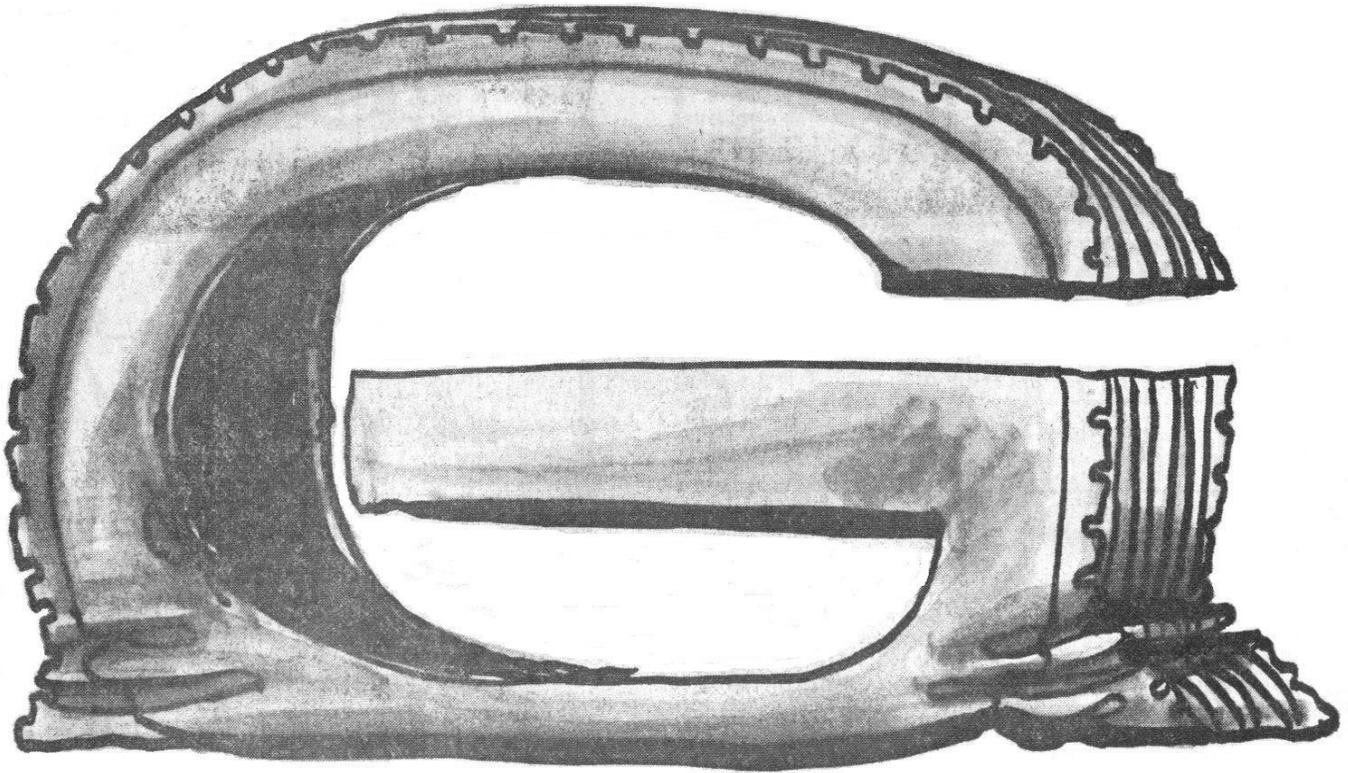


# FRONTIER NEWS

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



## A SHORT HISTORY OF GENERAL TIRE

*General Tire, through its RKO General subsidiary, bought Frontier in 1964 and took control on Jan 5, 1965 after CAB approval. They bought 54.9% of Frontier's stock worth approximately \$6,500,000 from the Goldfield Corporation. See the cover of the Summer 2007 FL NEWS. Pilot Henry Rankin sent a newspaper article from the March, 1980 CLEVELAND PLAIN DEALER newspaper about General Tire. It helps understand what happened during the critical last years of FL.*

**In today's world of multinational corporations it is rare to find a company still operated by one family.**

But that is the way General Tire & Rubber Co., Akron, has been operating since it was incorporated on Sept. 19, 1915 though it is publicly held.

General Tire is synonymous with the O'Neil name in Akron.

Michael G. O'Neil, 58, is president and chief executive and watches the tire business from Akron. His brother, Thomas F., 64, is in New York and is General Tire chairman and chairman of RKO General Inc., a subsidiary that operates radio and television stations. John, 62, the third brother, lives in Washington and is chairman of the finance committee. The three collectively own 7.5% of the common stock.

The O'Neil responsibility by divisions has been quite profitable during recent years of fast growth in the economy.

"What we have in General, is a family operation where the brothers rarely spend very much time together, except for board meetings," said Harry W. Millis, an analyst who watches Akron for MacDonald & Co. here. "Each operates his own subsidiary."

For the fiscal year ended Nov. 30, General reported sales of \$2.3 billion, or \$3.44 a share. Net income for the year was \$81.7 million. This compares with sales of \$2.2 billion, or \$4.87 a share, in 1978. Net income in 1978 was \$115.5 million.

But as in most families, there are some clouds once in a while. Problems do develop and they must be solved if possible. The O'Neils and the company are now facing those clouds.

*(Continued on page 26)*



FALL

2007

#29

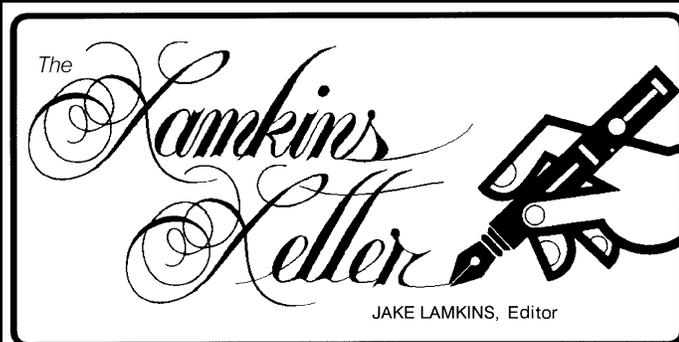


The FRONTIER NEWS is published quarterly and dedicated to ex-employees, friends, family and fans of the "old" Frontier Airlines which "died" on August 24, 1986 and was "buried" on May 31, 1990. It is a non-profit operation. All income goes into keeping the NEWS going. Opinions expressed in this newsletter 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 FLamily.

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 FLamily 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.



Henry Rankin sent a two boxes of FL stuff which included lots of newspaper clippings, magazines and other historical items.

Johnny Selph donated a new computer to the newsletter office! And he included a 4-in-1 printer/scanner/copier. Thank you very much Johnny for your generous gift. This will be the first issue written on the new, much faster, computer.

Hank Lund and Bob Pearson sent \$100 and others sent extra money to help keep the newsletter going. Thanks to everyone for their help. It looks very good now to be able to continue the \$10 per year subscription rate.

Amazingly enough, I have just finished collecting all my FL pension. I never would have thought it possible. Ten years ago I chose to take my FL pension early. I had my doubts the money was all there or there would be enough later on. Headlines daily screamed about airlines ripping off their workers pensions. There were several plans to choose from, according to the very helpful lady at Principle Insurance which administers the FL/ALEA pension. I chose a reduced ten year payout rolled into my IRA. The amount coming matched my records to the penny. Last month I received my final payment when I reached 65

Ken Schultz sent a packet of CN history which has brought about 3 new FL reports. His research on the CN corporate structure is amazing. The new reports are included on the back page.

You'll notice there are not so many pix in this issue. I decided the quality of most wasn't good enough. Besides, it leaves room for more text.

My idea of an Old Frontier Airlines Historical Society didn't get much of a response. Two FLOlks emailed it was a good idea but they didn't live in DEN where the effort needs to come from. Maybe someone will help get it started. It would be a very worthwhile project.

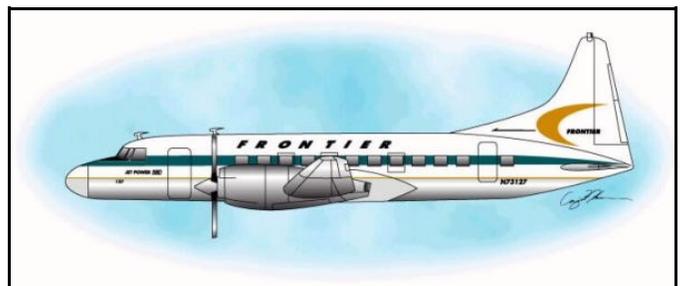
I was asked at the last FYV-FSM FL Reunion, "Do you know all those FLOlks whose notes and emails you print in the newsletter?" I confessed that, yes, I knew most of them. I got to thinking about that and realized I probably know more of the FLamily than anyone else because of my 15 years spent as an ALEA officer and four years as master chairman 1980 - 84. During one two year period then I was on about 700 flights. I kept a continuous reservation going so that I could be found by ALEA officers who checked my reservations record. It was amazing when the record got up to 700 flight segments. Then reservations complained I might damage the system and I had to quit doing it.

That reminds me of the dogfight I had when I tried to get FL management to let me post union bulletins in the reservations computer. They could be accessed by anyone on the FL system. They protested it would overload the system. Then I found out that reservation supervisors were posting soap opera summaries for the reservation agents to read. When I brought that contradiction to their attention, they allowed the bulletins to be posted starting about the time I left office in 1984. It seems like another lifetime ago now.

Thanks again to the FLamily for your support of the FL websites, newsletter and club. It wouldn't work otherwise.

**THE KANSAS CITY  
CV-580  
CREW BASE**

**IS A PROUD SUPPORTER OF  
THE FRONTIER NEWS &  
OLD FRONTIER AIRLINES WEBSITE  
AT [HTTP://FAL-1.TRIPOD.COM](http://FAL-1.TRIPOD.COM)  
JAKE LAMKINS,  
WEBMASTER, [EXFAL@YAHOO.COM](mailto:EXFAL@YAHOO.COM)  
AND [HTTP://  
WWW.KANSASCITYCREWBASE.COM](http://WWW.KANSASCITYCREWBASE.COM)  
CAPT'N PHIL STALLINGS,  
WEBMASTER, [REDRYDER@TX.RR.COM](mailto:REDRYDER@TX.RR.COM)  
CHECK THE WEBSITES FOR FL NEWS,  
NOTICES ON UPCOMING EVENTS,  
PICTURES AND STORIES FROM THE PAST.**



**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 plans for 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**

Was 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 meeting in 2007. Jim emailed Oct 5, 2007, "We are planning to have something in the spring." Last held Friday, October 28, 2006, 6 pm at Los Vaqueros Restaurant, 2629 North Main St., Ft. Worth, TX.  
*Contact: Jim Ford, 817-268-3954, [JEFord15@comcast.net](mailto:JEFord15@comcast.net)*

**DENVER GOLF TOURNAMENT**

Held 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**

This event was cancelled 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**

Was 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-Euless Road, North Richland Hills, TX  
*Contact: Jim Ford, 817-268-3954, [JEFord15@comcast.net](mailto:JEFord15@comcast.net)*

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

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

**S LC:** 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**

Done Saturday, August 18, 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, 479-879-8358, [ExFAL@Yahoo.com](mailto:ExFAL@Yahoo.com)*

**FRONTIER BASH**

Rusty emailed 6/17/07, "No bash this year..."

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

**KANSAS CITY LAYOVER**

Happened 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, [redrydretexas@sbcglobal.net](mailto:redrydretexas@sbcglobal.net)*

**KANSAS CITY REUNION**

It was held Saturday, September 22, 2007 4:30-8:30PM 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@inetnebr.com](mailto:saylor@inetnebr.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**

Held 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**

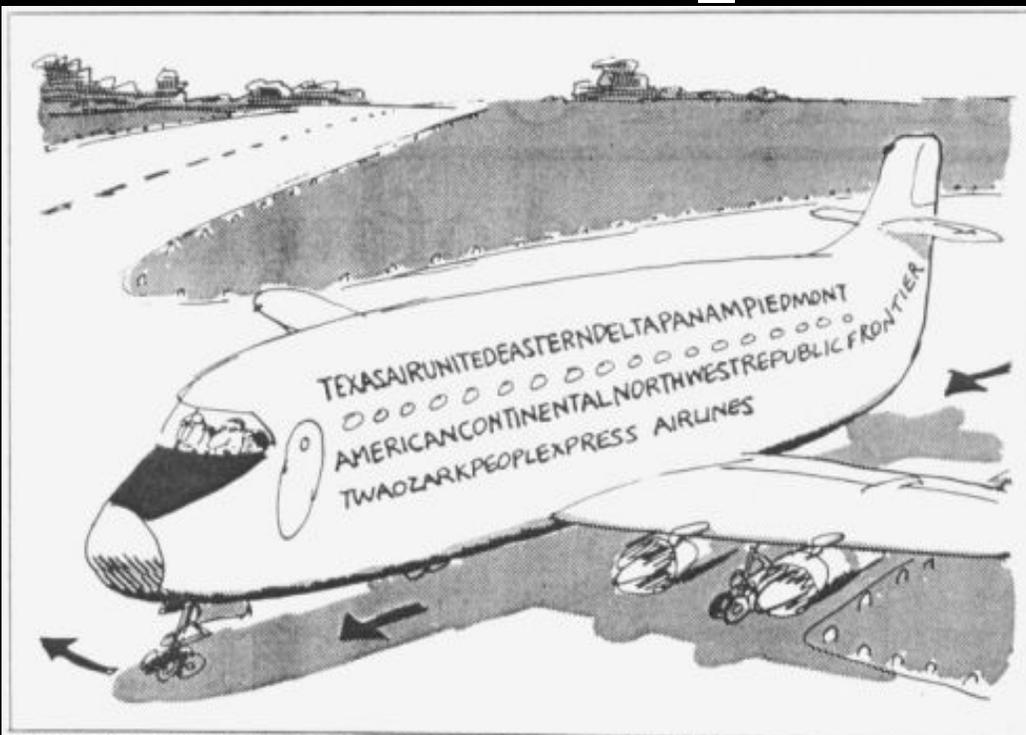
No info on 2007 event. Last happened Saturday, August 26th, 2006 St. Ann Park-Pavilion # 1, 12:00pm-4:00pm.

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

**TUCSON GOLF TOURNAMENT**

Was Sat-Sun, Apr 28-29, 2007, In Green Valley, AZ. Future events cancelled.

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



*'Well, I think we've about seen the end to the takeovers and buyouts!'*

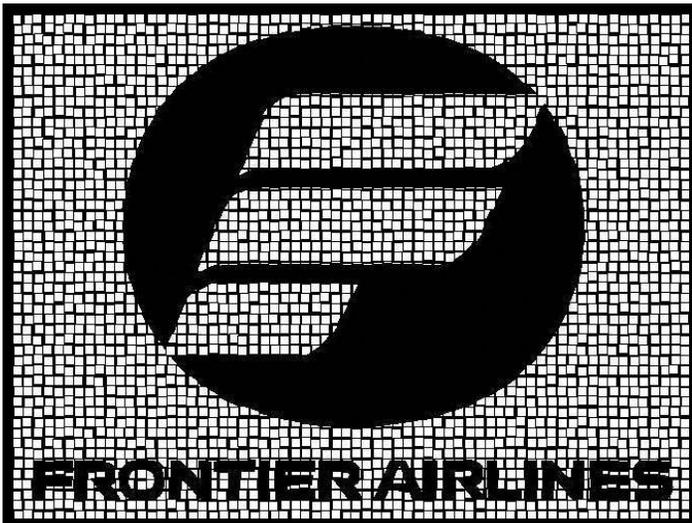
**REUNIONS NEWS**

**FYV-FSM:** The FLOlks at the PIGNic feasted on BBQ, baked beans, fried chicken and all the fixin's. About 32 FLOlks came and enjoyed a relatively cool day of visiting and getting re-acquainted with old FLriends and co-workers.

FLOlks who attended were Rod Downey, Johnny Selph, Ken Stewart, Paul Farris, Phil Green, Jake Lamkins, Larry Thomas, Richard Horn, Ed Jones, Tony Worden, Warren McLellan, John Kelly, Darwin Haudrich, Harold Maxwell, Bill Guthrie, Rusty Lambert, Johnny Matthews, Ralph Beecham, Ron Stone and Art Lewis.

\$250 was collected to keep the FL newsletter going.

-Jake Lamkins,  
[ExFAL@yahoo.com](mailto:ExFAL@yahoo.com)



## GONE WEST

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

## DEATHS REPORTED OR UPDATED SINCE THE SUMMER 2007 ISSUE

Eldon Blake, DEN station agent, 9/24/07, age 57, cancer  
 Jim Bogan, DEN manager-station training, 8/7/07, age 64  
 Q Bryan, DEN ground radio mechanic, 7/9/07, age 75  
 Cabby Caballero, DEN aircraft mechanic, 9/18/07, age 86, cancer  
 Jerry Churchwell, DEN station agent, Inflight CSR, 6/19/07, age 60  
 Nelson Embleton, DEN dispatcher, 7/2/07, age 79  
 Gerry Goss, DEN pilot, 8/15/07, age 75, heart condition  
 Charlie Hatfield, DEN TUS lead mechanic, 12/28/06, age 82  
 Jim Hershfeldt, DEN lead mechanic, 1/18/07, age 73  
 Millie Hodges, DEN reservation agent, 7/8/07, age 60  
 Dee Kearns, PRC TUS station agent/TCA, 9/2/07, age 76  
 John Knapp, CPR senior station agent, 8/23/07, age 80  
 Maurice Kempner, SLC mechanic, 7/9/07, age 77, heart failure  
 Steve Larsen, SLC DEN pilot, 7/10/07, age 65, heart attack  
 Guy Marchant, OKC FTW CN president, May76, age 80  
 James Ray, OKC FTW CN president, 5/15/66, age 69, leukemia  
 Dana Razee Schiff, DEN station agent, 9/22/07, age 48, heart failure  
 Tom Stuckenschneider, DEN aircraft mechanic, 10/2/06, age 82  
 Bill Waldrip, DEN inspector, 2/27/99, age 73, pancreatic cancer

I would like to thank you for Bernie's online obituary. I know he would be grateful for the nice things said about him. He was a loyal Frontier employee and loved his work.  
Sincerely,

**-Barbara Nagle, Altoona PA**

*(LIT station agent Bernie Nagle died 2/16/07, age 73.)*

## NELSON EMBLETON

**1952-1986, CN/FL PURSER, CHIEF PURSER, TELETYPE OPERATOR, DISPATCHER, SAT GSW DEN**

OBITUARY: G. Nelson Embleton, 1928-2007, Denver. Husband of Linda, father of Dianne, Susan, Monica, Dale, Patrick. Lover of arts and literature. Funeral Service Saturday 11 am, LDS Chapel, 2710 S. Monaco Pkwy. Interment Fairmount Cemetery.

**-Denver Newspaper Agency on 7/6/2007**

I started at Central Airlines in January, 1952 as a purser flying military charters with DC-3s. In the fall of 1953, Central went to stewardesses and I was offered a job as a station agent or a co-pilot (if I had a commercial pilot's license - I only had a student pilot license).

