

FRONTIER NEWS

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



FRONTIER'S SENIOR CAPTAIN Arthur L. Ashworth

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

Ashworth learned to fly with the Royal Air Force in Canada prior to his Navy stint. After the war he decided he wanted to fly for an airline. "I nearly went to work for Continental in Denver," he recalls but they would only start him out as co-pilot.

(continued on page 11)



SUMMER

2008

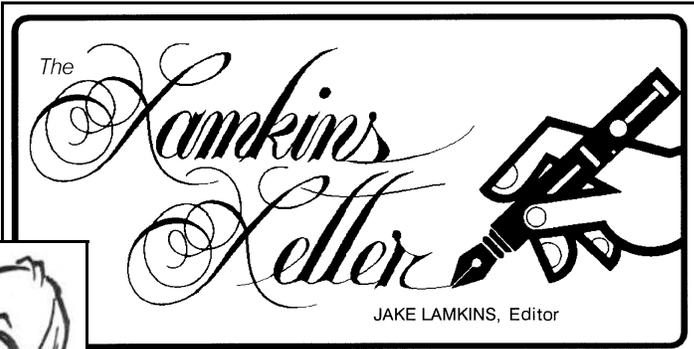
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The **FRONTIER NEWS** is published quarterly and dedicated to ex-employees, friends, family and fans of the “old” Frontier Airlines which “died” on August 24, 1986 and was “buried” on May 31, 1990. It is a non-profit operation. All income goes into 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.



This is our 32nd issue, completing eight years of the newsletter. It has been quite an experience and has succeeded beyond my wildest expectations.

Count the number of times you see the name of Ken Schultz in the newsletter. That gives you a small idea of his contributions to the FL NEWS. He is an enormous help and has my sincerest thanks. He also maintains the massive We Remember obituary database consisting mainly of maintenance and management FLolks. See his note on page 15.

Stories of FLolks’ lives since 1986 prove the resilience, talent and stamina of our FLamily. Whether it be head of UA’s China operations, running a storage unit in AZ or becoming a psychologist, FLolks have been successful in whatever they do. Send your story to me and I’ll share it with the FLamily.

Did you notice we have hit the big time now? A table of contents like the big boys use! Maybe it will be helpful.

Thanks again to Phil Stallings and the MKC Crew Base bunch for their support. Income from their ad on the opposite side in every issue pays to keep ads off the FL website and keep subscription rates at \$10 which they have been since our start in the Fall of 2000.

The next issue may be mailed standard class. I have found it would be 24% cheaper than first class. However, it will be slower so I may do the Fall issue as a test to see how it works. It would certainly help in maintaining the \$10 subscription fee.

The widow of Clyde Longhart who was featured on last issue’s cover recently subscribed to the newsletter. Laura Longhart is 92 and living in Arvada, CO.

**THE KANSAS CITY
CV-580
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CAPT’N PHIL STALLINGS,
WEBMASTER, REDRYDER@TX.RR.COM
CHECK THE WEBSITES FOR FL NEWS,
NOTICES ON UPCOMING EVENTS,
PICTURES AND STORIES FROM THE PAST.**



BOB WASHBURN
washburnr@att.net

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**REUNIONS TIMETABLE**

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

BIL REUNION

There are no plans to have a BIL 2008 reunion per Bob Voight.
*Contacts: Dee Martenson, adsanta@bresnan.net
Bob Voight, voightr@aol.com*

DEN GOLF TOURNAMENT

The 13th annual "Original Frontier Airlines" golf tournament was held Fri., June 20, 2008 (day before the DEN FL reunion) at Park Hill Golf Course, 4141 E. 39th Ave., DEN, CO.
Contact Bob Reisig, 303-920-2060, bojos2@gmail.com

DEN REUNION PICNIC

Took place June 21, 2008 at the Aurora Reservoir on East Quincy Avenue 2.5 miles east of Gun Club Road (S470) or 7 miles east of Chambers Road on East Quincy
Contacts:

*Carolyn Boller, 303-364-3624, CKBoller@comcast.net
Julie Dickman, 303-654-1116, DickmanRanch@aol.com*

DFW CN/FL REUNION

No information on 2008 event. Jim emailed Oct 5, 2007, "We are planning to have something in the Spring." Last held Friday, October 28, 2006,
Contact: Jim Ford, 817-268-3954, JEFord15@tx.rr.com

