According to Linda Puchala of Republic Airlines, who last fall became president of the 24,000-member Association of Flight Attendants, the first stewardesses were recruited by Ellen Church, an Iowa girl who apparently convinced United that having women as part of the flight crew would attract more customers.

"She was exactly right, of course," says Puchala, "but while this combination image of nurse/sex symbol undoubtedly sold tickets, it was harmful in the long struggle for professional recognition and personal respect—basic requirements for good wages and decent working conditions. As a matter of fact, the companies didn't pull away from discrimination for 35 years!"

Ellen Church, it seems, laid down some very hard and fast stewardess requirements back in the 1930's. They could be no taller than 5 ft., 4 inches, and weigh no more than 115 pounds. They had to be under 25 years of age, single . . . and they had to be registered nurses. For this they were paid \$125 per month for 100 hours of flying . . . and United's employment office was swamped with applicants!

Although they had plenty to do on the ground and aloft (see list of duties), the first female attendants realized that their main contribution was in just standing around and looking cute. Next to a career in the movies, being a stewardess was the most glamorous occupation any girl could dream of. For most of them, it was merely an exciting interval between college and marriage, and this is why their average seniority was a low 18 months.

Some attendants, though, had different ideas, and one of them was Ada Brown. Brushing aside the scorn from United's management, she organized the Air Line Stewardess Association in only two months, and then went on to write a contract that brought definite improvements in wages and working conditions.

Also at this time (the late 1940's and early 1950's) another union for flight attendants was being formed by two employees of the Air Line Pilots Association (ALPA). They were Victor J. Herbert, the present president of ALEA, and his right hand man, William A. Schneider, who was to become ALEA's treasurer. Herbert says they had been given the or-

—the first 50 years

## to floor, offering 'erp' cups and other equal rights!

ganizing assignment by ALPA President Dave Behncke, and that within a very short period of time they signed up employees on eight carriers.

"We called our group the Air Line Steward and Stewardess Association—determined not to leave anybody out," Herbert smiles. "Just prior to our first convention in June, 1951, the United women who by then were led by Irene Eastin, ran into financial trouble and came to us for help. The answer proved to be a merger, and it came off without a hitch; Miss Eastin, in fact, was elected secretary of the new, expanded ALSSA."

Herbert, who had been serving as the union's acting president during its formative stage, stepped down in favor of Mary Alice Koos of Capital Airlines; he and Schneider then moved on to another area—station agents, passenger service employees, and clerical personnel. ALEA was on its way.

The stewards and stewardesses, meanwhile, continued to move forward under a new president, Rowland Quinn of Eastern Airlines. Under his leadership, ALSSA's membership went from 1,800 to 7,000 and salaries doubled—but there was trouble ahead. Although the union was affiliated with ALPA, its members lacked full rights, and several air line groups broke away to join other labor organizations. Those who remained, however, were eventually accommodated through a new and stronger unit of ALPA—its Steward and Stewardess Division.

With the advent of the jet age, the nurse image faded away, only to be replaced by a different portrait—that of a sex symbol. This concept was given wide circulation via such advertising slogans as "I'm Kathy—Fly Me!" (National Airlines), and "We Move Our Tail for You" (Continental). But as the mini-skirts moved in, the men moved out. Stewards became a thing of the past, along with personalized passenger service. Gourmet dining, in-flight movies and stereo music were introduced—all of which meant non-stop work for stewardesses, compounded by sexual discrimination which was at an all-time high.

The S&S Division traveled a rocky road during these years, as the typical stewardess qualifications in 1961 read something like this: 20-27 years of age, maximum weight 138 pounds in proportion to height, single, registered nurse or two years of college, and preferably with "soft, white hands." Then, in 1964, came the Civil Rights Act and everything began to change. Still, the companies did not end their discriminatory practices of hiring and firing until forced to do so by the courts . . . and a great deal of prodding by the union. In

time, though, attendants no longer were compelled to resign when they reached the grand, old age of 32 . . . or when they married . . . or had a child.