I asked if I could go into Flight Dispatch if I could get that license. I worked as a teletype operator while I was studying and when I got the license I was put on the seniority list. I began dispatching in January, 1954 as number 5 on the list. Worked as a dispatcher through the acquisition by FL and moved to Denver in January, 1968. Became the Union chairman for the dispatch group in the early 70s and was chairman through the bankruptcy.

Began acting professionally in January, 1987. I have done TV, Movies, Commercials and worked on stage. I spent 7 years doing "Perry Mason - Movies of the week. Not much going on in Denver for an old guy, but I still audition now and then.

**-Nelson Embleton, (10/4/04)**

Just a short note to let you know that I am still alive, and to thank you for your efforts to keep us old folks up to date on what is going on. I'm still having some health problems but the situation can only get better. Earlier this last month (April), I did a T.V. spot for the Colorado Lottery. A small bit but it paid well. I was one of 5 Ben Franklins and 10 George Washingtons. There was no dialogue for anyone. You just had to be rowdy if you were George, or benign and calm if you were Ben. What with costume fitting, make up and so on it was a couple of days work. What a way to make a living!

Anyway, you hang in there and I'll do my best to hang out..

**-Nelson Embleton (5/17/06)**

Dear Jake, Nelson is terminal. Could be July.

**-Linda Embleton, (6/28/07)**

With regret to inform you of the Gone West of Flight Dispatcher: Nelson Embleton 7-2-07. Services will be held here in Denver, Colorado on Saturday, July 7 at 1200 MDT at the Mormon Church located at Yale and Monaco.

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

Nelson Embleton died Monday on July 2, 2007. He will be buried from the LDS Church on Saturday at 11:00 am. His daughter in law called me today to let me know. Nelson had been ill and been in the hospital and nursing home for some therapy. Nelson was the union chair for the Transportation Workers Union (Dispatchers) and worked for FL for 35 years.

Nelson always said it was his temporary job...he loved acting and after Frontier did just that. He was a stand-in for Raymond Burr on the Perry Mason series and did some other commercials and other acting parts.

Nelson was one of our members of the FL Employees Coalition during the 1980s and represented his group very well.

I just came back from Nelson's funeral service. As I would have expected from Nelson, he was buried in a pine box. As always he had the last word in a very quiet but attention getting

way. I had forgotten he started out with Central Airlines.

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

(Nelson wrote an essay about FL's last days that was published in the Fall 2004 NEWS and is posted at the FL website. He was a truly unique person and the website has more info on him.)

## STEVE LARSEN

1972 - 1986, PILOT, SLC DEN

OBITUARY: Stephen Burt Larsen 1942-2007, 65, passed away July 10, 2007 in Murray, Ut. He was born January 25, 1942 in Salt Lake City, Utah to Carl Homer and Thelma Ann Burt Larsen. He was an Air National Guard Pilot for 37 years, it was not only his career but it was his passion.

He also loved to rebuild cars, his first when he was 15 and continued his passion for cars, rebuilding and enjoying the beauty his whole life. Above all his family was the most important; he deeply loved and adored his children and grandchildren. Mary Alice was his deeply adored wife; they were married for 43 years. They loved to travel together, to many countries and enjoyed many adventures together.

Steve was an accomplished runner; he ran many challenging high altitude runs, including Pikes Peak, Garden of the Gods Mountain and triathlons. He also enjoyed racing cars for three years and watching professional racing. He was an Eagle Scout and Scout leader. He was a great example of giving service to others, always helping those in need and a great friend to many.

He also enjoyed music. He served a LDS mission in Stockholm Sweden. He served in many church callings.

He is survived by wife Mary Alice, sister Carlene Fitzgerald, son Erik (Lisa) Larsen, daughter Crystal (Matt) Datilla, son Vance (Allison) Larsen, daughter Julie (Zack) Taylor, daughter Mary K. (Dan) Finken, daughter Stephanie Larsen and 13 grandchildren.

He is preceded in death by his father Carl Homer Larsen, mother Thelma Ann Larsen, father-in-law Russell Victor Frandsen, brother-in-law James Russell Fransen, brother-in-law Gerald Fitzgerald.

Funeral Services will be Monday, July 16, 2007 at 11:00 at Brighton 5th Ward, 2561 E. Bengal Blvd. Friends and family may visit on Sunday, July 15, 2007 from 6-8 pm at Mountain View Memorial Mortuary, 3115 East 7800 South, as well as one hour prior to the service at the Church. Interment at Mountain View Memorial Cemetery.

**- Salt Lake Tribune on 7/15/2007.**

Steve was a wonderful person, excellent pilot, and someone we all admired for his athleticism. He used to run from the airport to the hotel on our trips to Jackson Hole - some 10 miles. Amazing!

**-Billy & Cheryl Walker,**

It was always so enjoyable to fly with Steve, as he was a such a true gentleman and very kindhearted. He always had that sweet smile on his face, and I never recall seeing him otherwise.

**-Donna Harrison (Ewa Beach, HI)**

Steve was a member of the CV-580 Ground School that I was instructing. I never saw him without that warm hearted smile that was so sincere and honest. An exceptional student who stood out as being attentive, quiet and a true gentleman.



**-Frank Meyer (Honorary Captain), Grove OK**

(S B LARSEN: Seniority date of 9/25/72 on the 9/1/85 FL/ALPA seniority list.)

## MILLIE HODGES

1967 - 1986, RESERVATION AGENT, DEN

OBITUARY: Hodges, Mildred M. Preceded in death by husband, Frank W. Hodges. Beloved step-mother of Shawna C. Sparks, Tonya L. Madrigal, Randy L. Hodges and Diane Y. Bishop. Service, Fri., 3PM, Crown Hill, 29th and Wadsworth; Interment, Crown Hill.

**-Denver Newspaper Agency on 7/11/2007**

MILDRED M HODGES 30 Oct 1946 08 Jul 2007 (V) 80211

(Denver, Denver, CO) 80211 (Denver, Denver, CO) 522-58-5307 Colorado

**-SSDI**

(M M Hodges, emp # 00407, is listed on the 1/1/86 FL/ALEA seniority list with a

group C seniority date of 12/11/67.)

## BOB FISH

1951 - 1986, STATION AGENT, SENIOR STATION AGENT, PHX

Here's another one for your perusal. Hope all's well with you. R.W. (Bob) Fish, Apr 5, 1921 - Jul 3, 2007, Long time FL employee. Agent John Koehler called 7-4-07 to inform me that our FL friend and fellow employee passed away 7-3-07.

Bob Fish was hired by PHXFL (temporary manager) Smokey Groth on 10-31-51 and, as an agent & then FL senior station agent, he remained in PHXFL until the FL shutdown 8-24-86; almost 35 years.

Bob, I believe, had more PHXFL longevity that any other employee. When he hired on, PHXFL was housed across the Sky Harbor airport from Terminal I in a "trailer" terminal outside a small aircraft hanger (as recalled to me by Ollie Brunz). Smokey Groth was on leave from his "chief agent" position with Monarch Airlines in GJT.

Bob Fish was a dedicated family man as well as a most relieable, knowledgable and dedicated FL senior agent. During the early years and until 1967/68, the PHXFL domicile included PHX based pilots, flight attendants, mechanics, reservation office for PHX & TUS, aircraft fueling by station agents, air cargo and airmail, a district sales manager, a regional manager of stations and, of course the station personnel interacting with all. PHX was the 2nd largest passenger boarding station. DEN was number 1.

Bob would undoubtedly want to mention several FL associates and mentors that worked with him during the pioneering days of FL (perhaps our most exciting and innovating times). Bert Clark (1-1-46), captain, division chief pilot, more all around airline "savvy" than anyone, senior agent cohorts Al Mosley, Max Willis, Vern Crawley, Charley Southerland and later Ginger Treptow and counter/reservation agent Theo Lep-rich. John Griffiths, regional manager stations, George Sims, airline captain and entrepreneur, Elton Snoke, manager of stations and many, many station agents, et al that knew Bob Fish and his "candid" approach.

To friends and life, may the Lord's blessings be with his always.

**-Cal Reese, Sun City AZ**

## MORE GONE WEST

### BILL WALDRIP

**1963 - 1986, AIRCRAFT MECHANIC,  
LEAD MECHANIC, INSPECTOR, DEN**

OBITUARY: William Allen Waldrip, was born October 31, 1925 to Ralph and Nancy Mae (Bickel) Waldrip of Chanute, Kansas. When he was 5 years old he had polio and couldn't walk for quite a while. He made a complete recovery from polio, and in 1943, his senior year, at 17, he began what would be his life's occupation; he went to work at Knickerhoff Flying Service in Chanute.

He was drafted into the Army-Air Force December 1943 and was honorably discharged March 1946. He received his Private pilot's License and Radiotelephone Operator's License in 1948 and his certification as an A and E, now known as an A and P Mechanic, in 1950.

Following his discharge, in 1948, he worked at Vest Aircraft Service in Denver. In April 1948, he moved to Lamar and Val-Air Inc. In 1950 he worked at Boeing in Wichita Kansas making bomb sights. Then back to Lamar in time for the spring aerial spraying season. When spraying jobs were scarce, he worked at W.R. Henry Feed and Implement.

Bill married Patricia A. Steward in July, 1952 in the Lamar Methodist Church. In 1955, Pat and Bill moved to La Junta where Bill was employed by G&K Air Services. They lived on the old Army Air base in La Junta, where their first child, Elizabeth, was born in December, 1955. Son Randy was born in December, 1957.

In 1958 he moved to Buckeye, Arizona. He then went on to Dalhart, Texas where his youngest daughter, Cynthia was born, in April on 1961. In 1963 he went to work for Frontier Airlines and worked for 23 years. He worked as a Mechanic, then Lead, then Inspector.

When Frontier filed bankruptcy in August 1986, he taught at Colorado Aero-Tech in Broomfield, Colorado. He enjoyed teaching and working with young people but soon returned to his first love, as mechanic and inspector for Continental Airlines. He retired in April 1989 from Continental.

He then worked as a consultant in Seattle, Washington (Boeing) and San Antonio, Texas (UPS). He was a DME (Designated Mechanical Examiner) for the FAA for several years and tested many would-be aircraft mechanics.

In December 1996 he suffered a severe stroke. It took 18 months of hard work and therapy but he was back almost as good as new.

He lived in Broomfield Colorado for 27 years then moved back to Lamar in June 1998. In September, 1998 he was diagnosed with inoperable pancreatic cancer. He passed away February 27, 1999.

He worked in Aviation for 53 years and on April 20th, 1996, in a ceremony hosted by the Federal Aviation Administration; he received The National Charles Taylor Award honoring his more than 50 years in Aviation. The award included a plaque signed by the president and a diamond pin. His name was entered in the Aviation Hall of Fame in Washington D.C., and inscribed on a plaque for permanent display in that museum.

Bill leaves behind his wife Patricia, Son Randy (Lori), Daughters, Cindy and Liz, grandchildren, Sara and Nicole, sister Laura Nilges, Brothers Warren Dee and Ralph Eugene.

**-Cindy Waldrip, flamingocindy1@yahoo.com**

### JIM BOGAN

**1963 - 1986, STATION AGENT,  
MANAGER-STATION SERVICES TRAINING, DEN**

OBITUARY: James E. Bogan passed away peacefully in Phoenix, Arizona on August 7, 2007. Jim was born July 23, 1943, in Cheyenne, Wyoming, to J. Edward and Ruth J. Bogan, both of Cheyenne. Jim's main passion in life was airplanes and flying. His dream was to be a pilot, unfortunately, that was not to be, however, he did the next best thing and had a long lasting, successful career in the airline industry starting in 1963.

Jim's love of life and the gift of helping all he came into contact with will be sorely missed. The amount of people he met in his life and the magnitude of the impact and impression he left on people will be hard to match.

Jim always took care of his own, before himself. Up until the end, his concern was with his family. We will all miss his smile and laughter and the way his eyes twinkled when he was up to no good! All who met him know he left a piece of himself embedded in their hearts to remind them to strive for what they dream and believe in, to help others when it's needed and give encouragement to anyone who was feeling down.

Jim is survived by his wife, Barbara Bogan, son Kevin Bogan and granddaughter, MacKenzie Bogan, son, Brian Bogan, his wife Bobbie Jo Bogan, and grandsons James and Benjamin Bogan, daughter Amy Bogan and granddaughter, Jordyn East-Bogan, also his brother Tom Bogan and his family and his sister Carol Hall and her family.

If you would like to do something in honor of Jim's life, please, make a donation to the National Diabetes Foundation or the Salvation Army.

There will be a celebration of Jim's life at the home of Jim's son, Kevin, in Arvada, Colorado on Saturday, September 15, 2007. This celebration is to honor the memory of our beloved husband, dad, grandpa, brother, uncle, friend. We would like this time to share all the things Jim did and what he meant to each one of us. Jim wouldn't want it to be any other way!!!

Jim's family is putting together a memory book and if anyone would like to share a funny thought or story concerning Jim, please e-mail it Bogie9202@aol.com.

**-Frank Monheiser (forwarded), fmonliah@yahoo.com**

To All Friends of Jim Bogan: Jim passed away peacefully, today, August 7th, 2007 at 9:10pm. He had a long struggle with many medical complications. Amy and her daughter Jordyn, Brian and his wife Bobbie Jo and myself were with him. Our son Kevin and his daughter, MacKenzie will be here tomorrow. Thank you so much for all your prayers and thoughts for Jim. He is at peace and don't be surprised if he visits you once in awhile. His thoughts towards the end were with the people he worked with in the airline industry. All of you TAKE CARE and God Bless you richly,

**-Barbara Bogan, Phoenix AZ**

I worked with Jim for several years in Denver. Jim was the manager for Stations Services Training. His department did all of the ramp agent and weight and balance training for DEN. I also worked with him on the "Flight Plan for Tomorrow" program during the time just prior to PeopleExpress taking over. We have lost a gentleman and dear friend.

**-Jim Meade, jmeade@mearstransportation.com**

*"...impression he left on people  
will be hard to match."*

## MAURICE KEMPNER

**1966 - 1986, AIRCRAFT MECHANIC, SLC**

OBITUARY: Maurice Kempner 1929 ~ 2007 Our very own Mr. Goodwrench passed away July 9, 2007, surrounded by his family, from complications of congestive heart failure.

Maurice was born Dec. 31, 1929, to Melita (Veater) Kempner & Maurice Kempner in Salt Lake City, UT. He was raised by his grandmother Corinda Ann Kempner, whom he loved deeply. He met and married the love of his life Gwen Lee Glover on March 29, 1952.

His passion in life was flying and he earned both a private and commercial pilot's license, and later graduated from Northrop Aeronautical Institute where he earned his degree in Aircraft & Powerplant Technology. He worked in the airline industry until his retirement.

He is survived by his loving wife Gwen, of Centerville, Maurice (Carol) Kempner, Kim (Rod) Glover, Michelle (Ron) Bogart and Joel (Valerie) Kempner, 12 grandchildren, and half brother Fred Schaffer. Preceded in death by his grandson Daniel Devon Kempner.

His greatest skill was the ability to fix anything mechanical. We will treasure his sweet memories and his love and devotion he gave his family and friends. Funeral services will be held on Thursday July 12th at 11 a.m. at Broomhead Funeral Home 12600 So. 2200 W. where friends may call Wednesday from 6-8 p.m. and Thursday one hour prior. Interment, Centerville Cemetery.

- Salt Lake Tribune on 7/10/2007.

Thanks for the info on Maurice "Kemp" Kempner. "Kemp" started for Frontier July 5, 1966, and worked as a mechanic at Salt Lake City, UT.

-Ken Schultz, Wheat Ridge CO

## JERRY CHURCHWELL

**1973 - 1979, STATION AGENT, INFLIGHT CSR, DEN**

OBITUARY: Memorial service for former Lawton, Oklahoma, resident, Jerry D. Churchwell, 60, of Trophy Club, Texas, will be at 2:00 p.m. Monday, June 25, 2007, at the First Christian Church of Lawton, Oklahoma with the Rev. Kim Hames, pastor, officiating.

Mr. Churchwell died on Tuesday, June 19, 2007, in Grapevine, Texas. Service is under the direction of Lawton Ritter Gray Funeral Home.

He was born on September 30, 1946, in Tulare, California, to Gordon and Trudy Churchwell. He graduated from Eisenhower High School in 1965 and from Cameron University in 1972 with a Bachelors of Science Degree.

He worked for Frontier Airlines form 1972 until 1979 in Denver, Colorado. He owned and operated Pools, Etc. in Lawton from 1980 until 1990. He then was a pool designer and builder in the Dallas/Fort Worth area from 1990 until present.

He married Deborah Hald on August 20, 1966 in Lawton. Survivors include his wife, Deborah (Hald) Churchwell of the home; his mother, Trudy Wonder of Concord California; a son, Lance Churchwell and his wife, Lisa, of Edmond, Oklahoma; a daughter, Alicia Churchwell of Oklahoma City, Oklahoma; a sister, Phyllis Opie and her husband, Richard, of Concord, California; three grandchildren, Sydney, Chloe, and Presley Churchwell; aunt, Jean Smith of Lawton, Oklahoma. He was preceded in death by his father, Gordon Churchwell, and uncle, Bill Smith.

Memorial contributions may be made to the American Cancer Society, 1320 NW Homestead, Suite D, Lawton, OK 73505, or to a charity of the donors' choice.

The Family would like to invite everyone to a reception following the service at Mike's Sports Grill, 517 E Gore, Lawton.

-<http://grayfuneral.com>

Jerry and I hired-on in DEN on 6/28/73. We worked swing shift til 12:30a, or whenever we got the NIGHT HAWKS loaded and off the gate. Cody used to tell us to "pack 'em tight.!" And he taught us how to load that freight like a puzzle.

Jerry went on to the Inflight Cust. Svc. Program, and I followed a few months later. What a terrific time to be with Frontier, flying the skies trying to convert competitors customers with drink chits, steak & lobster and a bottle of mateus. It worked too, as long as the flight schedule was competitive.

Jerry moved to Dallas, and I moved to Calif. We kept in touch though, a lot. I would stop in Dallas for a day or two everytime I flew through DFW. Steve Spaulding and John Wright were living in Grapevine too. It would be like old home week when we all got together.

We ALL miss Jerry a lot, already. It doesn't seem possible, but in reality it happens THAT quickly. Rest in Peace, My Brother... you'll always be with me. My condolences to Debi, Alisha and Lance. Plus the grandchildren, who adored him, and other members of the family.

-JD Newton, JDNewton@charter.net

## JIM HERSHFELDT

**1956 - 1986, AIRCRAFT MECHANIC,  
LEAD MECHANIC, DEN**

OBITUARY: HERSHFELDT, JAMES J., Passed away 1/18/07. Survived by his wife Pat; 3 sons, Tom (Bonnie), Pete, Bernie; 1 daughter, Janella; 2 grandsons, Sean & David; 6 brothers; 4 sisters. Memorial Mass, Tuesday, 1/23/07, 1 PM, at Nativity of Our Lord Parish, 900 W. Midway Blvd., Broomfield, CO.