DFW FRONTIER BASH

Have no info for 2008.
Contact: Rusty Lambert, 903-852-3970, RustyLGolf@cs.com

FL RETIRED PILOTS**DFW:**

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

DEN:

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

*Ace Avakian 303-688-3852, AceAvak@comcast.net
Jim Hanson 303-750-6478, BlackCatVP54@msn.com*

SLC:

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

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

FYV-FSM MEMORIAL PIGNIC

Saturday, August 16, 2008, 11am-5pm, Burford Pavillion near the FSM airport.
Contacts:

*Phil Green, 479-783-2981, SusiGreen0609@aol.com
Jake Lamkins, 479-879-8358, ExFAL@Yahoo.com*

GJT REUNION

It doesn't look like there will be a GJT reunion in 2008 per Jim 3/22/08. Last took place Saturday, August 19, 2006.
Contact: Jim Wilds, JimWilds@netzero.net, 970-858-7577

LNK REUNION

The Knolls restaurant on October 11, 2008 for our 2nd reunion. We had a great turnout in 2006 and we hope to get everyone together again.
Contact: Cork Guenther, 402-798-2102, saylor@inetnebr.com

MCI FLIGHT CREW LAYOVER

No 2008 event per Phil & JoDelle 3/23/08.
Last held MAY 18, 19 & 20, 2007
*Contacts: Phil Stallings, RedRyder@tx.rr.com
JoDelle (Davidson) Burwell, jodelleburwell@comcast.net
Lisa Sachetta, lsachetta@yahoo.com*

MCI REUNION

Re 2008, nothing planned yet...but is usually in the Fall.
Contact: Rose Dragen, 816-741-1995, mfragen@juno.com

PHX PICNIC

Sunday, November 2, 2008, 11:00 AM, Desert Breeze Park.
Contacts:

*Cyndy Camomile, 480-831-1660, cynhoff55@yahoo.com
Ginger Treptow, 480-813-4595, Peaches85233@qwest.net*

SLC REUNION

Was June 21st, 2008, Saturday, 10am to 6pm. The address is 5243 South Murray Parkway Ave. (1070 West).
Contacts:

*Marlene Francis: MARSJF@aol.com, 801-302-1098,
Don Anderton: 801-968-3225, DAnderton@qwest.net or
Paul Farris: 479-770-6655, paulamos43@yahoo.com*

STL REUNION

No info on a 2008 event. Last STL Reunion was Saturday, August 26, 2006
*Contacts: Ceil Ponder, 314-428-9759
Kathy Benoist, 314-729-1810*

TUS REUNION & GOLF OUTING

Happened MAY 19-20-21, 2008, 3 DAYS GOLF
*Contacts: Gary Mackie, 713-419-2559, garmac@yahoo.com
Rusty Lambert, 903-852-3970, rustylgolf@cs.com*

REUNIONS NEWS

Following people showed up for the TUS golf reunion: Bev Weed; Gary Mackie; Paul Allen & Kate Allen; Terry Quiggle (Guest of Gary); Jerry Balfanz; John Spivey; Ron Perkins & Gorden Permann (guests of Spivey); Truman Matheny & Sharon Mathney; Rick Patterson & Sue Patterson; Rusty Lambert; Eddie Bryant; Ron Butler; Del Bedsaul; Ray Ganske; Dave Breen; Dave Thomson. Next year we expect it to grow some. Not a large group but we made up for numbers with the fun every one had.

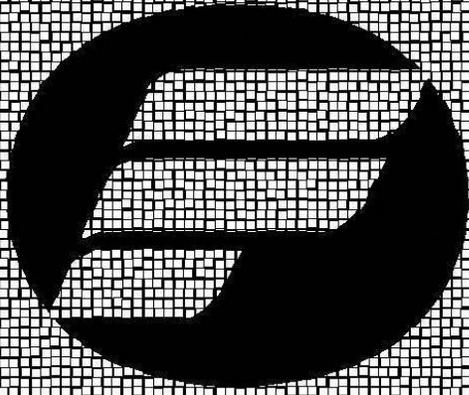
-Rusty Lambert, Rustylgolf@cs.com

We just had our annual golf tournament in DEN Jun 20. We had 44 golfers and everyone had a great time, as usual. Frontier golfers included: Paul and Kate Allen, Jack Burt, Dan Cady, Howard Logan, George Sims Sr. and Jr., Bob Parker, John Bell, Tom Shriner, Chuck Hammarstrom, Charlie Beville, Keith Sleater, Ernie VanWinkle, Jim Phenix, Dave Popper's wife, Bette, George Vega, Jerry Jahnke, Dick and Barbara Martin, Leo Schuster, Wes and Jon Tewinkle, Mike Daciek Sr. and Jr., Gerry Balfanz, Skip Lane, Joe Roorda, Bob Saunders, Mike McDonald and Bob Reisig.