In 1974, realizing that times had changed and that they no longer had to hide behind the pilots for protection, the attendants struck out on their own, forming AFA—a totally independent affiliate of ALPA. For a time they were afflicted by the usual growing pains, but President Puchala and other officers at the home base in Washington are now confident the group is strong, united, and stable . . . with a great future in store.

### Duties of a stewardess (1930)

1. Clean, dust cabin before takeoff
2. Assist in refueling aircraft
3. Serve sandwiches, beverages
4. Provide erp cups, comfort kits
5. Make arrangements on unexpected layovers
6. Issue ticket refunds if necessary
7. Provide stationery, mail letters for passengers
8. Carry luggage aboard
9. Fasten seats to floor tightly
10. Help push planes into hangar

*Note: Do not converse with ground personnel or pilots.*



SERIOUS MOMENTS at first ALSSA convention in 1951 as Ruth Schmidt, Trans World stewardess and chairman of committee on affiliation, grievances and membership, reads her recommendations. Yes, at her side are Victor J. Herbert (center) and William A. Schneider whose worried looks belie their organizing success. But at the time this photo was snapped, neither of them knew that their next ALPA assignment would turn out to be life-long careers with ALEA!

# THE GOOD OLD DAYS



THE DC-3

Way back when in the 30's, you see,  
a man called Douglas built a DC-3.  
The Douglas Racer, the Gooney Bird,  
Puff The Dragon — many names you've heard.

But there have been times, and places, and altitudes  
when the crew wasn't speaking any platitudes  
of this airplane's virtues or the things it could do,  
'cause sometimes I was tough, just getting through.

In ice, or weather, or black of night  
to stay aloft was a major fight.  
To keep both props going, uppermost in our minds,  
and always praying for God to be kind.

Slick icy runways, oh, what plight —  
keeping her straight took all of our might.  
Rough air at times, all over the sky  
she disliked the ground, but loved to fly.

The hours over the Rockies, in this old hack,  
is a part of our lives we'd never give back.  
She taught us that hate and love can be one,  
that adversity in flight may also be fun.

I'm confused I guess, by this thing built to fly  
and why it always has refused to die;  
why a thing made of metal, in an odd sort of way  
can arouse emotions in men still today.

I think I know now the answer to be —  
it was simply made to set men free.  
So though not perfect, it is still a dream  
for an open affair between man and machine.

By Captain L. D. Carr

The poem and cartoon were sent by Carl Sulzberger who is a FLan - that's someone who is a fan of FL even though they never worked for us. You would be surprised at the number of FLans there are who want to subscribe to the newsletter and get membership in the online FL Club which now has over 650 members.

I'm sure the poem and cartoon are from the FL inflight magazine but I have not been able to pin down the issue. If you know, please send me the info.

L.D. Carr, the author, is better known to the FLamily as Butch Carr who flew west Oct 13, 2004 after a long, courageous battle with cancer at age 66. He was a pilot from 6/5/67 until the end.

The cartoon is by FL pilot Paul Haynie who started with FL 2/6/61 and was still flying at the end. Paul lives in AZ now.

Chick Stevens, the founder-editor of the Frontier inflight magazine, used Paul's cartoons often. Ironically, I was finishing up going through about 100 issues of FRONTIER magazine that I bought from Joe & Pat Craze when Ace Avakian sent word of Chick's death.

While I never knew Chick personally, what he did with FRONTIER magazine was a tremendous accomplishment.

After going through all those issues, I felt I knew him because he put so much of himself into it. Chick passed away 6/4/01 aged 79.

His citation at the Colorado Aviation Historical Society's Hall of Fame reads: "Charles A. "Chick" Stevens determined his aviation career at the age of seven and later took his pilot instruction at Ray Wilson's Park Hill Airport.

He soloed in 1941 in a J-3 Cub. During WWII, he flew the China-Burma Hump as a C-46 Commando pilot and received honors from the USAF and the Republic of China. After graduating from the University of Denver, his career began with Monarch Airlines (8/12/48) and lasted through the company's merger into Frontier Airlines until retirement.