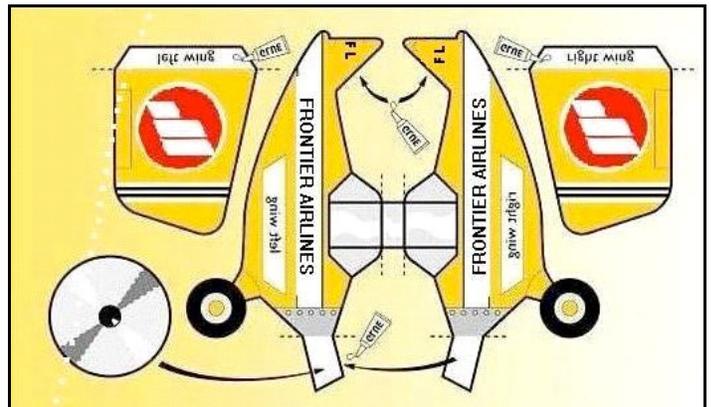
-Denver Newspaper Agency on 1/21/2007.

JAMES J HERSHFELDT: Born 16 May 1933, Died 18 Jan 2007, Age 73, at 80221 (Denver, Adams, CO), SSN issued in CO

-SSDI

Jim J. Hershfeldt, Born Mar 16, 1933, Died Jan 18, 2007 at Denver CO, Age 73, Date of hire Jun 6, 1956

-Ken Schultz' database



You'll love this cute little cut-out & paste FL airplane. It's made to fit a business card. Can somebody make a DC3 or CV580?

## JAMES RAY

1948 - 1949, CN PRESIDENT,

CN BOARD OF DIRECTORS, OKC FTW

OBITUARIES: JAMES G. RAY DIES; AVIATION PIONEER; Early Racing and Test Pilot Helped Develop 'Copter, May 16, 1966, Monday - WASHINGTON, (AP) James G. Ray, a World War I Army flyer, a veteran racing and test pilot and a pioneer in the development of helicopter travel in the United States, died today in Doctor's Hospital. He was 69 years old.

[-http://select.nytimes.com](http://select.nytimes.com)

James G. Ray, 69, Copter Firm Head, The Washington Post, Washington, D.C., May 17, 1966, James G. Ray, 69, president of the helicopter firm which is planning to provide passenger service between Washington, Baltimore and the three area airports, died of leukemia Sunday at Doctors Hospital.

[-http://pqasb.pqarchiver.com/washingtonpost](http://pqasb.pqarchiver.com/washingtonpost)

James G. Ray has been near the bottom of my research list for several years, but I pick up info from time to time.

In the summer of 2004 while driving to California, I stopped in Carson City, NV. specifically to visit the Nevada Secretary of State's office to gather info on Central and Frontier, since they both were Incorporated in Nevada.

The Corporate info for both Frontier and Central was on 5x7 microfiche cards. I requested a complete copy of Central's records, which was mailed several months later, and also selected Frontier records.

*(Ken kindly sent copies which are available as a 66 page Frontier Report on the back page.)*

The info on the microfiche cards is the required annual form listing the officers and directors for the company for the year with the starting date of July 1.

Central Airlines date of Incorporation; 31 July, 1944.

1944/45, Guy O. Marchant, President, Keith Kahle V/President. W.C. Marchant, Secy./Treasurer.

1945/46, Guy O. Marchant, President, Keith Kahle V/President. W.C. Marchant, Secy./Treasurer.

1946/47, Guy O. Marchant, President, Keith Kahle V/President. W.C. Marchant, Secy./Treasurer.

1947/48, Guy O. Marchant, President, Keith Kahle V/President. W.C. Marchant, Secy./Treasurer.

1948/49, James Ray, President. Guy O. Marchant V/ President, William C. Marchant, Secy./Treas., Directors; James Ray, Guy O. Marchant, Keith Kahle, William C. Marchant, Luther Bohannon.

1949/50, Keith Kahle, President. R.E. Harding, Jr., V/President. Donald B. Erhart V/President, Deane Gill, Secy./Treasurer. Directors: Keith Kahle, R.E. Harding Jr., Donald B. Erhart, Deane Gill, F. Kirk Johnson.

About a year ago I got around to looking at the package of annual reports and discovered that for the year 1948/49, James G. Ray is listed as President, and also as a Director for Central Airlines. The form is very light-barely legible so I requested another copy, but they sent a copy that was worse than the first one they copied, saying that that the microfiche card was extremely light. However using a magnifying glass it can be read.

It would appear that James Ray was brought into the Central

## MORE GONE WEST

organization mainly as a consultant due to his aviation experience, but he was not considered important

enough to be mentioned in any of the Central histories I have seen.

**-Ken Schultz, Wheat Ridge CO**

*(Frankly, I had never heard of James Ray or Guy Marchant until Ken Schultz sent some info a month or so ago. Ken has sent two photos of CN's second president with Thomas Edison, the renowned inventor. Another online photo shows him with Amelia Earhart.*

*Ray, it turns out, is one of those little known aviation pioneers who influenced many aspects of the development of aviation.*

*Keith Kahle started two airlines before CN and one of them was Southwest Airways. Ray seems to have been involved there too. Southwest somehow morphed from an OK operation into a CA operation. James Stewart, the actor, who was later a CN board member, was involved with Southwest too.*

*The California version of Southwest was renamed Pacific Airlines which merged with Bonanza and West Coast airlines on Apr 17, 1968 to form Air West. Air West, in turn, became Hughes Air West - then Republic West - then Republic in Oct 1980 - then Northwest on Oct 1 1986.*

*There's a lot of fascinating airline history that needs exploring. Just another good reason to get an Old Frontier Airlines Historical Society going. Otherwise, all this great FL history is going to be eventually lost to a great extent.)*

## GUY MARCHANT

1944 - 1949, CN PRESIDENT,

CN BOARD OF DIRECTORS, OKC FTW

Guy O. Marchant, Born Sep 18, 1895, Died May 1976, in Newcastle OK, Age 80, Date of hire at CN, Mar 31 1944

**-Ken Schultz database**

*(The following biographical article explains much about how Ray and Marchant were involved with Central.)*

Keith Hayes Kahle was born September 25, 1909 to Dr. and Mrs. Charles Edgar Kahle in Sisterville, West Virginia. Keith's family moved to Oklahoma City where his father worked as a doctor. In 1914 the family moved to the oil boom town of Drumwright, Oklahoma. In 1924 Keith's mother passed away after a long illness, and his father moved the family to Norman, Oklahoma. While attending junior high school in Norman, Keith developed what would become his lifelong support of the Oklahoma University Football Team. In 1925 Dr. Kahle remarried and moved his family back to Oklahoma City. In 1927 Keith Kahle entered the School of Engineering at Iowa State

College in Ames, Iowa, from which he graduated in 1932.

After graduation Keith went to work in the Oklahoma oil fields. In 1932, with his friend Bill Bleakley, he participated in The Cord Cup Air Race, where they finished in seventh place. Keith wrote dispatches for the Oklahoma City News covering his adventures during the race. Also at this time Keith stopped working in the oil field and started publishing his own aviation newsletter called The Taxi Strip, as well as writing for the Oklahoma City News as an aviation correspondent.

He was actively involved in Oklahoma Air Tours, an attempt to spur airport construction and interest in aviation in Oklahoma.



While on the tour, the plane Keith was riding in crashed. Keith used this experience to write a widely publicized article on what it was like to survive a plane crash.

Deciding to organize and run his own airline, Keith Kahle, along with Oklahoma City pilot Jerry Sass and attorney W.C. Lewis created Trans Southern Airlines, Inc.

Trans Southern Airlines, Inc. applied for a route running from Amarillo, Texas to Atlanta Georgia. The airline's proposal was denied by a Civil Aeronautics Board committee.

After this setback Keith continued writing for the Oklahoma City News until it went bankrupt, then he started writing a Sunday aviation column for the Daily Oklahoman. Using what he learned about the politics of the aviation industry when trying to establish Trans Southern Airways, Inc. Keith Kahle decided to have another go at starting an airline.

With help from friends in the Federal Government Keith Kahle established Southwest Airlines, as a massive regional feeder airline serving routes from Chicago to Brownsville, with its headquarters in Oklahoma. However, some of his New York backers were concerned with Kahle's inexperience and they brought Thomas Hardin to run the airline. Keith became suspicious of Hardin, believing that Hardin was plotting to take all the research and planning Keith had done, and then force him out of Southwest Airlines. His suspicions were confirmed when one night a security guard called Kahle, saying that Hardin was cleaning out the company office, and loading the files and records into a van. Kahle managed to catch Hardin at the Oklahoma City Airport, and through his influence with Oklahoma politicians and judges, got a warrant that impounded the files and prevented them from being taken out of Oklahoma. This led to a court battle which would drag on for several more years, and the failure of Kahle's second attempt at an airline.

During World War II Keith Kahle was unable to get into active duty aviation, but he held the rank of Major in the Oklahoma Wing of the Civil Air Patrol. He also worked at Tinker Field as the civilian head of the post newspaper. It was during this time that Kahle developed the idea of starting a "feeder" airline, which would be a system of air routes from Oklahoma City to medium size and smaller cities, which feed passengers and cargo from these destinations back to Oklahoma City.

Keith set about compiling the necessary funding and evidence he needed for the Civil Aeronautics Board to grant him a permit for the airline structure he wanted. In 1944, Keith gathered a group of men to help form this airline which included Judge Murrell, a Federal Judge from Oklahoma, Guy Marchant, an investor in the Oklahoma oil industry, and Luther Bohanon, Marchant's lawyer. Marchant, Kahle and Bohanon held a meeting in Colorado where they decided to name their new venture Central Airlines.

*(There were at least two previous airlines named Central Airlines. One, which operated Stinson Detroiters between Tulsa and Wichita, Kansas, with a later connection to Kansas City, was absorbed by Braniff Airlines.*

*The other Central Airlines, notable for hiring Helen Richey, the first female commercial pilot in the U.S., merged into Pennsylvania Central Airlines, or PCA, on November 1, 1936. On April 21, 1948 PCA adopted a new insignia, colors, and name: Capital Airlines.*

*In 1948 it created the "Nighthawk," the first coach class service, designed to compete with the railroads between Chicago and New York City as well as the dominant carriers on the route, United, TWA, and American.*

*In 1948, the first airborne television was installed on a Capital airplane. On July 28, 1960 it announced a merger with Chicago-based rival United Airlines. When completed on July 1, 1961 it was the largest airline merger in history up to that time.)*

Kahle spent two and a half years preparing his documents and evidence, and then submitted a bid for air routes in Texas, Oklahoma, New Mexico, Kansas, Missouri, and Colorado. He was competing with 42 other applicants including American Airlines and Braniff. The concept Keith proposed involved Central Airlines' operating DC-3s out of a hub at Oklahoma City and connecting to other airlines departure routes in other cities.

Also Kahle wished for his system to include a Central Airlines Employee as a "Fixed Base Operator" at all the smaller airports Central served. On November 14th, 1946 the Civil Aeronautics Board made its decision and granted Central Airlines the Feeder Airline routes north of a line drawn east/west through Dallas/Ft. Worth.

To prepare for the eventual start of Central Airlines' operations Keith Kahle had rented hangar space at The Oklahoma City

Municipal Airport and opened Keith Kahle Aviation Incorporated. This was a flight school that operated two Cessna 120s. He also operated a one plane airline on a route from the Okla-

homa City Municipal Airport to Lawton, Oklahoma. Kahle needed more backers to fund his plans, so he recruited two oil men, Dean Gill and F. Kirk Johnson, to finance part of Central Airlines.

In 1948 the Civil Aeronautics Board contacted Keith and told him he would have to get his airline into operation, or he would need to relinquish his operations certificate. His main backer Marchant was reluctant to invest in Central Airlines, and offered to sell his interests to Gill and Johnson. Gill and Johnson persuaded M.E. Harding and the Fort Worth National Bank to loan the rest of the money. With the money in hand Central Airlines was ready to operate.

In September 1949, Central Airlines launched its inaugural flight with 11 Beechcraft Bonanzas. Kahle had to get a special waiver from the Civil Aeronautics Board, because it was against government policy to have a certificate scheduled airline operate single engine aircraft. Six months later Kahle brought six DC-3s from American Airlines, and Central Airlines began operating as its certificated demanded.

Central Airlines gradually expanded adding routes to Kansas City and Little Rock in 1954, and new destinations in Kansas, Oklahoma and Colorado in 1960. *(It was actually March, 1961 when this expansion took place)* It also continued to update its fleet purchasing Convair 240's from American Airlines and United Airlines. In 1958 Central moved its headquarters to Amon Carter Field in Fort Worth, Texas.

*-<http://www.utdallas.edu/library/collections>*

*(Obviously, I digressed from two obituaries into some history attempting to fit Ray and Marchant into the "big picture." Isn't it amazing that terms like "nighthawk" and "first female pilot" go back much further than we supposed?)*

*His main backer, Marchant,  
was reluctant to invest in  
Central Airlines...*

## TOM STUCKENSCHNEIDER

1968 - 1986, AIRCRAFT MECHANIC, DEN

OBITUARY: Thomas "Tom" Stuckenschneider, who died at age 81 on Oct. 2, remained a proud Marine long after his honorable discharge during the Korean War, from his immaculately taut shirts and parade-inspection haircut to his fierce patriotism.

"I called him a spit-and-shine Marine," said his wife, Eleanor Stuckenschneider. "He was a Marine all the way."

The son of a Missouri farmer, Stuckenschneider was one of 10 children raised on 800 acres of farmland and timberland in the hills between Westphalia and Koeltztown. He and his future wife met as children, and as teenagers, they began a relationship that hovered between friendship and romance.

Though he dated another girl when he enlisted in the Marines at age 17, Stuckenschneider closely followed Eleanor through the grapevine. She was the one he called when he returned from service in 1946.

"We totally didn't write or talk during the war, but he had a cousin who liked me and kept him informed about me while he was overseas," his wife said.

"When he got home and called me for a date, he told me to be sure to wear that pretty red dress. I asked how he knew about my red dress. He said that his cousin Mary Lou saw me once and told him about it in a letter."

Three of the Stuckenschneider boys, including Tom, were Marines during World War II. When a military commander learned that two of the Stuckenschneider Marines and one Stuckenschneider who served in the Army were all on Okinawa island in early 1945, the commander arranged for a wartime family reunion.

The commander arranged for the brothers to enjoy a simultaneous leave and set them up with a table and a bottle of whiskey. The brothers caught up on family news and compared war wounds. A jungle rot infection left Tom Stuckenschneider permanently deaf in one ear, and malaria laid him low.

They talked about the harrowing sight of watching Japanese people commit suicide by leaping from cliffs or pulling the pins from hand grenades distributed as "emperor's gifts" by the Japanese Imperial Army.

Like many World War II veterans, Stuckenschneider refrained from telling his wife such ghastly war stories. In Missouri, he joined a Marines auxiliary league. He was deputized to help the sheriff in emergencies and was certified as a rescue diver.

He wore his Marine uniform to march in parades and color guards. He took enormous pride when his three sons joined the Marines directly after high school and when two grandsons became Marines.

Besides his wife, survivors include daughters Jacqueline Berry of Colorado Springs, Joyce Stuckenschneider of Parker, Janet Sala of Lone Tree and Janine Cook of Tampa, Fla.; sons James Stuckenschneider of Aurora, Joseph Stuckenschneider of Roxborough Park and John Stuckenschneider of Fort Worth, Texas; 18 grandchildren; and a great-grandson.

Services will be at 10:30 a.m. today at Church of the Risen Christ, 3060 S. Monaco Parkway in Denver.

By Claire Martin, Denver Post Staff Writer, DenverPost.com

**-Sandy Bambei Schara, Ft Lupton CO, sent the article**

Tom Stuckenschneider, DEN mechanic, 10/2/06, age 82, Date

## MORE GONE WEST

of hire Apr 1, 1968, Date of birth Oct 15, 1924

**-Ken Schultz database**

## DEE KEARNS

1957 - 1986, STATION AGENT,  
TICKET COUNTER AGENT, PRC TUS

Dee Kearns has been in the VA Hospital in Tucson for a few weeks in their step down unit (that's just a lower form of ICU) and is not well. He had Pneumonia and is on oxygen all the time and has only one lung operating and has a pretty weak heart. I'm sure he could use a few extra prayers.

**-Ron Herring, ron.herring@msn.com**

Dee passed away this morning at Tucson Vet's Hospital. His son Jeff was with him when he went West. No arrangements have been made yet. Will advise you when get more information.

**-Ron Herring, ron.herring@msn.com**

Sorry, to hear about our loss of Dee Kearns. Dee taught me a lot about life when I was a young whipper-snapper as a 21-year-old agent in Tucson.

**-Dan Price**

LELLON DEE KEARNS (Age: 76) TUCSON, AZ

**-Intelius.com**

He was loved by all. One of the best guys I've ever known. Dee will certainly be missed by many as he was everyone's best

friend and everybody was his best friend, he was always happy and lots of fun. Many of us now know he was a legend of his time.

**-Ron Herring, ron.herring@msn.com**

(L D KEARNS, Station agent seniority date of 1/17/57 on the 1/1/74 FL/ALEA seniority list. Ticket counter agent seniority date of 1/17/57 on the 1/1/86 FL/ALEA seniority list. I still have no info on an obituary or funeral arrangements.)

## CHARLIE HATFIELD

1968 - 1986, AIRCRAFT MECHANIC,  
LEAD MECHANIC, DEN TUS

OBITUARY: 1924-2006. Services for Charlie D. Hatfield of Green Valley will be held Thursday, January 4, 2007 at 11:00 A.M. in Evangelical Free Church of Green Valley, 1393 W. Mission Twin Buttes Rd. Interment will follow at South Lawn Cemetery, 5401 S. Park Ave. in Tucson at 2:30 P.M.

Hatfield was born in Washington, Ind., on May 8, 1924, the son of Newell Franklin Hatfield and Olive Molinda Gregory and died December 28, 2006 in Tucson. He was preceded in death by his wife of 47 years, Patricia (Stockdale) Hatfield, his parents, a brother, Lorenzo, a sister, Betty Lou Scott.

He is survived by sons, Charles D. Hatfield Jr. of Ferris, Texas and Dan G. Hatfield of Danville, Va; daughters, Nancy K. Walker and Suzanne C. Howell, both of Tahlequah, Okla.; sisters, Juanita Pruett and Gennieve Markham, both of Norman, Okla.; a brother, Roy Hatfield of Lexington, Okla.

**-Arizona Daily Star on 1/4/2007**

Charlie D. Hatfield, Born May 8, 1924, Died Dec 28, 2006 at Green Valley AZ, Age 82, Date of hire Mar 14, 1968.