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

We had a great turnout at the DEN Reunion. About 230 former FAL folks came and a few new folks. The Bennett's BBQ and the kegs of beer were great hits. We gave away some great prizes and everyone got a free FAL coffee mug. We still have more to give if anyone is interested. Jim Montgomery and his friends played some music with his harmonica. We found a couple of people on the May 2008 ESOP list and give them the phone numbers to contact. We are planning next year's event for either the 3rd or 4th week in June. The exact date depends on if Aurora again plans the Marathon for the last week in June. And I've contacted the old Flair Lounge to see if we could hold a Friday night party at our old hangout.

-Carolyn Boller, ckboller@comcast.net



FRONTIER AIRLINES

GONE WEST

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

DEATHS REPORTED OR UPDATED SINCE THE SPRING 2008 ISSUE

Jack Burnell

DEN director of maintenance, 8/22/92, age 89

Pop Burnell

DEN machinist - EOS, 10/1/72, age 93

Chuck Clay

DEN LNK traveling ground mechanic, 5/10/08, age 73, cancer

Clint Coakley

DEN inspector, 11/27/07, age 85

Doug Crandall

DEN mechanic, 10/7/07, age 84

Syl Cuellar

DEN flight simulator technician, 11/24/07, age 91

John Hobbs

DEN machinist-EOS, 2/28/08, age 75

Roger Johnson

DEN pilot, 3/27/08, age 70

Larry Keen

DEN lead instrument mechanic, 8/8/00, age 87

Jeff Mahan

DEN GSW VP-Operations, 10/13/06, age 83

Bill Mitchell

DEN vice president sales&service, 4/5/90, age 71

Gerri Parish

GSW flight attendant, 8/4/07, age 68, Lou Gehrig's disease

Anne Polk

FTW GSW secretary, 1998, age 86, need more info

Chris Simpson

DEN pilot, 4/30/08, age 77, heart & cancer

Keith Taylor

DUC station agent, heart attack

Dave Vaughan

FTW GSW director of maintenance, 1/8/99, age 88

Jerry Waples

DEN foreman-line maintenance, 12/23/97, age 79

Dale Welling

DEN Pilot, 1/27/98, age 76

ANNE POLK

1958? - 1963?, SECRETARY, FTW GSW

I recently ran across your Central Airlines website and really enjoyed the content. I vividly remember my first flight of any sort and it was a non-rev flight from Carter Field to Kansas City (via Love, Paris, Ft Smith, Fayetteville, and Joplin). I was thrilled with aviation and ultimately joined the Air Force and flew Phantoms.

My Mom worked briefly for Central, first at Meacham, then at Carter Field in the old hangar. I think she was the secretary to a Mr. Vaughan (See Dave Vaughan obit) who I believe was head of Maintenance. Her good friend was T. Doyle, the chief Stewardess, and I still have a book that Thelma gave Mom as a thank you. I have a print of the beautiful Hubbell DC-3 framed in my home.

My mom passed away in 1998 at age 86. Her name was Anne Polk, and she worked for Central (I think) from 1958 through about 1962 or 3.

I just remember that they occupied the old original AA hangar at Meacham and then she worked from the new hangar on the south end of Carter Field. My older sister had a high school classmate that flew as a stew with Central; Penny Belford, I think was her name.

-B.J. Polk, jragman@aol.com

DAVE VAUGHAN

1954 - ?, DIRECTOR OF MAINTENANCE, FTW GSW

Dave S. Vaughan, Born Oct 22, 1910, Died Jan 8, 1999, Age 88, At Ft. Worth, TX, Date of hire with CN Mar 1954, Director of Maintenance at FTW/GSW

-Ken Schultz, Wheat Ridge CO

DAVID S VAUGHAN, Born 22 Oct 1910, Died 08 Jan 1999, Age 88, At 76133 Fort Worth, TX, SSN issued in Utah

-SSDI

(Send any more info you have)

ROGER JOHNSON

1967 - 1986, PILOT, DEN

OBITUARY: Roger W. Johnson, Age 70, Died March 27, 2008 at his home in Aurora. Mr. Johnson was a Captain with Frontier and Continental Airlines for many years.