Stevens' accomplishments include flight manuals for the DC-3, the Corvair 340s and 580s, the Boeing 727 and 737. His aviation journalism and writings to promote safe flying have earned him numerous awards."

The DC3 was certified April 29, 1936 and AA was the launch airline. FL had 12 DC3s when it was born Jun 1, 1950 from a merger of Arizona Airways, Challenger Airlines and Monarch Airlines.



# Sunliner News

VOL. 14—NOS. 3 AND 4

Published by Frontier Airlines

JUNE/JULY, 1965



FIVE JET-POWERED CONVAIR 580s lined up each noon at Stapleton International Airport in Denver are a big factor in the increasing passenger loads being carried in Frontierland with each passing month.

## June Passenger Traffic Set New Records For Frontier

A 16 per cent increase in passengers carried in June on Frontier Airlines made it the best month in the carrier's 18 years of service. It broke the previous record set in August last year.

Total passengers in June numbered 64,900.

During June revenue passenger miles totaled 19,200,000 for a 14 per cent gain over June 1964 showings of 16,780,000.

"A surge in "See the U.S.A." vacation travel to the major national parks such as Yellowstone, Grand Teton, Mesa Verde, Grand Canyon and the Black Hills area which are all directly served by Frontier was a contributing factor in the June increases in passenger travel," Frontier's President Lewis W. Dymond said.

During June the average passenger flew 299 miles with Frontier. This is the highest average trip of any regional airline. The average passenger's trip among the thirteen carriers is 215 miles, including Frontier's contribution to this average.

## First Five Months Show Revenue Gains In 1965

"Increasing public acceptance of Frontier Airlines' growing fleet of fast, jet-powered Convair 580 aircraft which now serve over two-thirds of the airline's cities and carry 56 per cent of the total revenue passenger miles flown is a major factor in the company's continuing growth in 1965," was the comment of Lewis W. Dymond, President of Frontier, as the financial results for the first five months of 1965 were reported.

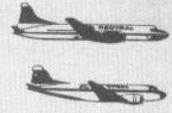
Operating revenues totaled \$9,447,026 through May 1965, up \$519,178 compared with \$8,927,848 for the same period during 1964. This increase was achieved in spite of a sharp cut in Federal subsidy amounting to \$571,232.

Operating profit of \$829,415 is up 6.4 per cent over the \$779,691 reported for the first five months in 1964. Resulting net earnings came to \$344,192 up from the \$333,917 earned through May 1964.

Revenue passenger miles totaled 77,764,000 through May for an increase of 13 per cent or 8,791,000 over the 68,793,000 revenue passenger miles flown during the same period in 1964, notwithstanding a decrease of 5 per cent in total airplane miles flown.



# Skywriter



VOL. XV NO. 4

— CENTRAL AIRLINES, INC. —

April, 1965



M. LAMAR MUSE

## MUSE IS NEW CENTRAL BOSS

### Southern Airways Executive To Take Office On May 1

M. Lamar Muse, with a background of seventeen years in the airline industry, will become president of Central on May 1, succeeding L. E. Glasgow.

Muse's appointment was made public April 6 by A. A. (Jack) Bradford, Central's chairman of the board and executive committee, at the annual stockholders meeting held in Central's Fort Worth hangar.

The new president was also elected to the board of directors and the executive committee.

Muse, who is presently vice president of finance of Southern Airways, has been associated with Trans-Texas Airways as secretary-treasurer and with American Airlines as assistant vice president — planning. He has been with Southern since March, 1962.

A native of Houston, Muse attended Southwestern University in Georgetown, Texas and Texas Christian University in Fort Worth. He is a certified public accountant and a member of the American Institute of CPA's and the Atlanta Chapter of the Financial Executives Institute.

Others elected to Central's board at the stockholders meeting include A. A. (Jack) Bradford, chairman, of Midland, Texas; Fred Boston, Oklahoma City; Robert S. Brennard, Jr., Midland; J. E. Connally, Abilene; Irby L. Dyer, Midland; and Robert Thomas, Houston.