**-Ken Schultz' database**

CHARLIE D HATFIELD, Born 08 May 1924, Died 28 Dec 2006 at 85614 (Green Valley, Pima, AZ), SSN issued in Oklahoma

**-SSDI**

*Many of us now know he was a legend of his time.*

## GERRY GOSS

1959 - 1986, PILOT, DEN

OBITUARY: Gerald Goss, Born in Coraopolis, PA on Dec. 5, 1931, Departed on Aug. 15, 2007 and resided in Loveland, CO. Memorial Service: Tuesday, Aug. 21, 2007

Gerald Goss, 75, went home to be with Christ his Savior, Wednesday, August 15, 2007. Jerry was born December 5, 1931, in Coraopolis, PA. He married Anita Crothers on May 14, 1960 and lived in Loveland, CO since 1975. He was a dedicated husband and father.

Jerry was the quarterback of his high school football team as well as class president in high school and in college. Jerry was a pilot in the Army based in Germany during the Korean War and then was blessed with being able to live his dream and fly for Frontier Airlines for 28 + years. While flying, he was also active in the Masonic Lodge, Shrine and the Elks

He was retired and spent time between Arizona and Loveland and loved to travel the country with his wife and friends in their motor homes. He loved to be surrounded by their many friends enjoying fish fries, home made ice cream, and RV rallies. He will be well remembered for his zest for life, family and friends.

Jerry met Anita while she was a stewardess, and he was returning home from Denver after an interview with Frontier Airlines. He knew at the first meeting that he met the gal he was going to marry. One year later they were married and just celebrated their 47th wedding anniversary. They have three sons, David (wife Kelly), Daniel (wife Silke) and Daun (wife Heather) and eight grandchildren. He is also survived by his sister Myrna Craig of Coraopolis and nephew Kevin (wife Diana). He was preceded in death by his father Hilliare Goss and mother Nellie Carpenter Goss.

A memorial service will be held at 11:00 a.m., Tuesday, August 21 at Allnutt Hunter Chapel with a reception to follow in Allnutt's Reception Center.

Memorial donations may be made to the Denver Rescue Mission or the Open Door Mission in care of Allnutt Funeral Service.

**-<http://obit.allnutt.com>**

Gerry Goss will be missed. He was one of the people responsible for making Frontier such a memorable place to work.

**-Steve Burger, [sburger@14wffe.com](mailto:sburger@14wffe.com)**

*(Pilot seniority date of 4/20/59 on the 9/1/86 FL/ALPA seniority list. Gerry held numerous positions with ALPA over the years: LEC Chairman, MEC Chairman and was elected an ALPA VP in 1967.)*

## JOHN KNAPP

1956 - 1986, STATION AGENT,

SENIOR STATION AGENT, GJT DEN CPR

OBITUARY: John V. Knapp, 80, a resident of Casper, Wyo., died Aug. 23, 2007, in Carson City, NV.

Mr. Knapp was born May 10, 1927, to Robert Knapp and Kathryn Haynes in Homer, N.Y. He graduated from high school in Homer in 1944. He married Elizabeth "Betty" Sheldon on Jan. 20, 1970. He was a dairy farmer in up-state New York.

He was employed for 36 years with Frontier Airlines, retiring in 1992. He was a volunteer driver for Meals on Wheels and a member of the Casper Rockhound Club. He enjoyed RVing and fishing. He was preceded in death by brother Del; sister Clara; and son Robert.

Among his survivors are his wife of Casper; son Tom Knapp of Grand Junction, Colo.; step-daughter Terry Rubald of Carson City; sister Ann Burgett of Tully, N.Y.; two grandsons, one step-granddaughter; one step-grandson; one great-grandson; and numerous nieces and nephews.

Memorial contributions may be sent to the Casper Meals on Wheels, 1760 E. 12th St., Casper, WY 82601.

Capitol City Cremation is in charge of arrangements.

**-[www.nevadaappeal.com/article/20070825/OBITUARIES/108250094](http://www.nevadaappeal.com/article/20070825/OBITUARIES/108250094)**

John Knapp was a senior agent in Casper, Wyoming prior to shutdown and had held the same position in Denver, Colorado. John had worked for me as a senior agent on the ticket counter many years prior to moving to Casper, Wyoming. He was a very dedicated employee and did an excellent job in customer service.

**-Marvin Pester, [marvsport7@msn.com](mailto:marvsport7@msn.com)**

*(John had a station agent seniority date of 5/26/56 on the 1/1/86 FL/ALEA seniority list.)*

## ELDON BLAKE

1973 - 1986, STATION AGENT,

SENIOR STATION AGENT, EAR DEN

OBITUARY: Eldon R. Blake, 57, died Monday (Sept. 24, 2007) at his home in Avon, Ohio. He was born in Cambridge to Noel and Fern Blake. He married Patricia Miller in 1971. He was a resident of Avon for the past 13 years, after moving from Denver, Colo.

He was a supervisor for Continental Airlines in Cleveland, Ohio and was with the airlines for 34 years. He was preceded in death by his parents Noel and Fern Blake and brother John Blake.

Survivors include his wife of 36 years, Patricia; son, Jeremy and wife, Tricia Blake of Ogallala; daughter, Kati Blake of Avon; brother, Glenn Blake of Lincoln; sister, Charlene and husband, Marvin Colson of Bartley; and two grandchildren.

Burial will be in the Bartley Cemetery. Memorial contributions may be made to Hospice of the Western Reserve 424 Middle Avenue Elyria, OH44035. For further information or to send an online condolence, please visit [www.davidbognerfamilyfuneralhome.com](http://www.davidbognerfamilyfuneralhome.com)

Arrangements are under the direction of David Bogner Family Funeral Home, 36625 Center Ridge Road, North Ridgeville.

**-MCCOOK DAILY GAZETTE**

As a fellow coworker at Continental I cannot fully express my deepest condolences at Eldon's passing for he was one of the finest men I have ever met.

He was funny, kind, caring, a great worker, an outstanding Lead and Supervisor--nobody could flow a sheet like Eldon--and just one of those wonderful folks that I have had the privilege of knowing. He will be greatly missed by all.

When I worked in Houston, I met those who had worked with him in Denver and will pass the sad news onto them, for everyone remembered him with a smile and a good word for him.

I am so sorry at your loss, everyone's loss, and hope that this written hug will help you through this difficult time.

He meant a lot to everyone at Continental and he will not be forgotten by us.

Sincerely,

**-Suzanne Vana, Cleveland OH**

**Q BRYAN****1967 - 1986, GROUND RADIO****COMMUNICATIONS MECHANIC, DEN**

Q Bryan, Ground Radio/Communications Mechanic died July 9, 2007 in Denver. There was no listing in the Denver newspapers. His first name was the letter Q, which he was known by. He started to work for Frontier May 5, 1967 and worked in the Radio Accessory Shop, then in the Ground Radio/ Communications Shop until the Bankruptcy shutdown in August 1986. He also worked for the "New" Frontier as an Avionics Mechanic. He was interred in Ft. Logan National Cemetery, Denver, Colorado, July 13, 2007.

**-Ken Schultz, Wheat Ridge CO****DANA RAZEE SCHIFF****1977 - 1986, STATION AGENT, DEN**

I just got off the phone with Dawn Underwood, Dana Razees's sister. Dana died this past Saturday at the age of 48. An autopsy is being done to check her heart for possible aneurysm. Dawn is having an open house this Sunday from 12-6 at 4601 Teller St., Wheatridge Colo before and during the Bronco game. Dana loved her football team.

Dana was a station agent in DEN and spent most the time in the Forms room working Weight and Balance. She was married to Gary Schiff, another DEN station agent. She was there til the end.

Dana had hypoplastic heart disease, a condition she didn't even know she had. The cause of death was coronary heart failure which means she went very fast and very peaceful. God bless her soul.

She was using the name Razees and they have been divorced for a long time. I haven't seen an obituary.

**-Judi Fenton Plumer, jiplumx2@yahoo.com**

(D J SCHIFF - Station agent seniority date of 11/20/77, emp#13607, on the 7/84 FL/ALEA seniority list. Not on the 1/1/86 seniority list.)

**CABBY CABALLERO****1946 - 1948, 1959 - 1985****AIRCRAFT MECHANIC, LEAD MECHANIC****ABQ FMN LNK DEN**

OBITUARY: Marks L. Caballero succumbed to cancer on Tuesday, September 18, 2007, following a long fight, filled with courage and grace. He was 86.

He was born in Colorado, lived in western Utah and Denver in his youth and attended Manual High school. He enlisted in the army in the summer of 1941 and subsequently served three years in the China-Burma-India Theater as part of the 80th Depot Repair Squadron, 14th Air Force.

Following the war, he embarked on a 40 year career in commercial aviation culminating in retirement from Frontier Airlines in 1985. Thereafter, he taught aircraft engine maintenance at the Emily Griffith Opportunity School in Denver.

He is survived by his long time, loving companion, Josie Chavarria of Denver, CO; his sister, Dorothy Medeiros of San Leandro, CA; sons, David M. Caballero of Pine, CO; Mark A. Caballero of San Francisco, CA; daughter Dolores Biehl of Santa Fe, N.M.; grandchildren Courtney Caballero of Aurora, CO; Ivan Caballero of Boulder, CO and Christiana Caballero of Longmont, CO.

A service will be held at Highland Mortuary, 10201 N. Grant

**MORE GONE WEST**

Ave., Thornton, CO on Saturday, September 29, 2007, at 1:00 pm. In lieu of flowers, the family requests that donations be made to the

Hospice of St. John in Lakewood, CO or the American Cancer Society.

**- Denver Newspaper Agency on 9/26/2007**

"Cabby" started to work as a mechanic for Monarch Air Lines in Denver the summer of 1946 before the first converted DC-3 had arrived. He and others were busy making ground equipment; such as work stands, battery carts, parts bins, etc.

In 1948 during the Berlin Airlift, he and several other mechanics quit and rejoined the Air Force. He returned prior to the buildup of the Korean War, but Frontier Airlines was not hiring mechanics at that time so he went to work for Western Airlines in Denver and went to Los Angeles as a mechanic during one of Western's layoffs in 1959.

Frontier had an opening for a mechanic in ABQ so he quit Western and started for Frontier June 1, 1959. He worked as a mechanic at ABQ, FMN & LNK, and returned to Denver in 1960. He was a Lead Mechanic October 31, 1965 on Line Maintenance in Denver where he worked until retirement in 1985.

**-Ken Schultz, Wheat Ridge CO****A TRILOGY OF REMEMBRANCES**

It always saddens me to read of the passing of any member of our Beloved Frontier Family regardless of whether or not I actually knew the deceased. I was particularly saddened to read of the passing of three wonderful friends whom I knew well: **Orval Bowen, Dick Cochran and Marty Martin.**

All of these men were "Standout Performers" for Frontier Airlines and deserve to be "recognized & remembered" as such.

I started my FAL career as a telephone reservationist in the Consolidated Reservations Office located on the 2nd floor of Hanger 5 of Denver's Stapleton International Airport. I was in this office for 13 months before transferring to station operations

As a "Green as Grass" new hire, It was my wonderful good fortune to find myself frequently working under the supervision of Orval Bowen, a shift supervisor in this department. Orval exhibited marvelous supervisory skills in keeping his shift personnel (which included more "Teeny Boppers" than mature adults) motivated to work smoothly, effectively and efficiently in one of the most critical & important of customer service activities.

I found Orval to be an excellent instructor and a gifted & talented leader who very effectively lead by patience, understanding and example instead of dogmatic & arbitrary directives. I regarded Orval to be a "Godsend" as my supervisor and a grand fellow to work for.

Outside of the office, he became my first real personal friend in Denver and our much appreciated friendship continued for my entire Frontier career. Both Orval & myself went our separate ways in a variety of different activities within Frontier Airlines.

Orval found himself superintending a host of critically important but unheralded Company administrative activities. He always discharged these activities as a true consummate professional. He always conducted himself as a gentleman with a warm and gracious personality and a welcome sense of humor. Orval Bowen was indeed an unsung, but major player in making Frontier Airlines the success that it was !!

Dick Cochran was not only a consummate professional as a

airline pilot, he was also one of but a very few station agents in our company to be hired by our company as a 2nd Officer and by his dedication & desire to excel.

Dick was always "gracious, genuine & down to earth" with everybody he met and dealt with, both within and outside of the Company. He never forgot his "FL" Station Agent roots. For those of us who worked as station agents in a class "C" or "D" Station, we were acutely aware that "Flight Time" more often meant that we had the entire ground operation to do by ourselves.

To see Dick Cochran's name on the daily Flight Crew Scheduling as captain of a flight coming through my station brought me the instant realization that this marvelous "Kindred Spirit" will do everything possible to insure my Station of not taking a flight delay.

Having gotten to know Dick personally, I relished the very brief visit his arrival afforded as a chance to greet a grand friend! Dick's beloved wife Joanne is indeed a classy, charming woman. Together they were a marvelous couple who in their marriage, and their attitude towards life, so exemplified the wonderful qualities and spirit of our Airline !

I sadly learned of the passing of a truly grand member of our wonderful Frontier family - La Verne "Marty" Martin. La Verne. What a handle, no wonder he loved to be known and identified & introduced as "Marty".

I first met Marty Martin when I transferred from DENRM to DENO in August of 1964. Marty at that time was a station agent who would frequently work "ticket counter" shifts. All of us at that time were "Station Agents". The specialization of station personnel into customer service and ramp service became a classification utilized in our major terminal operations possibly in the early Nineteen Seventies.

Marty thoroughly enjoyed, and was ideally suited for any and all "Public Contact" endeavors of the company. In the late "Sixties" a Airline Strike affecting the major "Trunk Line" carriers ( UA, AA, TW, DL, BN, NW etc.) occurred. This gave our "FL" the wonderful opportunity to begin temporary service from DEN to LAS.

Apparently we were much appreciated in LAS and not too long after the strike was settled the CAB awarded us the right to permanently serve LAS. I don't believe Marty became our first station manager in LAS, however he was one of our early managers in LAS and was a rousing success for both our company and our image in LAS. He enjoyed immense popularity and rapport with the personnel in our LAS station.

I was very surprised and totally bewildered to learn of Marty's apparent abrupt decision to resign from the company and to enter private business in the small community of Red Lodge, Montana which I believe occurred in the mid Seventies.

In my book Marty Martin will always remain as one of the best city managers our company had anywhere on our entire system. Why in heavens name the executive management of our company let him get away, is beyond my comprehension!

I fervently pay homage and salute Marty Martin for being a major reason why Frontier Airlines flew as beautifully as it did. I recognize and appreciate your genuine and sincere personal friendship and your always contagious ebullient personality and continually upbeat & optimistic outlook on Life.

Godspeed Orval Bowen, Dick Cochran and Marty Martin!

**-Bob Pearson, penobscotbob@verizon.net**

*(Bob's very nice remembrances have been added to the FL website memorial pages of these fine FLolks. Thank you, Bob, for taking the time to share them.)*

## NOTES FROM FLOLKS

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

Would you put this out and suggest that folks send cards. I think that would let Shirley know that her friends are thinking of

her even if they can't fly to Washington to see her.

Rae emailed, "Went to visit Shirley today, she's not doing so good. She's in Josephine Sunset Home, 9901 272nd Pl. NW, Stanwood, Wa. 98292. I don't know if you knew or not, but she fell around the 23 rd of Sept. and fractured her pelvis in 3 places, they are hairline fractures, and her right elbow is bothering her a lot. Anyway, just wanted to let you know she doesn't have her computer with her for email."

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

*(Shirley worked 1962-86 in a variety of clerical, reservation, station and management positions. She was RNO F9 manager when she became ill. Drop her a note if you knew her over the years at FL.)*

I just finished reading another wonderful newsletter. Thank you so much for doing this. I would ask you a big favor, I noticed that my e-mail address is wrong and would ask that in the next printing it be corrected

please. My address is safetypat1@cox.net. The 1 was omitted.

Thanks so much, I am happy to have so many other e-mail addresses. I didn't make the DEN picnic this year as I had other obligations, but I will next year, I am glad it was a big success. I really like your 'museum' idea, wish I was still in DEN as I'd love to help out. I do have lots of little trivia type things from FL. I'll watch for advancement of the idea and would be glad to send anything I have. I am still at USAirways, what a mess!!!

**-Pat Williams-Harter, f/a 1967-1986, safetypat1@cox.net**

*(Thanks for bringing the address error to my attention. It was wrong in my address book too. I hope some of the DEN bunch works on the FL society/museum idea. So far I have very little feedback on the idea.)*

On June 3, 2007 I retired from Northwest Airlines after 20 years 6 mo and 21 years 9 mo with Frontier Airlines. 42 plus years with the airlines and never missed a paycheck – from Frontier to - Frontier bankruptcy judge to - Northwest to - Northwest debtor in possession back to – Northwest. The size of the checks did go up and DOWN a lot, but they all had full or low cost benefits included.

I only worked in MKC/MCI for Frontier all 21 years. Then Northwest and the IAM union, whole different bumping and bidding structure, with Northwest I started in MSP then DSM / MCI / OMA / RSW / MCI / OMA / MCI / OMA / DSM / MCI / AZO / MCI - all in the first 7 years. By the last move to MCI I finally had enough seniority to stay home.

All the moves after MSP and the first DSM were because of getting bumped and then bidding back to MCI. In most cities I worked 2 -16 hrs days and 1 - 8 hr day then was normally home 4 nights a week, MCI is the only place I worked 5-8 hr days a week.

I started working DC-3s and Convair 240s then proceeded to work (load bags/mail/freight) on the Dart 600/CV-580/B-727/B-737/B-757/B-747/DC-9/DC-10/MD-80/Airbus319-320/AVRO-

## MORE NOTES FROM FLOKS

85/Canadiar CRJ/ and Fairchild F-27/plus all kinds of commuter planes.

On my first day I stood around and loaded a few bags because I didn't know what to do, my last day I stood around and loaded a few bags because I knew what to do and figured I had done enough. There were lots of interesting changes in between those days, from first flight on a DC-3 MCI-TOP-MHK-SLN-HYS-GLD-DEN and back with thermos coffee and free cigarettes all in 1 day to 747-400 nonstop LAX-SYD First Class with 3 full meals and a choice of 8 movies but no free cigarettes. The DC-3 gross wt. 25346 lbs, the 747-400 gross wt. right at 1,000,000 lbs and it was pressurized.

All the bad things I had and have heard about Northwest management treatment of labor are unknown to me (still at FL I worked for Jim Moore for many years). In all cities I worked I never worked for a manager who was overly demanding or unwilling to work with me or any of the commuters on scheduling so I/we could commute home every weekend. In the time I worked for NWA the entire ownership of the company changed with a buyout, all the senior management, from Chairman of the Board and CEO down to Regional Managers and most Station Managers changed some several times and still Labor and Management could not get along.

The only thing that didn't change was the IAM that always made me wonder where the problem really was. I think the ALEA approach spoiled me: in most all my dealings with ALEA stewards and officers, I seldom met one I was not comfortable dealing with. With the IAM I seldom met one I was comfortable dealing with - they all seemed to want to fight with management rather than try to work out a solution. And in all the pay cuts we took, our IAM dues never went down - in fact most often went up every 3 years.