Elected to the executive committee, in addition to Muse, were Bradford, chairman, and Dyer.

047 air express shipments transported by the nation's carriers for a total payment to air companies by Air Express of \$31,314,920, a 9.4 per cent gain over 1963.

#### ON SECOND THOUGHT

Fort Worth reservationist Cookie Rice and her husband, Jim, a Braniff sales rep, gulped a little and decided not to take a three-day excursion down the Amazon River thank you.

Visiting in Rio de Janeiro, they took a side trip into the jungle but canceled plans for the river trip when their guide gently explained that the last group that went hadn't returned yet and that was ninety days ago.

#### EXPRESS DOLLARS SHOW INCREASE

Central last year received \$99,818 in revenue from air express shipments, according to figures compiled by Air Express.

The figure was up 19.1 per cent over the \$83,778 paid to Central during 1963.

During the fourth quarter of last year, Central hiked its air express revenue 27.1 per cent over the same period in 1963, showing the third highest gain in the local service industry. Central followed Alaska Airlines and Bonanza Air Lines.

The 1964 fourth quarter figure was \$26,885 compared with \$21,156 in 1963.

Last year there were 8,343,

#### WINHAM HEADS ATO MILITARY GROUP

Arnold D. Winham, manager of military and government travel, has been appointed chairman of the Airlines Traffic Office (ATO) Cost Control Subcommittee of the Military Traffic Committee.

Other subcommittee members for 1965 are George O. Thornley, director-traffic agreements for Trans World Airlines and Phillip P. Howell, manager-military and government traffic for Braniff Airways.

The three-man group advises the committee and the director of the Air Traffic Conference's Military Bureau, Phillip R. Archer, on activities regarding the cost control of ATO.

The Air Transport Association also said that Winham was elected a member of the Military Traffic Committee. The committee advises the ATC Military Bureau on matters related to military passenger and cargo traffic.

#### Tulsa Roars to Set New Record in March

Tulsa has a habit of ushering out March like a lion.

For the second consecutive March, that station has set a new all-time high monthly boarding record. Last month 1,245 passengers boarded Central flights there.

The old record was 1,234 passengers set in March, 1964.

Tulsa was the only station on the system to set a new record; however, eight stations, including Tulsa, broke quota. Included are Colorado Springs, Hays, McAlester, Paris, Parsons, Pueblo and Stillwater.

System total for March was 32,849.

#### WES IMPROVING

V. R. Westbrook, Oklahoma City district sales manager, is reported to be improving from a slight heart attack he suffered March 25.

For those who would like to send Wes a card or note, his address is Room 441, Baptist Memorial Hospital, Oklahoma City, Oklahoma.

**FRONTIER AIRLINES  
FEDERAL CREDIT UNION**



3333 Syracuse  
Denver, Colorado 80207  
303-398-4980

**JET**

**\$STREAM**

**NEWS\$**

Serving our Members since 1953

**VOL.1 NO. 6**

**APRIL 1974**

**DENVER , COLORADO**



## **FUNNY MONEY**

Money, of itself, is not very amusing. In fact, most people take it quite seriously although they sometimes do funny things with it. Recently there has been a lot of loose talk about tight money, indicating that some confusion exists. So if you will all gather round, and be very attentive, we shall brief you on this complicated subject.

Theoretically money is a medium of exchange. We mention this only to show that we know what we are talking about. Actually business is now conducted largely with I.O.U.'s, thus rendering money superfluous if not obsolete. However, from sheer force of habit people persist in trying to make money anyway.

It is hardly worth the trouble. Money is not only difficult to come by, but to keep. It is here today and gone tomorrow.

Money is something which, if you haven't any, worries you and if you do have any, still worries you (maybe more). It can be loose or tight (viz. loose change), hard or soft, hot or cold (viz. cold cold cash), easy or uneasy, saved or squandered. When money loses value that is inflation. When it increases in value that is deflation. When it stays put, that is a miracle. When it evaporates, that is a calamity!