**-Bob Welch, rfwelch@yahoo.com**

I was with DEN FL from 1968 to 86 as a mechanic then 8 years with Continental (lead cabin crew) and then 7 years working R.V.s. Then I worked the new Frontier from March 15, 1999 to Feb. 28, 2007 (lead upholstery shop). Now I am retired.

**-Larry Lambert, RacingGrandpa@comcast.com**

Enclosed is a check for \$25 to cover my renewal of the Frontier News as well as a new subscription for another Ex. FL employee - Christy Dinsman, Prescott, AZ. Chris' name at that time was Chris Horn and she served as an auditor but I don't know her dates of service. We had a chance meeting in AZ in April. She was interested in receiving FAL news. Will appreciate your adding her to your list. Thanks for your FL News efforts. Good job!

**-Nellie Schneider, FAL DENXZ & DENCC 1952-1972 & 1974-1986, Thornton CO**

I was still dripping wet behind the ears when I hired on at Central in 1964 as a DC-3 co-pilot. I was flying captain on the MD-80 on 8/23/86 when THEY shut our beloved Frontier Airlines down.

I went on to retire at Continental at age 60 as a 757/767 captain but it just wasn't the same. I came out of retirement in less than 2 years and now work as a contract pilot for the US government and am headed for the Middle East for a 60 day tour very soon.

**-Jack Gibson, capthootjeg@earthlink.net**

My FL record: 1971-1974 DEN FMN line maintenance, 1974-1982 regional maintenance manager BIL, 1982-1985 di-

rector heavy maintenance DEN. 1986-1993 - Held management positions with Rocky Mountain, Evergreen and Alaska Airlines. Retired in 1993.

Lived aboard our 53 ft yacht "Orcas Myst" for 12 years and cruised the Puget Sound and Canadian waters. Moved to Polson, MT (Flathead Lake) in Mar. 2007. Love it here. Come see us.

**-Bill Jeppe, Polson MT**

I am still alive and kicking. You may add me to the FL Addresses.

I started with CN Nov. 15, 1954 in JLN, went from there to LBL and was there 6 or 7 months and then went to PRX for about 3 years and on to LAW and from there to LIT Sept. 1 1954 until it closed then went to HOU for about 3 months and then back to LIT at SATO (Little Rock AFB) still a FL employee.

I was with CN/FL 32 years and completed my 40 years in airline with SATO, owned by the SKD Airlines.

**-Marvin Conn, M\_Conn@sbcglobal.net**

I thought I would let you know that I have retired from Frontier after 40 yrs effective Aug 1, 2007. In fact I have already received my 1st check. At the same time I retired from Olin Corp of East Alton, IL with 20 years. Guess that ends the ramp life of an old frontier employee, date of hire July 17 1967 to 1 Aug 2007, emp no 1755.

**-Glen Davis, STL station agent, gcj1967@charter.net**

I should have thought about the enclosed a long time ago. But better late than never. I'm sending you \$100 to assist the ongoing good work you've been doing with regard to the paper. We all appreciate it. Best regards to any of the FL family with whom you have contact. Best regards, Sincerely,

**-Hank Lund, MCHankLund@cox.net**

(Hank is now 86 and lives in Surprise AZ. He has long supported the newsletter and wrote a lengthy essay about FL's last days which was in the newsletter and is in the FL History packet of FL Reports on the back page.)

We did not realize that there was a Frontier newspaper until some friends told me that they had seen where my husband Paul passed away in the Frontier News. Could I trouble you to find a copy of that newspaper? Paul R. Kreitman passed away July 22, 2004. His plaque from Frontier says, "Frontier Airlines, Inc. honors Paul R. Kreitman for 29 years of loyal and dedicated service. April 6, 1986."

I am enclosing a check for \$10 for which I will greatly appreciate it if you can find that newspaper and send a copy to me. Sincerely,

**-Wanda Kreitman, Chadron NE**

(Paul Kreitman was a station agent/senior station agent/station manager with a seniority date of 5/16/1957 on the 7/1/84 FL/ALEA seniority list. He worked at ALS GRI CDR STL during his career.)

My oldest son was a very young lad when I worked for FL. He really got into airplanes. We lived in Park Hill /Denver near 23rd Street. When planes were landing at Stapleton, from the West (mountains) into the East, they would come right up 32nd Street, 9 blocks away from us.

At the airport there was a big long plot of grass separating the two main one way streets (Syracuse & Quebec) that butted up against the Stapleton Airport fencing. The grass was roughly cut as a lawn/field. (The City of Denver later went on to revise the

layout of these streets). My son and I & the dog and other family members would go out and lie on the grass right under or near the landing planes if we could stand the noise. You could almost reach up and grab onto the landing gear. My young son got very, very good at seeing aircraft on the approach and identifying them.

This was CV-580 & Dart era, 727-100s but I am not sure if the stretch 727-200s were plentiful. Around the time that the 737s arrived at FAL. The FL DC-3s were just about petering out.....but they were flying when I started at FL. Around and about were 707s, Lockheed Electras (at Western, I recall), Lockheed Constellations - which I flew once to Newark and back, DC-8s, DC-9s, a few DC-4s, and a long list of others which are slipping my mind at the moment.

For many years my son had an interest in aircraft (maybe still does) and I still forward him online aircraft articles when I run into them...such as the upcoming Boeing 787 Dreamliner. I still remember him as a toddler, coming to my office window at 5 PM....at the "new" FL facility.... and knocking on the window to say that my ride had arrived and that it was time to quit for the day. (Being a workaholic, I probably needed the prompting to lay down my pencils and pens and vamoose).

Memorable times. And all these stories from the many FL alumni are equally and profoundly wonderful to read ! Let me know if I can somehow help with the Old Frontier Airlines Historical Society.

Thanks a great deal for ALL the effort that you put into everything. Unbelievable job !

**-Darren Weeks, DBWEEKSFLA@aol.com**

My name is Dan Price and I started with FL in 1966 in Moab, Utah. My first manager was Art Keck. In 1967 I transferred back to my home in Tucson and worked under Jim Butler. I transferred to Omaha in the mid 70s, worked in Phoenix as well for about five years and I eventually ended up in Sacramento where it all ended for me and the rest of us in 1986.

I miss all of the gang. We were a family, that is for sure. A lot of my buddies have passed on. It is hard to believe.

My first novel is called Billy's Victory and it can be purchased through Amazon.com (\$10.17 + s/h), at Borders or Barnes & Noble. It is a baseball story for kids and is centered around an 11-year-old who loses his father.

**-Dan Price, DanPriceAZ@hotmail.com**

*(If you need a children's book gift, give Dan's a try. He's 62 years old now and has worked for the state of AZ the last 5 years. Dan's station agent seniority date is 12/26/66, emp# 07184, on the 1/1/86 FL/ALEA seniority list.)*

I worked for FAL for 13 years preceeding the bankruptcy. I began as an agent in Denver, working a short time in STL, then back to Denver . I was the Tower Manager the last 8 years or so, working with John Scott and many others. I have worked for United for the past 20 years and currently am the station manager in Tampa , Florida .

**-John Dahl, FloridaDahlhouse@yahoo.com**

I have no news to report. Haven't seen any of the old gang from FL (or Central) for two or three years. I myself am well and happy in Reno. I am completely retired now.

**-Joe Max Johnson, Joejanj@aol.com**

## WATER AND BALLAST

Anybody remember water on or water off, and having to put ballast in the tail of the CV-580s?? That was equivilant to drift

down as far as what the heck is it. Oh, do I remember wet takeoffs!

I was flying the 580 from Ft Smith to Fayetteville - Harrison - Ft. Leonard Wood - STL. Hot summer time and we had a rule as I recall we could only use water for like 3 takeoffs and I 'd had used them up. Got to Leonard Wood and the agent said he had a full boat and would have to leave some duffle bags off if I couldn't do a wet t/o, and you are last flight today.

Being big hearted and stupid, I looked at my water gauge and it showed 5 gallons. So brain clinking - ok - the gauge goes up to full when they fill it, it makes sense it would show zero when it was empty. I have 5 gallons worth. Smiling, away we go, for a wet t/o and when we turned off the water there was such a NOTICABLE change in engine sound and POWER 2/3's down the runway it turned itself off. Too far to stop, so inched the throttles up to near overtemp and used up every bit of runway to

get airborne. Climbing at about 2-300 feet per minute took an eternity to head toward St. Louis without cutting off the tops of all those damn trees. I thought, this isn't a forest - I must be going over tall grass - so many - so close (to my fanny).

We made it to STL and after I cleaned out my pants, I called for the mechanic to meet us at the plane. I was down that ladder and in his face (one of the very few (only) time you/anyone ever saw Jim Actor mad or nasty). Fix that G&%\$D gauge. I explained the problem and he calmly pointed out that is why we have the 3-4 takeoff limit because the gauge will NEVER INDICATE BELOW 5 GALLONS.

**-Jim Actor, JActor7377@aol.com**

OMG! The weight and balance days: I had to teach myself 737 as we did not have anyone on night shift to instruct. It went OK, but I was sure confused about drift down. Luckily I was in ICT and no worries getting over the wheat fields enroute to DEN. We later learned that it was no big deal for 1/2 full flights to only worry about structural weight for landing, which we seldom got close to. A few ZFW worries for FULL old basics. The -17s seemed like rockets at the time, imagine how the -6/7/8/900's would be with the New-Gen CFM's powering them.

A last thought - does anybody remember water on or water off, and having to put ballast in the tail of the CV-580s? That was equivilant to drift down as far as what the heck is it.

My, how the times are a changin'.

**-Dennis Casadoro, DCasadoro@comcast.net**

*(Dennis' mention of ballast brings back a flood of memories. My first job with CN on Aug 26, 1964 was filling sacks with sand to be used as ballast. After the merger in 1967 ballast came into short supply for some reason. There was an infamous grievance filed over "phantom ballast" which was being commonly used. The pilots would hear that term when they got the papers, alerting them that the pit 1 weight was lighter than shown on the papers. They compensated accordingly since the CV 580 was so powerful. After that grievance decision (someone forgot to tell the flight crew) put all the blame on the stations, we began putting on whatever was available to be "legal". MEM sometimes used old wooden pallets. In JAC in 1970 we used boxes of rocks called "rocky ballast" naturally. Finally we got re-supplied with proper ballast and didn't need to use our imagination anymore. Then the jet equipment pretty much made it obsolete.)*

## DISPATCHERS 1968 SENIORITY LIST

December 3, 1968: In accordance with Section VIII, "Paragraph D" of the Agreement between Frontier Airlines, Inc., and the Aircraft Dispatchers in the service of Frontier Airlines, Inc., as represented by the Airline Dispatchers Association, the following is the corrected seniority list as of December 1, 1968, of all Flight Control employees covered by this agreement. The date of hire shown is for vacation purposes only.

	Seniority List	Date of Co. Hire
1.	Mitchell, Lawton E.	1/01/47
2.	Mills, Edgar	1/23/47
3.	Millis, Scott S.. Jr.	8/28/'47
4.	Keene, Earl R.	5/13/47
5.	Doussard, Joseph A.	5/13/48
6.	Lawrence, George P.	3/01/47
7.	Hilbert William L.	3/01/47
8.	Conner, Ross R.	10/15/50
9.	Claffy, Joseph A.	3/17/51
10.	Newland, Horace M.	1/10/52
11.	Miller, Russell C.	9/09/47
12.	Kaiser, Michael J.	3/17/47
13.	Owen, Robert G.	11/7/50
14.	Klingensmith, Jesse R.	5/30/50
15.	Embleton, G. Nelson	1/24/52
16.	Jones, Eugene R.	9/09/52
17.	Buckingham, Charles H.	1/15/49
18.	Cashel, John A.	6/02/52
19.	Rogers, Jack T.	5/12/53
20.	Fink, Daniel H.	5/18/54
21.	Morris, Paul D.	3/16/55
22.	Dahllberg, Clifford D.	1/29/59
23.	Wilkinson, Charles M.	2/07/59
24.	Ockerman, William R.	7/19/54
25.	Van Winkle, Emmett E.	4/28/59
26.	Phenix, James A.	2/18/56
27.	Bonds, Donald D.	4/19/54
28.	Derry, Max L.	11/26/56
29.	Zusman, Delbert W.	9/20/58
30.	Bancroft, Karl D.	3/23/64
31.	Wharton, John S.	9/12/66
32.	Nichols, Dallas E.	4/23/66
33.	Young, Sammy	11/22/67
34.	McComic, Claudie O.	3/01/68
35.	O'Neill, Jerome A.	3/4/68
36.	Bierschenk, Darwyn N.	3/20/68
37.	Gray, Paris L.	3/20/68
38.	Scott, Bobby L.	4/29/68
39.	Scott, Donald	5/13/68
40.	Moore, Michael	5/27/68
41.	Karvasale, Mark	7/01/68
42.	Henderson, Richard E.	3/11/63
43.	Hopkin, Harold	9/20/68

*(I find old seniority lists great resources for remembering names and bringing back memories from those times. Many thanks to the amazing Ken Schultz for sending this list. He sent it with a batch of CN board of directors lists and remembrances of dispatcher Nelson Embleton. Employee newsletters and newspaper clippings are another great source of information.)*

## HOW MANY SEATS DO I HAVE?

CV600 vs. CV580: The local newspaper has asked me to write an article about the CN/FL exhibit at the FYV Air Museum. I want to note how the FL CV580s added seats out of FYV compared to CN's CV600s. Do I recall rightly that the CV600 carried 44 passengers and the CV580 carried 53? Never thought I'd forget that, but want to be sure. Does anybody remember what max cargo weights were on each a/c?

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

Believe they wer meant to carry 53. However 3 seats were blocked. 50 Passengers were the limit with only one flight attendant.

**-Duane Franklin, duane.franklin@comcast.net**

If memory serves correctly, the CV580 had 50 seats (1) FA, however may have been able to accommodate more but for the additional FA. Maximum Gross Weight for the CV580 was 53280 I believe.

**-Larry Gilbert, arry028@sbcglobal.net**

If you have Convair 580 questions, you need to get a hold of Frank Meyer. NOBODY, in the world knows as much about the 580 than Frank. I'm sure he can also explain to you the specific differences in the Rolls Royce Powered Convair vs. the Allison powered 580.

**-Jim Baumann, Jetpower580@aol.com**

*(Frank may be the only honorary FL captain ever. He lives in Grove OK and has some health problems. Email him at F86Meyer@aol.com)*

The CV580 did have 53 seats but Larry Gilbert may be correct regarding it being restricted to 50 psgrs per F/A rules. Not sure about that. I thought the MGW was 53200. Boy that was a long time ago. I can tell ya the old DC-3 MGW for FL. 25346. Now that's digging into the old gray matter.

**-Larry Roberts, twouldaztrikers@msn.com**

I believe you're correct, the Dart was 44 psgrs and the CV580 was 53; however, we kept the number down to 53 to allow for one flight attendant.

**-Duke Ellington, Firebox-D@comcast.net**

I think the 580 was limited to 50 (or less) so that only one flight attendant was required. I worked Wt/Bal at DROOO/DENOO and don't remember ever loading one to more than 50 pax. I do remember one being loaded so heavy in the tail w/ oil drilling bits that the front wheels came up off the ground while parked at the gate. Those were the days!

**-Jerry Piller, balconyboy@juno.com**

The CV580 definitely had 53 seats including the 3 on "Cleopatra's Couch" in the back, but the one by the window was the F/A seat. There were also 2 other seat locations in the cabin that were "blocked" ..no seat..bringing the number down to 50.

**-Donna Harrison, yell0wr0se@hawaii.rr.com**

Well, after searching high and low to find my old flight manuals I found this:

CV-240D/600/The Dart

Max Ramp weight 46,300#

Max T/O Weight 48,200#

Max Landing weight 44,000#

Zero Fuel Weight 39,500#

CV-580/Allison Convair 340/440/The Roto-Rooter/The 580

Max Gross T/O Weight 54,600#

Max Structural Landing Weight 52,000# Flaps 28/40

Of course, all of the weights (except ZFW) above are subject to reductions for higher than standard pressure altitude and temperature and that limitation will be shown on the ATOG charts.

**-Frosty Frost, Frosty1@hughes.net**

Initially, as I recall, Frontier operated the CV-580 with 53 seats. This was done for a while before the FAR's required more than one F/A when more than 50 seats were installed. During this period, the F/A's seat was a fold down type in the forward galley area.

When the 50 seat implementation occurred, the F/A sat where Cleopatra's couch was. This was right above the fire bottles and when that rare instance of firing the bottles occurred it was quite the experience for the F/A! Apparently, the shot-gun shells used to propel the extinguishing agent sounded more like cannon shells when they were fired!

*-Billy Walker, BillyWalker@cox.net*

## **THE GREAT CINNAMON ROLL CAPER**

**by Barbara Neff, flight attendant 1979 - 1985**

**Palms2pines@aol.com**

Do former Frontier flight crew members recall the huge, delicious cinnamon rolls that were loaded onto early morning flights in Bozeman ? Or, was it Billings ? Could have been Casper .

Anyway, at one of those stations we had 737 crew layovers in the early eighties. Our departures the following mornings were o-dark-hundred and the only passenger breakfasts loaded were these locally baked cinnamon rolls, which were to die for....fluffy, huge, loaded with sugary frosting and cinnamon.

We flight attendants always hoped to snag some for the pilots and ourselves. Well, okay, just for ourselves. But, these things were so delicious passengers rarely refused one, leaving us no leftovers.

The gate agent there was territorial when it came to the cinnamon rolls. I remember him well with a scowl, darting back and forth from the gate to the front galley of the 737, where the coveted delicacies were carefully stored in the oven prior to take-off, making sure our passenger count was exact; sometimes even taking his own count in the cabin. He seemed distrustful.

The count had to be exact so this agent could leave onboard only the number of cinnamon rolls to feed passengers. No extras for the crew. No way. This agent would get the count then rush to the front oven and take every single excess roll. Where do you think those extras went? We thought we knew. The FL employee lounge in that airport was where those excess rolls probably went. Or, maybe they went directly into this agent's lunch pail.

One early morning before sunrise we flight attendants were taunted by the aroma of the rolls in the front galley. I decided something had to be done to circumvent the cruel agent's cinnamon roll control.

I decided to take the passenger count, and the extra rolls, which were in foil bakery bags about six to a bag, up the jet-way to the agent myself, to save him the trouble. Right. That was my pretense.

I took the extra cinnamon treasures out of one of the foil bags before heading up the jet-way, hid them in the other oven, and replaced them with wads of wet C-fold paper towels to simulate the weight of excess rolls. I made sure the foil bag looked puffy and felt as if it carried the weight of excess rolls.

I took the foil bag holding wet C-folds to the agent at the counter in the boarding area and said, "Here are your extra cinnamon rolls."

The agent seemed surprised and pleased. He took the warm foil bag from my hand and quickly stashed it where he probably always stashed his precious rolls.

I headed back down the jet-way with dreams of sweets dancing in my head. We closed the door of the 737 and taxied away.

Boy-oh-boy, we flight attendants gobbled up those pilfered cinnamon rolls. I am thinking we even shared our ripped-off bounty with the captain and first officer. I could be wrong. We laughed all the way back to Denver at how clever we were. We snickered at thoughts of the stingy agent opening his foil bag, anticipating his usual meal of bakery delights, only to find wads of wet paper towels

We didn't laugh long. Upon arrival at the gate in Denver the agent greeted us with messages. We were to report directly to our in-flight supervisors. Gulp. We gargled in the lavatory to remove all traces of cinnamon breath.

I don't remember exactly what my in-flight supervisor, Rhys Wilson, said. I do recall he had difficulty reading the charges against me with a straight face. We ended up laughing ourselves silly in spite of the expectation, perhaps, by the agent who was the recipient of wet paper towels that I'd be disciplined.

No discipline letter went into my file for the incident, which became forever known as the Great Cinnamon Roll Caper. That gate agent never again trusted me with the passenger count or his rolls. He actually seemed to dislike me. I wonder why.

## **LC, CN AND FL**

Otto Smith shared some of his airline career memories with us in the Fall 2006 issue. He had quite a time at Lake Central Airlines (LC).

I found these items in an article by Dave Nichols in the Jan/Feb 1999 AIRLINERS magazine.

LC started off with Beech Bonanza 35 just as CN and TT did. LC called their DC3s Centraliners just as CN did. LC bought their Convair 340s from UA about the same time as FL was buying them. The LC serial numbers are similar to FL's: 73118, 23, 24, 25, 30, 31, 38, 42, 49 and 51.

LC lost a CV580 on Mar 5, 1967 when a propeller snapped off and cut the fuselage in two - sn 73130. FL lost sn 73130 at GRI 12/21/62 and made a CV580 simulator out of the hulk. AL bought out LC Jul 1, 1968 - 9 months after FL bought CN.

*-Jake Lamkins, ExFAL@yahoo.com*

## **DIDJA KNOW**

The first of three Boeing 747-400 freighters has been converted to a super-size Guppy-type aircraft to haul Boeing 787 fuselages and sub-assemblies. It features a swing-tail, an extended fin and a "bubble" enlargement which expands the fuselage volume to three times that of a standard 747-400.

Boeing 747s and DC-10s are being converted to tankers for fire-fighting operations for the U.S. Forest Service. Previously, the largest tanker available could carry 3,000 gallons of water or fire retardant. The DC-10 can carry 12,000 gallons and the 747 can haul 20,000 gallons. Evergreen Aviation is spearheading the development of the modifications.

1) Write down the number of the month you were born

2) Multiply it by 4

3) Add 13

4) Multiply the result by 25

5) Subtract 200

6) Add the day of the month on which you were born

7) Multiply by 2

8) Subtract 40

9) Multiply the result by 50

10) Add the last two digits of the year of your birth

11) Finally, subtract 10,500

The result should be your birth month, day and last two digits of the year.

## JETS FINALLY LAND AT JAC

### *First regularly scheduled Jets fly to Jackson Hole*

The landing of the first regularly scheduled Boeing 737 jet at Jackson, Wyo., June 1, 1981 marked the latest step in Frontier's lengthy effort to secure scheduled jet service to the area.

Three daily Denver-Jackson round trip jets are being offered by Frontier, with two additional flights on weekends. Two of the daily flights also serve West Yellowstone, Mont. An additional Denver-Jackson round trip using Convair 580 equipment is available, and two daily round trips between Jackson and Salt Lake City are offered using Convair 580s.

The Jackson jet schedule was finalized after the FAA approved Frontier's operations specifications in February for the Boeing 737-200 with the higher thrust JT8D-17 engines. The Sierra Club - an active opponent of the jet service - requested a temporary injunction against Frontier to stop the jet service. This was turned down by the U.S. Court of Appeals, although a Sierra Club lawsuit to stop the jet service is still pending.

At the center of the issue is the location of the Jackson airport in Grand Teton National Park, the only commercial airport in the U.S. located in a national park. Since 1967 when Frontier first announced plans to serve the area with Boeing 737 jets - the issue has been considered by various governmental bodies, including the FAA, National Park Service, Department of Interior and the courts. Active participants include the Sierra Club, Jackson city officials, Wyoming state officials and Wyoming Congressional representatives.

#### *Jackson Airport Chronology*

**1929:** Grand Teton National Park is established on a 150-square-mile site, not including the present airport site.

**1939:** The airport is built on land leased by Jackson from federal, state and private owners.

**1941:** Western Airlines begins service at Jackson with DC-3 equipment.

**1943:** Land near the Park, including the present airport site, is donated to the U.S. Government and is designated a National Monument.

**1950:** Original Park and much of the Monument property, including the airport site, are incorporated into a new Park by act of Congress.

**1955:** National Park Service approves the Use Permit leasing the airport to the City of Jackson for 20 years.

**1959:** A 6,305-foot paved runway is constructed. Frontier begins service with DC-3s, and Western discontinues service.

**1964:** Frontier introduces Convair 580 propjet service.

**1965:** National Park Service develops plans for extending the runway to 8,000 feet.

**1967:** Frontier announces plans for future Boeing 737 service and asks for suitable runway extension.

**1969:** The U.S. Congress passes the National Environmental Policy Act, establishing requirements for Environmental Impact Statements (EIS) for projects such as the proposed runway extension.

**1973:** National Park Service circulates the EIS for the Jackson airport runway extension and other improvements.

**1974:** After receiving comments, the final EIS is submitted, minus plans for the runway extension, which is determined to need further study. Other improvements, such as runway widening and the installation of some landing aids are approved.

Among "further" studies prompted by the 1974 EIS are wildlife and noise studies, a study by the University of Wyoming (contracted by the National Park Service), a Regional Transportation Study by the Department of Interior and a Master Plan by the FAA in conjunction with the Jackson Hole Airport Board. Development of the Master Plan, in turn, prompts another EIS.

**1975:** National Park Service renews the airport lease to the City of Jackson for an additional 20 years.

**1977:** Initial draft of the EIS is submitted to various federal agencies and parties to the case for comments. Strong opposition, particularly to the runway extension, is voiced by key agencies, including the Department of Interior.

**1978:** Frontier requests the FAA to amend its operations specifications to allow service by Boeing 737 jets equipped with higher thrust JT8D-17 engines, thus negating the need for the runway extension. The FAA orders another EIS.

**1979:** FAA submits the initial draft of the new EIS to various federal agencies and parties to the case. Public hearings are held throughout the year in Jackson and Washington, D.C.

**1980:** In June the Jackson Airport Board, following public hearings, implements a Noise Abatement Plan designed to minimize noise over the Park by controlling aircraft flight paths and operating procedures for all aircraft using the airport.

In July the Jackson Hole Ski Corporation contracts with Frontier to operate charter flights to the resort using Boeing 737s with "dash 17" engines during the 1980-81 ski season.

The charters, operated on Saturdays from mid-December to late March, are flown in addition to Frontier's regular Convair 580 service between Denver and Jackson and Salt Lake City and Jackson.

National Park Service publishes a proposed Noise Abatement Plan in October in the Federal Register that would effectively ban all jet operations, commercial and general aviation.

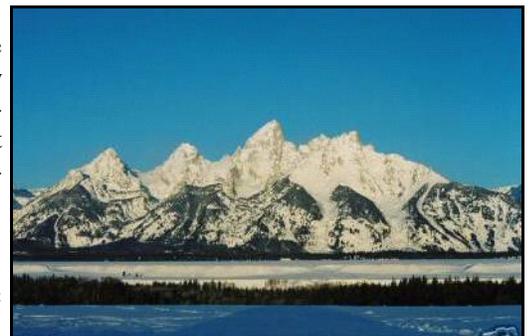
In November, a U.S. House-Senate conference committee adopts an amendment to the Interior Department appropriations bill that prohibits the National Park Service from implementing its noise abatement proposal.

The Secretary of Transportation gives approval to the final Environmental Impact Study in December. The EIS concludes that there will be "no significant environmental impact" as a result of regularly scheduled Boeing 737 jet operations, and adds that "social and economical impacts will be beneficial to the area . . ."

**1981:** In February the FAA approves the amendment to Frontier's operations specifications allowing Boeing 737 jet service to Jackson.

The U.S. Court of Appeals turns down the Sierra Club's request for a temporary injunction against the scheduled jet service in April.

The first regularly scheduled Boeing 737 jet lands at Jackson June 1.  
-FL NEWS,  
June 1981  
(Sent by Ken Schultz)



## THE FL HISTORY NEVER WRITTEN

Ed Gerhardt has become Frontier's official historian. One of the early Challenger employees and a man directly involved in much of the company's progress, Gerhardt is on special assignment to write a definitive history of Frontier and its predecessor companies. Faced with a monumental task of researching and writing that will take a couple of years, he would appreciate ideas, anecdotes or photographs and employees may want to offer. You'll find him working on what he is calling "Air Trails Over the Old Trails" in Room 120 of the general office. Call him at 303/398-5001; he'd love to hear from you.

**-FL NEWS, Sep/Oct 1978**

For Ed Gerhardt, telling the history of Frontier Airlines is a lot like reviewing his own career. He has been a part of the company since it started.

Gerhardt, who recently retired from Frontier after 35 years of service, is currently writing *Contrails Over The Old Trails*. The book traces Frontier's development from the start of the local carrier concept after World War II, to the merger of three small airlines - Monarch, Challenger and Arizona - into Frontier in 1950, and the challenges and rewards of the 1950s through the 1980s. As part of his research, Gerhardt conducted more than 250 interviews with past presidents of the airline, past and present officers, pilots, flight attendants, station agents and mechanics. And, he has looked back at his own career.

"I've seen it all," Gerhardt says. "I've watched Frontier grow from a small local service carrier to a major force in the airline industry. Most important, I've had the chance to participate in that growth."

During his 35 years with the airline, Gerhardt held several positions, including Challenger Airlines' first station manager in Denver; district sales manager, based in Denver; regional sales manager, based in Phoenix; regional director of sales training, Denver; Frontier's first director of publicity; vice president of public relations; director of special projects, local service marketing; director of public affairs; and, most recently, company historian.

"I was at Buckley Field in Denver at the end of World War II," Gerhardt recalls. "I liked the area and the people, and I decided to stay and attend Denver University - majoring in airline management - instead of going home to Michigan."

"One day, George Snyder, president of Challenger Airlines, came to D.U. to recruit employees. When Challenger inaugurated its Denver to Salt Lake City run - with several stops - I worked at the station at Stapleton. Since there was no flying at night in those days - Challenger only had V.F.R. (visual flight rule) authority - I attended night classes at D.U."

Gerhardt remembers a blizzard in 1949 in Wyoming that lasted 45 days. "It blocked all the roads and tracks, so the only way to get in and out was to fly. Challenger flew shuttles between Denver and Rawlins, and Salt Lake City and Rock Springs. In Rawlins, five Union Pacific trains were stranded, so we flew in food and clean linen and flew passengers out. For 45 days, we were the only link those people had. My job while in Rawlins was to contact the Union Pacific about the passengers to be shuttled back to Denver."

After Challenger merged with Monarch and Arizona Airways to form Frontier in 1950, Gerhardt went to Phoenix as regional sales manager. He developed one of the industry's first

"interline" tour programs — a visit to the Grand Canyon via Frontier tailored to passengers flying to Phoenix on other carriers. "I offered reservations agents at American Airlines in New York and other cities in the East a five percent commission for booking the package. It started a trend."

In the mid 1950s, Frontier's didn't have a formal reservations training program, so Gerhardt developed one. He also edited the airline's first employee newspaper, *Sunliner News*.

"Frontier held celebrations - air fairs - in our cities in those days. We would fly over a town, drop timetables from the plane, and give a free ride to the person lucky enough to pick up a timetable with an 'X' marked on it. We also flew sightseeing runs. We also turned up the engines to let everyone know a plane was in town!"

Gerhardt worked with news media reporters in Frontier cities in the 1960s and 1970s. He always carried his camera, capturing many moments in the airline's history.

Why the decision to write the book? "I was afraid the history of Frontier would get away - that's why I started the project. I am also a pack rat - and I have saved a lot of material through the years.

"I am overwhelmed at times. Pulling all the information together is a difficult job. But it is so important to me for the history of the company to be preserved - especially so our employees will know the heritage of the airline."

Completion of *Contrails Over The Old Trails* is several months away. For Frontier employees, the book will provide an interesting look at an exciting period in aviation history, from the eyes of a master storyteller.

**- FL NEWS, June 1981**

The research that Ed Gerhardt did was never published because things started to slide in 1981 so the whole project was terminated. Ed was told to take the materials home.

After Hank Lund became President, stores sent a truck out to his house and brought all of the materials back to the hangar where they were stored in an area where all departments stored records. I noticed that items started to disappear and contacted the public relations department and suggested that the research/records be given to the Denver Public Library - Western History Department, since Ray Wilson had given all of his papers to them. In March 1986 Frontier donated all of the materials to DPL - WH, where they are now located and may be accessed and researched as the Frontier Airlines Collection.

**-Ken Schultz, Wheat Ridge CO**

Ed Gerhardt, Vice President of Public Relations for Frontier, collected papers such as correspondence, Civil Aeronautics Board data, and newspaper clippings on Frontier and the five related airlines for the purpose of writing a history of the airline. Most of these items are secondary in nature. Once the company started to lose money in the early 1980s, Frontier shut down Gerhardt's project. The beginning of the series contains papers from Arizona Airways lawyer's files, which includes articles of incorporation and meeting minutes. The bulk of the research series is in the form of typed oral history transcripts. Gerhardt conducted interviews with all levels of Frontier employees - executives, mechanics, pilots, and stewards. Typically, the transcripts contain reminiscences.

**-<http://leadsrv.denverlibrary.org>**

*...it is so important to me for the history of the company to be preserved.*

## A FL HISTORY THAT WAS WRITTEN

The merger of Monarch, Challenger, and Arizona Airways created Frontier Airlines, which began serving the public on June 1, 1950. Ray Wilson had been the impetus behind the eventual creation of Frontier. Since his service in the Illinois National Guard, Wilson had been interested in flight. Wilson started a flight school in Denver, Colorado that he relocated to Chickasha, Oklahoma in the 1930s with his partner, Major F. W. Bonfils (business manager of the Denver Post).

Prior to World War II he applied to the Civil Aeronautics Board (CAB), under Ray Wilson, Inc. for permission to operate an airline. He planned for terminals in Denver, Colorado; Albuquerque, New Mexico; and Salt Lake City, Utah. After the war, the CAB granted Wilson his application. In June 1946, Wilson changed the name of the company to Monarch Airlines. Wilson experienced financial difficulties and sought an investor. H. S. Darr, a businessman from Chicago, assumed financial control over Monarch in February 1947 and became president in April of the same year. Wilson acted as executive vice president / general manager and continued to run day-to-day operations.

Charles Hirsig, II, an entrepreneur from Laramie, Wyoming, incorporated Summit Airways and received approval from the Civil Aeronautics Board for a route with terminals in Denver, Colorado; Salt Lake City, Utah; and Billings, Montana. But Hirsig died in 1945 and Summit never commenced operations. George Snyder of Salt Lake City, Utah bought the dormant Civil Aeronautics Board certificate for Hirsig's route and changed the name to Challenger Airlines. The renamed airline began service on May 3, 1947 out of Salt Lake City.

The owners of Arizona Airways originally intended to operate a flight school when they convened in 1942. But by 1945, they decided to raise money for an airline and in 1948 the company applied to the Civil Aeronautics Board for a scheduled route. The Civil Aeronautics Board approved the route with the provision that the company located stable financial backing. By 1950, the three airlines merged in hopes of financial stability due to the ability to offer extensive service. The newly formed Frontier served 40 cities in seven states of the Rocky Mountain and Southwest region of the United States and its service extended from Canada in the north to the Mexican border in the south. The passenger airplane industry proved to be a risky and expensive enterprise. Pioneering airlines such as Frontier created a new infrastructure with the purchase of land, airplanes, construction of buildings, terminals and runways.

In 1947, Monarch Airlines carried 28,000 passengers and by 1951, Frontier had flown 102,000 passengers. The new airline succeeded because it serviced a part of the country that had been ignored by the rest of the airline industry. The 1950s started with Frontier making most of its money from mail and freight. But gradually passenger revenue started to dominate the company's earnings. To increase the number of passengers, Frontier focused on marketing and advertising. Frontier added vacation destinations that allowed competitive business throughout the year. In 1957, Frontier released Frontier Vacationland a twenty-seven minute color film that highlighted its destinations.

Internally, Frontier experienced problems due to tensions between Darr and Wilson, which had existed since the beginning of their business relationship. When asked in a 1978 interview about the merger of the three airlines that created Frontier, Wilson replied that he knew nothing of the transaction and Darr

had never consulted him. Darr, in bad health, promoted C. A. Myhre, former vice-president to president of the Company and instructed Myhre to fire Wilson in December 1954. Darr died in 1955.

During the 1950s, Frontier's profit and loss varied greatly year to year. The Company's increase in revenue could not offset their operating expenses in 1957, leading to their greatest loss of the 1950s. The airline industry, including Frontier, gained a boost when President Eisenhower signed a bill that provided a government guarantee of up to 90% on loans for small airlines. Frontier announced soon thereafter that they would purchase four Fokker F27s and Convair 340 airplanes. These planes carried more passengers than the DC3s which had a maximum load of 24 passengers.

In 1958, L. B. (Bud) Maytag, Jr., heir to the Maytag washing machine family, bought controlling stock from Emil Levin, a Chicago industrialist, at the age of 31. C. A. Myhre resigned his post as president in January of 1959 and Maytag assumed the job. But by 1962, the Goldfield Corporation bought Maytag's majority Frontier shares and Lewis W. Dymond became president. The Goldfield Corporation then sold controlling stock to RKO General, Inc. in 1964 for more than \$6.5 million.

In 1965, Frontier announced it would build a five million dollar hangar and office building complex at Stapleton International Airfield in Denver, Colorado, its base of operations. The Civil Aeronautics Board allowed Frontier to convert from a small regional "feeder" airline to a major "trunkline" which would serve 58 cities in 11 states. Frontier continued to grow with the merger of Central Airlines of Fort Worth, Texas in 1967, which allowed the airline to serve 114 cities in 14 states.

With the absorption of Central, Frontier expanded their operations complex at Stapleton, purchased new planes and installed an advanced computer reservations system. This contributed to Frontier's loss of \$7,384,680 in 1968, the company's worse year yet. Frontier made some large changes in an effort to become profitable. After incurring losses for nine months in a row, the Company tried to sell additional preferred stock, negotiated a ten million dollar bank loan, cancelled orders on seven large jets and laid off 42 pilots.

Lewis W. Dymond, President of Frontier, resigned in January, 1969 due to "differences in operating philosophy." At the time he owned the largest number of shares of any individual stockholder. Dymond held his stock and remained on the Board of Directors. E. Paul Burke replaced Dymond. Burke blamed the airline's financial crisis on the industry-wide problem of an increase in labor costs with heavy debt due to the purchase of new jets and a decline in revenue per miles flown. The Civil Aeronautics Board allowed an increase in airfares to assist the ailing industry.