(OVER)

**NOTARY PUBLIC SERVICE AT NO CHARGE TO OUR MEMBERS**

## SOME SAFE DEPOSIT BOXES STILL AVAILABLE TO ALL MEMBERS

### "THE JET STREAM"

Published By

Frontier Airlines Federal C.U.  
3333 Syracuse Street  
Denver, Colorado 80207

Our purpose is to keep the members informed and interested in our Credit Union. We shall endeavor to print news of general interest regarding The Credit Union industry.

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#### Supervisory Committee

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Max Carr	Member
Jamie Sinnock	Member

### OUR FINANCIAL CONDITION FOR APRIL

What We Own	
Cash in Bank	15,828.23
Investments	1,488,737.18
Loans	4,286,260.10
Prepaid Expenses	10,805.01
Other Assets	<u>246,546.98</u>

TOTAL 6,048,177.50

What We Owe	
Shares	5,565,840.95
Regular Reserves	322,990.85
Undivided Profits	122,116.65
Other Liabilities	<u>37,229.05</u>

TOTAL 6,048,177.50

### FUNNY MONEY (Cont.)

Love of money is supposed to be the root of all evil, which sounds pretty interesting, but you can get into plenty of trouble by loving other things. Women, for example, or cucumbers, or race horses. They also say that money talks, but if it does, it must speak a language very few of us understand. All we have learned in our lifetime and all anyone needs to know is this: you can't eat money! That is, unless you're a goat. Goats don't appreciate the value of money.

Bankers still consider money quite important. They say it with a smile. Bankers are known as money-changers, not a complimentary term, but someone must do it. Banks also store money, hire money and at times create money. But that is another subject - and even more complicated. The main thing to remember about money is this: **MONEY CAN BE MANUFACTURED, BUT CAPITAL MUST BE SAVED!**

According to the latest Gallup Poll an average city family of four spends \$37 per week for food. Home economists estimate that the shopping selections are made within a half-hour at one supermarket; that means we're spending at the rate of \$74.00 per hour - a bit higher than our earning rate. Each item is selected in an average time of 3.2 seconds.

In the month of March members took out a total of 224 loans. This is the highest number of loans in any single month in the last 6 months. To help save time later, it would be a good idea to get a "Jet-a-Loan" application filled out and put on file at the Credit Union. This way, if anytime in the future you desire a loan, the paperwork will, for the most part, be done already and in many cases the transaction can then be completed over the telephone.

### SPRING HAS SPRUNG

Now that the warm weather is here, many people will assess the damage "Old Man Winter" has done to their yards or homes. If you need money for home improvements of any sort, remember your Credit Union is ready and willing to lend a helping hand. Just give us a call.

### DID YOU KNOW?

We received some figures from Credit Union National Assoc. Research & Development that are interesting. They say for year-end 1973 that the increase in U.S. Credit Union membership was the highest, both in numbers and in percent in the past seven years. Membership was estimated at 27.7 million, an increase of 1.8 million. Estimates put savings growth at \$3 billion and asset growth at \$3.8 billion.

### ANOTHER NOTE ON LOANS-

In some cases, you may be eligible for our lower rates on personal loans. If you have enough money in your share account to cover the entire amount of your loan, we can use your shares as collateral and you get the lower interest rate of 9% simple interest per year. In many cases you will save money by borrowing in this way rather than withdrawing your money and losing that attractive 7% interest we pay on savings. If you have any questions just talk to any of the staff members.

## BEST WISHES TO PAT STROH

On May 31st of this year, the Credit Union will have the difficult and unpleasant task of saying goodbye to Mrs. Patricia Stroh. Pat began working for the Credit Union on June 28, 1971 and has been the backbone of the office staff ever since. There is no facet of the Credit Union operation with which she is not thoroughly familiar and anyone who has had many dealings with the Credit Union knows how valuable she is to us and to the members.

Pat's husband, Jerry, is a Captain in the United States Air Force currently stationed at Lowry. He is being transferred to Spain; hence Pat's departure. Pat and Jerry will live in the town of Toledo, Spain and since the U.S. has no base in the town, they will live with the locals. Pat is excited about the change and is anxiously looking forward to it. The Strohs have no children and so hope to do as much traveling throughout Europe as they possibly can.