In 1971, Alvin L. Feldman, a former engineer with management experience in nuclear rockets and jets, became president. By 1972, the airline announced a net income of \$7,119,000, a dramatic change from the low in 1968. Feldman attributed the turn around to "intensive marketing, cost control and improvement in the economy of the area served by Frontier." Throughout the 1970s, Feldman continued to make Frontier a profitable airline.

The Airline Deregulation Act of 1978 drastically changed the airline industry. Since the Civil Aeronautics Board no longer played a role in choosing airlines' routes, fierce competition

among airlines for passengers produced cut-rate fares that benefited the consumer, but quickly shut down airlines unable to lower their costs and maintain low rates.

Feldman left in 1980 to become President of Continental Airlines. In his place, Glen L. Ryland took over. Ryland faced rising costs in fuel, a recession and heightened competition due to deregulation. To counteract the slow travel periods and to become more competitive in the airline industry, Ryland created Frontier Holdings, Inc. in 1982. This new company had four divisions: The Frontier Development Group, which entered the mail order business; Frontier Horizon, which provided cut-rate service by using non-union labor; Frontier Leaseco, which handled the leasing and purchasing of aircraft and large equipment; and Frontier Services, which ran support services related to aviation and travel.

The creation of Frontier Horizon outraged Frontier employees who disliked Frontier Horizon's hiring of non-union labor. They feared that the low-cost airline would take away routes from the original Frontier and eventually drive it out of business. Skybus, Inc. purchased Frontier Horizon in 1984 and Frontier phased out the other unprofitable divisions throughout 1984 and 1985.

In 1983, Continental Airlines filed for bankruptcy, renegotiated union contracts and became a low cost carrier with cut-rate fares out of Denver. Additionally, United Airlines entered the Denver market and started to take a substantial portion of business away from Frontier. By the end of 1983, Frontier had a net loss of \$13.8 million. The airline continued to lose money and in November 1984, Ryland resigned under pressure from the board. Hank Lund, former President of Frontier Horizon, replaced him and wanted to return to the business of running "a successful airline." But Lund left the company after RKO General decided to sell the airline. Joseph R. O'Gorman became the next President.

In December 1984, the Frontier Employee Coalition, a group that represented Frontier's union employees, started to negotiate an employee stock ownership plan. In 1985, the Coalition in conjunction with a group of investment and development firms, offered \$222.4 million to buy the airline. Texas Air Corporation out bid the Coalition, but at the last minute People Express, Inc., a low cost carrier from the east coast, bought the airline. People Express appointed Larry Martin as President and promised that Frontier would remain an independent subsidiary with its union structure intact until at least 1990. But by 1986, People Express tried to sell Frontier after the company continued to lose \$10 million a month for the first half of the year. People Express shut down Frontier on August 25, 1986, and 3,700 employees in Colorado and 4,700 nationwide lost jobs. Other airlines offered jobs to Frontier employees as competitor airlines grew to fill the gaps left by Frontier's closure.

Frontier filed for bankruptcy on August 29, 1986 after an unsuccessful attempt to sell the working airline to United. Instead, Continental (owned by Texas Air Corp.) purchased Frontier's assets and in December 1986, Frontier liquidated what remained with a sale at a hangar in Stapleton Airport. Todd Cole presided over Frontier's final years in bankruptcy that lasted from 1986 to 1998

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## THE REST OF THE STORY

by Billy Walker

Here is a story from our 1971-72 SE Asia adventure that might

be of interest. This story didn't have an ending until this past week!

Red Dawson hired me to fly for Air America in 1967. However, I ended up with the old Frontier Airlines instead. Then, in 1971 there was an opportunity to take a leave of my senses, and I ended up in Phnom Penh, Cambodia flying CV-440's for Tri 9. This was on a year's leave of absence from Frontier. Cheryl and I were newly married and she thought it might be an interesting adventure for us both. She was right!

Cheryl was a flight attendant with Frontier, and I was a co-pilot on the Convair 580 based out of SLC, Utah. In December of 1971 Frontier was cutting back and I was going to be displaced from the right seat on the Convair to the idiot seat on the Boeing 737. Then I saw a notice from the VP of Ops, Ed O'Neil, stating that there were Convair captain slots available in S.E. Asia. This perked my interest, so I called the number on the notice. The phone call was to a private home in Mena, Arkansas. The lady who answered didn't seem to know anything about it, but would give her husband my name and number.

My flight arrived back in SLC and I told Cheryl of my phone call. We both thought nothing would materialize and went to bed thinking of the hassles ahead commuting from SLC to Dallas/Ft. Worth where I was displaced to. Around 3 AM the phone woke us. It was Jim Zeigler and Cliff Neville calling from Phnom Penh, Cambodia wondering how soon I could get there. Of course I asked the terms of the agreement and hung up wondering how Cheryl and I would put together obtaining two leaves of absence, passports, First Class physical, ATP written, training and ATP certification along with a Convair 440 type rating, selling the car, storing the furniture, and saying good bye's to friends and family. Back then, I was a co-pilot with only an FAA Commercial ticket and a type rating in the DC-B-26. So, Cheryl and I would have to really put the hustle on to put this all together. I know now that there is no way that we could have planned this out and have it come together like it did.

The next morning, I called our Sr. VP of Operations, Ed O'Neil. Ed was in a meeting, but called me back a few minutes later. I explained that I had responded to his posting and was offered a flying job as a captain in SE Asia. After a short conversation, he told me that a leave of absence would be no problem and that Frontier would give me the ATP along with typing me in the Convair. Interestingly, the Convair I was flying was the CV-580, a turboprop conversion from the piston Convair I needed the type in. For once I kept quiet thinking a CV-580 rating would be a good thing and that I could get the piston rating next.

There was a quickie weekend ground school in Denver where I took the ATP written. Then I got a simulator session and airplane flight check in the CV-580. When the FAA inspector filled out the new certificate mine was the first one since the FAA changed the type rating description. Mine read CV-340A/440A. It was supposed to read CV A340/A440. The "A" stood for Allison, the engines powering "The Mountain Master." I found this out later when the error was corrected via a subsequent type rating.

When I saw how my certificate read, I figured the folks in Cambodia wouldn't notice. Perhaps the worst thing for us would be a trip to a part of the world we hadn't seen. Later, when I checked in with operations, no one asked why my rating looked different from the CV-240/340/440 which was shown on the

other captain and chief pilot's certificates. I was made legal too, as the DCA in Phnom Penh issued me a Cambodian ATP with all the proper ratings and authorizations. I was able to pass the flight check as I was familiar with the engines which are nearly the same as those on the B-26 I flew. Also, I brought along Captain Jack Schade's Frontier CV-340 manual, which I reviewed on the flight over. Looking back, the most amazing thing was that all that needed doing was accomplished with us reporting in Phnom Penh just 22 days following that 3 AM phone call!

The living in Phnom Penh was a far cry from my expectations of a war zone. The flying was great as the aircraft had enough performance to get us up out of the ground fire outside the airport perimeters. The CV-440's were just off the line at Finnair and were immaculate. We flew regular passengers within Cambodia. Flights originated in Phnom Penh at Pochentong International Airport and went either to Battambang to the NW on the Thai border, or to Kompong Som (Sihanoukville) to the SW on the Gulf of Siam. Later we had flights to Bangkok and to Siem Reap when we would take Khmer soldiers into the fighting near the Temples of Angkor Wat.

Early in 1972 things were pretty quiet in Phnom Penh and we were feeling reasonably secure when a vicious attack by the NVA commandos and Khmer Rouge began around 2 AM on March 22nd, which lasted nearly two hours. There were some 80 Russian 122mm rockets, 40 mm rockets, mortars and other munitions landing around the city. More than 30 landed around the airport. This first attack killed 75 wounding 112 civilians. One of our Convair's suffered a couple of shrapnel punctures that night. This would be the first of many attacks.

Our US Army friends arrived at our villa to evacuate us to the US military compound. The US government was reporting there were no US military in Cambodia. Happily, this report was very inaccurate. Another report with questionable veracity was when the Russian Ambassador in Phnom Penh made the statement that Russia was NOT supplying arms to the communist forces in Cambodia.

I will never forget the trip in the jeep away from our villa in Toulecourt, a suburb of Phnom Penh. It was a dark night with lots of flares, incoming and outgoing artillery, and small arms going off all around us. As we rounded a corner, two young men dressed in black pajamas carrying AK-47's jumped up from a grass covered ditch and pointed their weapons at us. At this point, I was getting way behind on my worrying! I was sure these were NVA commandos or Khmer Rouge. However, it turned out they were members of the Home Guard. Once they, and we, determined who was who, we were allowed to complete our journey to the US compound near the Cambodian "Pentagon." We took shelter with the Military Delivery Team the rest of the night. This was the first of many rocket attacks. A day or so later we determined where a foul smell was coming from. On the gate posts along our street, there were several heads which were becoming ripe and attracting flies. These had belonged to some of the NVA commandos who attacked the nearby radio station killing several, including the Khmer colonel, his French wife, their two children along with an unborn baby. The evidence indicated they made the colonel watch while atrocities were administered to his family before killing him too. Apparently, there is a belief over there that if you kill an enemy, and separate his head from his body, his spirit is forever haunted and cannot

find Heaven. Hence, the gate post ornaments!

US Air Force Lt. Col. Mark Berent was the Air Attaché in Cambodia. We became acquainted and went out socially a few times. He ended up saving my fanny a couple of times too. Once, he hot footed it out to Pochentong, prior to our leaving on a mission to Battambang, telling me we needed to re-plan our route. This is when we learned about Operation Arc Light when the B-52's began carpet bombing again. Another time was after I arrived at Pochentong after dropping off some troops at Siem Reap. When we took off we flew low over Tonle Sap, a large inland body of water just SW of the Siem Reap airfield. We left the flaps down some to produce some extra wake and blew over a couple of sampans with several fishermen for fun. Mark told me it would probably not be a good idea to try that again as this was how the Khmer Rouge and NVA commandos fed themselves. Along with their fishing nets, they carried AK-47's and would likely be on the lookout for us next time. There were rumors that Tonle Sap was the residence of some crocodiles. I prefer to stay away from things such as that.

One day I walked over to the side of the taxiway to get rid of my morning coffee. As I mentioned earlier, the Russian's had claimed they were not providing arms. Right there, sticking out of the sand was a spent Russian 122 rocket. I could plainly see the "CCCP" on the side along with other identification stenciling. Apparently, when it hit the sand, it did not blow up and ended up with, what once was, the pointy end sticking up and the rocket motor end down in the sand. I hesitated touching the thing not knowing whether or not it was still dangerous. So, I had one of the Army folks who knew munitions, Sgt. Percy Burns, look at the rocket. After Percy said it was safe to do so, we pulled it out of the sand and had our photo taken with it. I presented it to the Air Attaché, Col. Berent. He gave it to Marshall Lon Nol, the Cambodia premier. As I remember the story, at a state dinner with the various nation's ambassadors, Marshall Lon Nol had the 122 rocket on the Russian ambassador's plate prior to asking him to leave Cambodia. I lost track of Col. Berent after the war.

Moving ahead nearly 30 years, I was with my Nieuport 17 squadron, "Lafayette Escadrille d' Arizona." We had been invited to Luke AFB for an air show there. The 306th Fighter Group hosted us and after we put the airplanes in the hangar, we went to the Officers Club for a cold one. I was standing with the Nieuport 3 pilot, Col. Roger Parrish. Roger is the only two-time leader of the USAF Thunderbirds and, later, was the Director of Training at America West Airlines after his Air Force career and a stint with Learjet. Our squadron does volunteer missing man fly -overs for Veterans Day, Memorial Day and special events to honor those who have made the supreme sacrifice for our country.

Roger and I noticed three other fellow's talking near by. One, with his back to me, had a "Phuque Jane Fonda" patch on his flight suit. I mentioned to Roger that we need those for our flight suits and went over to inquire where this fellow got his. As I got close, I recognized the voice. It was Mark Berent. He hadn't changed much over the years, but I had. I was 20 pounds heavier, what little hair left is grey, and I now sport a grey beard. So, I stuck my hand out and said "I haven't shaken hands with you since Phnom Penh in 1972!" Berent replied "...who the heck are you?"

It didn't take him long to put things together and we were fast renewing an old friendship. Berent had since authored a series of

books on the SE Asia Air War. At one point he ran the air war in Cambodia. His five books are required reading at the USAFA and War College. If you like Tom Clancy's writing, in all likelihood you will love Mark Berent's books. They are factual accounts based on real events with fictional characters and cover the different operations like "Linebacker" and "Steel Tiger." You won't be able to put them down. I am not getting a commission selling his books, but if you are interested his web site is: <http://www.markberent.com/>

I see Mark on occasion as he lives near by. When I flew my farewell flight as an airline captain, Mark and his lovely companion, Arlene Goode, honored me by coming along. Just a few nights ago Cheryl and I met Mark Arlene for dinner. Afterwards, as we went out to jump in our cars, Mark said "I have a present for you." He reached in the back of his SUV and handed me an old relic, a spent 122 mm rocket he had kept for nearly 30 years! It still has the "CCCP" stenciled on the side. Apparently, Mark recovered it after the infamous state affair. I am not sure where I will put it, but with a story behind it such as it this, I will find a suitable fighter pilots pub or museum to house it, and I will spend the next 30 years embellishing the story. For sure looking at it will dredge up old memories of old friends and old airplanes of times past. As Paul Harvey would say: "...and now you know the rest of the story."

*(Billy wrote this essay in 2002. He was a pilot 1967 - 1986 and FL/ALPA MEC Chairman the last few years of FL's life. Afterwards he flew at America West and Jet Blue where he retired Oct 1, 2006.)*

## PILOTS AND STUFF

**Emailed by Ken Larason, [KLarason1@tampabay.rr.com](mailto:KLarason1@tampabay.rr.com)**

The scientific theory I like best is.... the rings of Saturn are composed entirely of lost airline baggage.

An old pilot is one who can remember when flying was dangerous.... and sex was safe.

Both optimists and pessimists contribute to the society. The optimist invents the airplane... the pessimist the parachute.

Airlines have really changed, now a flight attendant can get a pilot pregnant.

If helicopters are so safe, how come there are no vintage/classic "helicopter fly-ins".

Death is just nature's way of telling you to watch your airspeed or rotor RPM.

Real planes use only a single stick to fly. This is why bulldozers & helicopters -- in that order -- need two."

There are only three things the copilot should ever say:

1. Nice landing, Sir.
2. I'll buy the first round.
3. I'll take the ugly one.

As a pilot, only two bad things can happen to you and one of them will.

a. One day you will walk out to the aircraft knowing that it is your last flight.

b. One day you will walk out to the aircraft not knowing that it is your last flight.

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

About Rules:

- a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.
- b. If you deviate from a rule, it must be a flawless performance. (e.g., If you fly under a bridge, don't hit the bridge.)

The ideal pilot is the perfect blend of discipline and aggressiveness.

The medical profession is the natural enemy of the aviation profession.

Ever notice that the only experts who decree that the age of the pilot is over... are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over, I know of no expert who has volunteered to be a passenger in a non-piloted aircraft.

Before each flight, make sure that your bladder is empty and your fuel tanks are full!

He who demands everything that his aircraft can give him.. is a pilot. He that demands one iota more... is a fool.

There are certain aircraft sounds that can only be heard at night.

The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.

Flying is a great way of life for men who want to feel like boys, but not for those who still are.

Flying is a hard way to earn an easy living.

Forget all that stuff about lift, gravity, thrust and drag. An airplane flies because of money. If God had meant man to fly, He'd have given him more money.

If black boxes survive air crashes -- why don't they make the whole plane out of that stuff?

"If the Wright brothers were alive today Wilbur would have to fire Orville to reduce costs" ..... President DELTA Airlines

In the Alaska bush I'd rather have a two hour bladder and three hours of gas than vice versa.

It's not that all airplane pilots are good-looking. Just that good-looking people seem more capable of flying airplanes. Or so seasoned observers contend. A matter of self-confidence? No doubt, no doubt.

I've flown in both pilot seats, can someone tell me why the other one is always occupied by an idiot?

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

You define a good flight by negatives: you didn't get hijacked...you didn't crash...you didn't throw up...you weren't late...you weren't nauseated by the food... So you're grateful.

New FAA Motto: We're not happy... till you're not.



## EMPLOYEES IN THE NEWS

*FL NEWS, JUNE 1981*

### Appointments:

E. Archuleta - City manager, Alamosa  
 Joe Barker — City manager, Grand Forks  
 Mark Birch — City manager, Fargo  
 Jack Birnbaum — Asst city manager, ramp services, Denver  
 Marjorie Cannon — Flight attendant supervisor  
 Dan Chappelle Marketing representative, Oakland  
 Tom Denardin — Marketing representative, Houston  
 Don Enos — City Manager, Casper  
 Tod Evans Marketing representative, Houston  
 Suzanne Frazier — Ramp service supervisor, Denver  
 Ron Gordon — Market research analyst  
 Charlotte Hackett - Special assistant, Wichita  
 Suzi Malloy - Flight attendant domicile manager, Denver  
 Ric McCune — City manager St. Louis  
 Mark Nickells — Marketing representative, Oklahoma City  
 Lisa Owen — Marketing representative, Tulsa  
 John Pappas — City manager, Reno  
 Tom Peterson — Marketing representative, Sacramento  
 Claire Sherwood — Marketing representative, Oakland  
 Mike Smicker — Supervisor, pricing and capacity control  
 Robert Swanson — Marketing representative, Los Angeles  
 Keith Taylor — Marketing representative, Los Angeles  
 Scott Tyra — Market analyst  
 Roger Vote — City manager, Cheyenne  
 Steven G. Ward — Supervisor, pricing and capacity control  
 Mike Weber — City manager, Oakland

John Blue was recently elected treasurer of Frontier by the company's board of directors. Blue, who has been executive assistant to the president since February 1980, will assume his new post Aug. 1, to replace William W. Hogan, vice president and treasurer, who is retiring at that time.

Since joining Frontier in 1971, Blue has held several management posts in accounting and economic planning. He had been director of budgets and analysis prior to his current position. He holds a bachelor's degree in finance from the University of Colorado, and a master's degree in finance from the University of Denver.

Hogan has been Frontier's treasurer since 1972, when he joined Frontier from BWIA, and a vice president since 1978.

### April/May Anniversaries

#### 30 Years

J. C. Heidrich Station agent, GJT  
 W. R. Stokes Captain  
 R. B. Williams, Jr. Manager, flight training  
 J. W. Wright Captain

#### 25 Years

J. J. Hershfeldt Lead aircraft tech., DEN  
 K. L. Hunt Station agent, MTJ  
 O. J. Kennedy Senior agent, LNK  
 D. J. Kerr Senior agent, GEG  
 J. V. Knapp Senior agent, CPR  
 T. Leprich Ticket counter agent, PHX  
 H. E. Schiermeyer Station agent, PHX

#### 20 Years

P. J. Blecha Reservations agent, KCK  
 L. Brogdon Traveling auto mechanic, FSM  
 D. A. Davis Station agent, OMA

R. W. Estey Stock clerk, DEN  
 L. Frazier Aircraft technician, DEN  
 E. N. Huseth City manager, COD  
 J. R. Lether Station agent, BZN  
 A. Mercer Secretary, DEN  
 G. D. Pryor Aircraft technician, DEN  
 C. M. Rimmel Station agent, TUS  
 A. W. Sheehy Station agent, OMA  
 K. B. Simmons Station agent, DRO  
 D. Spieler Ticket counter agent, BIL  
 R. C. Voight Senior agent, BIL  
 J. E. Zabriskie SATO manager, NEL

#### 15 Years

J. Alley-Smith Flight attendant  
 B. A. Arnot Captain  
 D. Burke Secretary, DEN  
 L. E. Burson Captain  
 W. E. Carroll First officer  
 R. D. Carter Lead inspector, DEN  
 W. R. Champlain Flight simulator technician  
 G. J. Dardano Captain  
 G. L. Davis Senior agent, TUS  
 W. R. Downey Station agent, FSM  
 J. Ferrara Ticket counter agent, HOU  
 D. D. Finke Captain  
 J. L. Hanson Captain  
 C. O. Hawk Senior agent, DEN  
 W. S. Hays Station agent, SLC  
 N. Heath Reservations agent, DEN  
 L. E. Heinbaugh Station agent, DEN  
 C. L. Hicks Director, computer services  
 F. Huskey Captain  
 T. C. Jackson First officer  
 L. Jette Mgr., sales/servicesales coordination  
 R. D. Klumker Captain  
 R. W. Knickrehm Frontier agency  
 E. J. Kwasney Station agent, HLN  
 V. A. Lahman Station agent, GEG  
 R. E. Lane Captain  
 W. A. Mahnks Reservations agent, DEN  
 G. M. McCready Lead aircraft technician, DEN  
 A. C. McMahan Reservations agent, DEN  
 C. J. Miller Station agent, EUG  
 H. J. Miller Captain  
 K. L. Morey Reservations agent, DEN  
 E. S. Morgan Reservations agent, DEN  
 L. C. Pitts Supervisor, reservations, DEN  
 J. L. Schultz Station agent, GRI  
 N. K. Seib Reservations agent, DEN  
 E. A. Small Reservations agent, DEN  
 R. K. Smith Captain  
 T. S. Smith Captain  
 D. L. Sorensen Senior station agent, STL  
 R. Straily Station agent, DEN  
 O. V. Strauss Asst. reg. dir., flight ops.  
 V. L. Tevebaugh Reservations agent, DEN  
 R. C. Tucker Station agent, GEG  
 R. Wentzel Aircraft technician, DEN  
 O. C. Weston Station agent, BOI  
 R. A. White Lead accounting clerk, DEN

N. S. Wichmann Reservations agent, DEN  
 D. M. Williams Flight attendant  
 V. L. Wilson Station agent, DEN  
 C. L. Wise Ticket counter agent, MCI  
 L. E. Woodard Station agent, DFW

10 Years

S. Y. Carnahan Flight attendant  
 P. S. Davis Maintenance scheduler, DEN  
 F. E. Early Mgr., power plant engineering  
 T. J. Hood Aircraft technician, DEN  
 J. C. Leavitt Security investigator, DEN  
 L. J. Martinez Ticket counter agent, DEN  
 J. K. Sands Senior clerk, DEN  
 J. L. Stuart Accounting clerk, DEN  
 S. E. Warriner Traveling auto mechanic, DEN  
 J. A. Weber Lead accounting clerk, DEN

#### Suggestion winners

Recent winners in the employee suggestion program include:

Robert Gaines — Aircraft technician, DEN \$590 — Convair 580 stabilizer leading edge.  
 Robert Sutton — Traveling auto mechanic, DEN \$202 — Using paint with an airless sprayer.  
 Andrew Sargent — Aircraft technician, DEN \$175.40 — Thrust reversal door modifications.  
 Joe Kramer — Aircraft technician, DEN \$65 — Sensing elements.  
 Gary Easterling — Aircraft technician, DEN \$57.50 — Logo lights.  
 Kent Powell — Inspector, DEN \$57.50 — Cable pull adaptors.  
 Lisa Kerr — Flight attendant, \$55 — Latch for dry stores and ice chest.  
 Frederick Jackson — Senior agent, DEN \$52.50 — Strength and stamina test.  
 Gene Rector — Aircraft technician, DEN \$52.50 — Distributor element puller.  
 Dale Knutson — Aircraft technician, DEN \$50 — 2961 starter valve repair and overhaul.  
 William Taylor — Mechanic, DEN \$50 — Baggage cart wheels.  
 John Wilton — Lead aircraft technician, DEN \$50 — Generator drive, standby power modules.  
 Jack Bailey — First officer, \$45 — Flight rerouting for fuel savings.  
 Ken Coggeshall — Captain, \$42.50 — Rerouting DFW departure.  
 J. Holland — Lead cleaner, DEN \$42.50 — Changes in access panel.  
 Donald Cope — Aircraft technician, DEN \$37.50 — Permanent installation of jacks.  
 Donald Hoeckelberg — Station agent, SMF \$35 Load planning sheets revisions.  
 Stephen Pollak — Aircraft technician, DEN \$32.50 — Armrest shroud modifications.  
 Richard Barrett — Aircraft technician, DEN \$32.50 — Material replacement.  
 Marlin Malone — Aircraft technician, DEN \$35 — Bracket mounting plate changes.  
 Scott Rogers — Station agent, DEN \$30 — Six door closures installation.

Roger Carter — Lead inspector, DEN \$27.50 — Engine cowl storage.  
 Billy Peeples Inspector, DEN \$27.50 Engine cowl storage.  
 Charles Magnetti — Aircraft technician, DEN \$25 — Motor plates.  
 Bruce Clapham — First officer, DEN \$20 — Crew bid sheet information.  
 William Brundage — Lead stock clerk, DEN \$12.50 — Reusable pouch for serviceable tags.  
 Babette Larson — Reservations agent, DEN \$12.50 — Ann Arbor, Mich., telephone listings.  
 William Barreith — Mechanic, DEN \$11 — Steering gear box modification.  
 Kim Carney — Flight attendant, \$10 — Napkin removal from dinner trays.  
 Carol Dunz — Reservations agent, KCK \$10 — New DRS category.  
 James Jenkins — Reservations agent, DEN \$10 — Agents' holiday calendar.  
 Francis Meyer — Flight operations instructor, \$10 RTD bus stop at general office.

#### In Memoriam

John Diehl, first officer, was killed in April when his World War II-vintage P-38 crashed on takeoff at Salt Lake City International Airport. He was preparing the restored aircraft for an air show in Utah. Diehl joined Frontier in 1974.

Celeste Reid, a former Frontier employee, was killed in April in a plane crash involving an Air U.S. aircraft. Reid joined Frontier in September 1978, and served as station manager in Miles City, Mont., until Frontier suspended service to the city in June 1980. She joined Air U.S. in January 1981 as a flight attendant, based in Sheridan, Wyo.

#### Retirements

Everett L. "Ev" Aden — Captain, May 5, 35 years.  
 Charles L. Steele -Aircraft technician, DFW, Apr 10, 29 years.

## FLIGHT ATTENDANT TRIVIA

How many know who the first flight attendant was to work a trans-Atlantic crossing.

It happened on June 20, 1942 aboard an American Export Airlines flying boat from New York to Ireland. Her name was Dorothy "Dottie" Bohanna who was born in 1915, started flying in 1940 with TWA and finally retired from PA in 1980. AEA became part of PA in 1950. Dottie died January 4, 2006, aged 90.

Ellen Church sold the idea of the airline stewardess to Boeing Air Transport IN 1930. Church was an aviation enthusiast and a registered nurse. She felt that one way to solve the problem of public resistance to traveling by air would be to have girls flying every day as attendants on the planes.

Church introduced the idea to one of the Boeing executives and it was approved. She recruited seven other nurses and their duties extended from serving coffee and cold meals to loading baggage and assisting in the fueling of the planes. These first stewardesses earned \$105.00 to \$110.00 a month, plus uniforms and expenses while away from home.

They had little use for their medical skills. Their greatest dread was to be weathered in at a dull airport. Miss Church stayed with Boeing for two years and then returned to college for a degree in nursing.

(Continued from page 1)

The Plain Dealer has repeatedly requested an interview with company officers, to ask about these clouds, but was turned down.

The major clouds are:

- The slowdown in tire sales.
- An expected first-quarter loss.
- Challenges from the Federal Communications Commission on the company's qualifications to own radio and television stations.

Most of these problems are expected to be aired Thursday when shareholders meet in Akron for the annual meeting.

General Tire is expected to report a 25 cent-a-share loss for the first quarter, Millis said, against 52 cents a share a year ago.

It would be the first loss for General since the Depression, except for a quarter in the 1960s when the company had a write-off for properties it sold.

Millis thinks sales for the quarter will be about \$500 million, compared to \$517 million in 1979.

The company originally had stressed a premium replacement tire for cars and trucks. General's market stress has moved more recently into original equipment tires and private-brand tires, Millis explained.

But tire facilities are operating at just 55% of capacity, compared to 65% to 70% for the rest of the industry.

The Akron plant's workweek has been cut in half. Normally operating on a six-day schedule, the plant, which produces radial and bias tires for trucks, has been closed Thursdays through Saturdays.

But General's most pressing problem involves one of the more profitable subsidiaries, RKO General. It has been ordered by the FCC to give up its television stations in Boston, New York and Los Angeles. The FCC, in a 4-3 decision on Jan. 24, said RKO General is unqualified to own television and radio stations.

According to General's annual report, RKO General had profits last year of \$35.15 million, or \$1.49 a share.

The issue of RKO General's qualifications to be a broadcaster was presented to the FCC in a case involving the license renewal of WNAC-TV in Boston. RKO had sought permission to sell the station for \$56 million.

The character issue began in 1975, when General Tire disclosed it had been involved in foreign and domestic payoffs. General Tire signed a consent decree in federal court in which it agreed not to make such payoffs in the future. The company, in the consent decree, did not deny or admit any wrongdoing.

But the FCC concluded the misconduct "was so extensive and serious that the commission cannot be assured that RKO can be trusted in the future to operate WNAC-TV in a manner consistent with FCC standards."

The ruling not only shocked General Tire officers, but the broadcasting industry in general. For the first time ever, a television license was ordered taken away from an owner for illegal payoffs.

Millis thought it was ironic that a renewal of some Westinghouse Broadcasting Co. television stations was approved a week after the RKO decision, even though Westinghouse had been convicted in court of similar payoffs.

The FCC action is a rape of the General shareholders,"

said Millis. "The funds involved were not that large."

The official decision by the FCC is still to be released. Terry Banks, the FCC's office of opinion and review in Washington, said he thought the written ruling would be ready "in two or three weeks."

But, General Tire is not going to wait for it. Last Monday, the company filed a proposal with the FCC to sell WNAC-TV in Boston and form a new broadcasting corporation. The stock of the new corporation would be divided among General Tire stockholders.

The spinoff broadcasting system would consist of 12 radio stations and RKO's television station WHEQ-TV in Memphis. The proposal requires FCC approval, but not General Tire shareholder approval.

Not included in General Tire's proposed new corporation are three television stations that are to lose their licenses under RKO General ownership if the FCC ruling is upheld in court.

Ironically, General's television station WOR-TV in New York is seen on cable television systems in Akron, Canton and Massillon.

John B. Poor, vice chairman and chief operating officer of RKO, said RKO maintains it is a fully qualified as a broadcaster and will use all legal remedies to contest any refusal to renew licenses.

Poor said the spinoff proposal is intended to remove any cloud on RKO's stations not now involved in pending proceedings.

Thomas O'Neil, in the company's annual report, said General Tire "was shocked at the FCC decision, for which there is neither legal nor regulatory precedent."

He told shareholders that General is not certain yet what appeal procedures are open, but "we expect to appeal the ruling as soon as it is feasible to do so." In the meantime, RKO expects to continue to operate its broadcasting stations, as it has since the early 1940s, he said.

RKO General is not limited to broadcasting. Diversification of the division shows the extent the O'Neils have moved the company into areas not related to tires. Included in the RKO General subsidiary are seven midwestern soft drink bottling plants (mostly Pepsi-Cola), cable television and a circuit of indoor and outdoor movie theaters.

Another RKO subsidiary, Frontier Airlines, is the third largest U.S. regional airline. It is based in Denver and serves 90 cities. The airline is 69% owned by RKO General.

Even the company's labor relations are unique.

Last year, General Tire worked out an agreement with United Rubber Workers for a 36-cent-an hour reduction in pay over nine months. This would allow General to keep the Akron truck tire plant operating.

As part of the URW pact, General agreed to search for a 100 acre site to build a modern one-story tire plant costing more than \$100 million in the Akron area. The construction could begin within a year.

About 18% of General's tire production comes from the plant in Akron. The multistory plant was built in 1915.

The URW also agreed to a revised pay schedule with less job classifications. Wage increases are now paid on a percentage basis, rather than across the board.

M.G. O'Neil said the wage reductions from workers

would be placed into a fund and if General does not begin construction on the new plant before April 1981, the money in the fund will be returned to the employees.

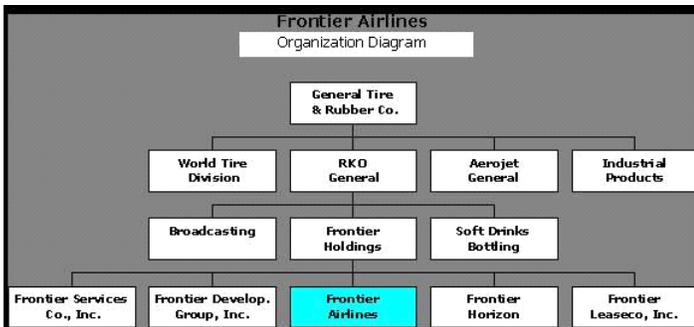
The company also plans a new \$8 million headquarters in Bath Township, northwest of Akron. Plans were announced in 1978, but late last year the company said the proposal had been delayed, blaming high interest rates and the economy.

Millis said the problems facing General Tire may not end soon. Tire sales are depressed and numerous lawsuits face the company. The FCC decisions affecting RKO General could be tied up in court for years.

Millis added: "We have a conglomerate in General Tire which is currently falling between the narrow cracks of the tire industry.

"If the tire industry was operating at 85% to 90% of capacity, then General Tire would be one of the most profitable of the five major tire firms.

"General Tire is a well-run company as long as the O'Neil brothers are able to do their own thing."



*(The following information was found on an internet search)*

The General Tire and Rubber Company is an American manufacturer of tires for motor vehicles.

General Tire was founded in 1915 in Akron, Ohio by William F. O'Neil. In 1943 General Tire branched out from its core business by purchasing the Yankee Network and the radio stations it owned from Boston's Shepard Stores, Inc. Thomas F. O'Neil, son of the founder William O'Neil, served as Yankee's chairman with Shepard's John Shepard III serving as president.

General Tire continued its move into broadcasting by acquiring the Don Lee Broadcasting System, a well-respected regional radio network on the West Coast, in 1950. Among other stations, it added KHJ-AM-FM in Los Angeles and KFRC-AM-FM in San Francisco to its stable from the Yankee acquisition. In 1952, it bought WOR-AM-FM-TV in New York City and merged its broadcasting interests into a new division, General Teleradio.

General Tire's final move into entertainment was the acquisition of RKO Radio Pictures from Howard Hughes in 1955 for \$25 million. General Tire was interested mainly in using the RKO film library to program its television stations, so it sold the RKO lot at Sunset and Gower in Hollywood to Lucille Ball and Desi Arnaz's Desilu Productions in 1956 for \$6 million. The remaining assets of RKO were merged with General Teleradio, and the new company eventually became known as RKO General. The radio stations became some of the leading broadcasters in the world, but the division was dragged down by unethical conduct at its television stations. This culminated in the longest licensing dispute in television history, eventually forcing RKO General out of the broadcasting business.

General Tire reorganized its holdings into the holding company GenCorp in 1984, with General Tire and RKO General as subsidiaries.

*(Now we know where the "holding company concept" came from that was forced on Frontier. And we weren't the only thing they were selling - they sold their own company too.)*

GenCorp sold General Tire to German tire maker Continental AG in 1987. General Tire still exists today as part of Continental's American operations.

In its TV advertising in the 1970s, their musical tagline was: Sooner or later, you'll own Generals.

The O'Neil family home in Akron, a 19-room Tudor mansion, was fully restored in the 80's and is now a bed and breakfast inn.

**[-http://en.wikipedia.org/wiki/General\\_Tire](http://en.wikipedia.org/wiki/General_Tire)**

RKO General was the main holding company through 1991 for the noncore businesses of the General Tire and Rubber Company and, after General Tire's reorganization in the 1980s, GenCorp. Headquartered in New York City, RKO General's primary field was broadcasting; over the course of its history, the company operated six television stations and more than a dozen major radio stations around North America. The business was based around the consolidation of its parent company's broadcasting interests, dating to 1943, and the RKO Pictures movie studio General Tire purchased in 1955. It acquired the name of RKO General in 1959 after General Tire dissolved the film studio.

RKO General still exists, at least nominally, registered as a Delaware corporation. In addition to broadcasting, its other former operations included soft-drink bottling and hotel enterprises. The original Frontier Airlines was a subsidiary from 1968 to 1985. *(This is an error - it was 1965 - 1985)* In the 1980s, RKO Pictures was revived on a small scale. It is as a broadcaster however, that RKO General left its mark. Recognized as the owner of some of the most influential radio stations in the world and as a pioneer in subscription TV service, RKO General also became known for the longest licensing dispute in television history.

**[-http://en.wikipedia.org/wiki/RKO\\_General](http://en.wikipedia.org/wiki/RKO_General)**

In 1925, Joseph P. Kennedy (the father of President John F. Kennedy) purchased Film Booking Office (FBO) Studios in Hollywood. The elder Kennedy bought into other film companies so that FBO Studios ultimately included companies named Keith, Orpheum, and Pathe. Keith is the "K" and Orpheum is the "O" in RKO.

Then, David Sarnoff, the founder and president of Radio Corporation of America (RCA), the parent company of National Broadcasting Company (NBC), pooled his financial resources with Kennedy's film interests, adding the "R." The resulting merger created a company named RKO Radio Pictures. Billionaire aviator Howard Hughes bought controlling interest of RKO in 1948, then nearly destroyed the company with his eccentric approaches to the filmmaking business.

Desilu Productions, owned by the husband-and-wife television comedy duo, Desi Arnaz and Lucille Ball, purchased the RKO studio lot in 1957, and later sold it to Paramount Pictures.

In 1952, General Tire and Rubber purchased Bamberger Broadcasting Company. After purchasing the former RKO Radio Pictures from Howard Hughes (minus the motion picture lot that went to Desilu), all of the stations that General Tire owned were merged into General Teleradio Incorporated.

**[-http://www.bossradioforever.com/html/rko.html](http://www.bossradioforever.com/html/rko.html)**

## FRONTIER REPORTS

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

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AZ-Monarch Merger Application 1950, 32 pages  
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FRONTIER AIRLINES



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