Before she came to Frontier, Pat was working for an accounting firm in Willmar, Minnesota and prior to that, was employed for 3 years by North Central Airlines also in Minnesota.

Pat will be in Spain for probably 2 years and then will hopefully return to the States. Eventually she and her husband hope to settle in Elko, Nevada where they own some land. As Pat describes the land, "It's nothing but sagebrush and anthills!" But Pat hails from a small town and in fact, her only complaint about Denver is that it is "too big". Otherwise, she very much enjoyed her stay here and has made many good friends in this area. Pat enjoys her job of serving the employees of Frontier and claims: "Airline people in general, always seem to be very friendly and cooperative."



Needless to say, we will miss her very much, but she leaves with the best wishes of everyone associated with the Credit Union. We wish Pat and her husband all the happiness in the world. It's been a pleasure working with her, but more importantly it's been a pleasure just knowing her.

## MAN, MONEY AND TIME

George Horace Lorimer, for many years editor of The Saturday Evening Post, once wrote these words: "It's a good thing to have money and the things that money can buy, but it is good, too, to check up once in a while and make sure we haven't lost the things that money can't buy."

The things that money cannot buy would make a long list. Here are some of them: Money cannot buy real friendship; friendship must be earned. Money cannot buy a clear conscience; square dealing is the price tag. Money cannot buy the glow of good health; right living is the secret. Money cannot buy happiness; happiness is a mental attitude, and one may be as happy in a cottage as in a mansion.

Money cannot buy sunsets, singing birds, and the music of the wind in the trees; these are as free as the air we breathe. Money cannot buy inward peace; peace is the result of a constructive philosophy of life. Money cannot buy character.

Continue the list yourself. You will agree that among the things money cannot buy are some of the most valuable treasures life has to offer.

Inflation, says Webster, is a disproportionate and relatively sharp and sudden increase in the quantity of money relative to goods available for purchase.

Definitions have their place, but sometimes example illustrates a subject far better...like post-World War I Germany and its galloping inflation, the worst the world has ever known.

Faced with impossible reparations to pay the Allied nations of World War I, the German mark dropped drastically in value. The financial chaos that followed brought political chaos as well. Paralyzed industries and bankruptcies became the order of the day and by 1923, the government glutted the nation with newly printed money, declaring it could be exchanged for goods or used in payment of debts.

Prices, already crushing, rose enormously and people who had fixed annual incomes of \$5,000 found a whole year's income would not buy a loaf of bread.

Eventually the mark was revalued but the humiliation and shock of military defeat followed by massive unemployment in a virtually worthless economy left Germany begging for a leader—any leader—to help lift the distress.

The time was ripe for the emergence of a racist ex-corporal from Austria; a former house painter endowed with a strange power over crowds.

**THE CREDIT UNION HAS A NEW POP MACHINE IN ITS LOBBY & HOT COFFEE IS FREE FOR THE ASKING!**

## CLASSIFIED

- SALE— Antiques:  
Round Clawfoot Oak Table and  
Chairs, Wardrobe, Steple Clock,  
1860 Hitchcock Chairs, Wall  
Telephones - Call Frank Black  
(4919)
- SALE— Hammond Piper Organ \$925.00  
Call 755-9196 after 4:00 P.M. and  
Weekends (G.E. Mickalson)
- SALE— Golf lessons: \$5.00/hr. (group of  
3 or more) \$7.50/hr. (indiv.  
lessons) \$25.00 series of 6 les-  
sons (group of 3) Contact Ed  
Nosewicz (ext. #4732)
- SALE— 1961 Mercury Monterey 2 Dr.  
Hdtp. Great 2nd Car-in excel-  
lent condition-Being Trans-  
ferred, must sell \$200.00 or  
best offer Call Pat (Ext. 4980)
- LOST— Set of Chrysler Car Keys-Con-  
tact Tim at the Credit Union  
(Ext. 4980)
- SALE— 1971 Vega-Like new-has a  
brand new engine. Contact  
Tim at Credit Union (Ext.  
4980)
- RENT— Safe Deposit Boxes- Less \$  
than any place in town.
- SALE— 1967 Chev. Camero-V8 327  
Engne 2 dr. hardtop - Ex-  
cellent condition - only  
50,000 miles. \$950.00  
Call Pat - 4980
- SALE— 1967 Ford Galaxy - Burgandy  
white top, white interior- call  
Tim at Credit Union (Ext. 4980)

Send "For Sale" items to the Credit Union no later than the 5th day of the month. The space will be limited so first come, first served. Send the items to the attention of Tim Kramer, DENCU

## CONGRATULATIONS

Congratulations are in order for one of our staff members. Mrs. Beverly Lessing observed her 5 year anniversary with Frontier. She has been a model employee and we are both pleased and proud that she is with the Credit Union.

The Credit Union will be happy to cash personal checks of members. However, for the present, we must place a \$50.00 limit on the cashing of these checks. We thank you for your cooperation in this matter and again we're happy we can provide this service for you.

## 7% AGAIN

The Board of Directors is happy to announce that they have once again decided to pay a generous 7% on savings accounts for the first quarter of 1974. You can't find a better deal anywhere else in town!

## HAPPY HOLIDAYS

With the Holiday Season upon us, the Credit Union staff and management would like to express our best wishes to all of you for a very happy and joyous Easter or Passover,—or if you're in the Ecumenical spirit, both.

Here's a tip on how to get faster and more efficient service from the Credit Union. If you need a withdrawal from your savings, or if you would like to cash a check and you will pick it up later in the day, it would be a good idea to call ahead. That way the staff can have everything done and waiting for you to pick up when you arrive. It saves time and will be more convenient for you, especially if you plan to do your business at one of our busiest times; lunch hour or toward the end of the day.

FRONTIER AIRLINES FEDERAL CREDIT UNION  
3333 SYRACUSE  
DENVER, COLORADO 80207

ADDRESS CORRECTION REQUESTED



EACH MEMBER ACCOUNT  
INSURED TO \$20,000

# NCUA

by Administrator, National-  
Credit Union Administration

Name \_\_\_\_\_ Acct. No. \_\_\_\_\_  
 New Address (Street) \_\_\_\_\_  
 (City, State, Zip) \_\_\_\_\_

In order to continue providing fast and efficient service, the Credit Union must have current and up to date information. If you have moved recently or if you are not sure that the Credit Union has your current address, please fill in the coupon above and send it to the Credit Union.

# 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  
CN Files on a CD, \$5  
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  
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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 & Stuff on a CD, \$5  
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  
FL Newsletters, May & Aug, '69 introducing 737s, 20 pages  
FL Obituaries on a CD, \$5  
FL's Death, articles & essays, 63 pages  
GRI Accident (12/21/62) Report & news clippings, 15 pages  
GXY Incident (11/24/71) Beech 99 engine lost, 16 pages  
Ken Schultz' Obituary List (Rev.12/15/06), 12 pages  
MLS Accident (3/12/64) Reports, news clippings, 41 pages  
MLS Accident (3/12/64) Reports on a CD, \$5 each  
Personnel Roster, Stations-Sales-FAs, 8/15/63, 6 pages  
Personnel Roster, Stations-Sales-FAs, 9/15/63, 6 pages  
Personnel Roster, Stations-Sales-FAs, 10/15/63, 6 pages  
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  
PHX Accident (4/21/57) Report & news clippings, 30 pages  
PHX Accident (4/21/57) Reports on a CD, \$5 each

FRONTIER AIRLINES



# FRONTIER NEWS

A newsletter for the ex-employees, families and friends

of the "old" Frontier Airlines: 1946 - 1986  
**JAKE LAMKINS, Editor - Publisher**

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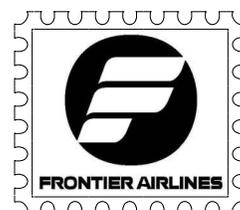
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