He retired from the U.S. Navy as a Commander after 20 years of service. He was a graduate of the University of Idaho.

Husband of Bobbe; Father of Erica(Brian) Hastert, Jennifer (Derek Larsen) Johnson, and Kirk(Nicole French) Johnson; Four grandchildren- Morgan, Nick, Wyatt, and Windsor. Two sisters Margaret Keating and Marilyn Ford.

Memorial service will be held Tue. April 1 at 10:30 am at Christ The Savior Lutheran Church 1092 S. Nome St. Aurora, CO. Graveside service will be held at the Fairmount Cemetery at 9:00a.m Tue. Memorials may be made to the church or The Denver Hospice.

-DENVER NEWSPAPER AGENCY on 3/30/2008

We were sorry to hear of Roger's passing. Roger was always pleasant to be around. 40 years ago seems like yesterday when we were new hire co-pilots with good ol' Frontier. Our hearts go out to the Johnson family. Our Frontier family has lost another fine member.

Roger came with FAL from the Navy in 1967 or early 68. Post FAL he was with CAL. A nicer fellow I never knew.

-Billy Walker, BillyWalker@cox.net

Roger was a quiet reserved gentleman and a pleasure to have him in my ground school classes.

-Frank Meyer, F86Meyer@aol.com

Roger was always a pleasure to be around.

-Otto Nessler, omn2@aol.com

(R W JOHNSON: Pilot seniority date of 9/25/67 on the 9/1/86 FL/ALPA seniority list. His 20 year Navy career must have been partially in the Reserve as he was 29 when he started with FL.)

DALE WELLING 1948 - 1980, PILOT, DEN

OBITUARY: Dale Welling

At 3:50 p.m. on January 27, 1998, "Bocky" inspired his last and most heartfelt, 'Damn you, Dale Welling!' from his loving and beautiful wife of 54 years. Born on August 22, 1921, Bocky sprung furiously from the womb and immediately enticed a heifer onto the roof of the general store confirming his suspicion that the bovine nature will travel up a set of stairs but not down.

From naval aircraft carrier flyboy to international magazine cover boy, Dale Welling enjoyed a life of peril and intrigue before falling in love with Gladys and subsequently becoming Bocky, the role model of love and generosity that we will always remember and live our lives by.

Until they meet again, Bocky is survived by his wife, Gladys; his daughters Vicky, Marsha and Sheri; grandchildren Jeff, Steve, Mike, Bob, Tiffany, Andy, Brian, Kirsten: great-grandson, Nicholas; and best-friend, Buddy, among countless others.

Predeceased by grandson, Donald Brent Orr. Graveside Service, Thursday, (Today), 3:00 pm. Evergreen Cemetery, with Bishop Zeno Pfau, Countryside Ward, Church of Jesus Christ of Latter Day Saints, officiating.

-Newspaper clipping sent by Bob Malody

(This is one of the best obits I've ever seen)

Thought you might get a "kick" out of a special event I had with Dale. I was in the process of transferring from SLC to PHX early 1956. My wife was expecting (overdue) and I was having her fly to PHX rather than drive all that way with me. Had a Doctor's release, by the way.

Dale came in the operations room and said something to the effect "Some guy's got his wife flying and she's big as a barn and ready to pop!" I walked up and said "Dale that's my wife and she's on your airplane going to PHX, she's being met in FMN by her mother and they will travel together on to PHX".

I thought Dale was going to blow a fuse. He said "I am not going to be a mid-wife over Duchesne Intersection!" Later he called in several times letting us know he was flying around every thunderhead. He later chided me and said "that was the longest flight I ever took, don't you ever do that again!"

I was FLG manager the day he flew into the mountain between PRC and PHX. It was an eventful day listening on the radio!

-Kerry Allen, KerryNRee@yahoo.com

My name is Vicki Welling Johnston, Dale Welling's oldest daughter. I've been reading the articles and stories you have printed about my dad and am so appreciative of your memories. I've had a lot of chuckles from them and remember a lot more I've heard over the years. He was quite a guy, a lot of fun as a father and we miss him dearly!!

I was just 12 years old when the accident happened but remember it well. Mom kept a scrapbook of articles, pictures



etc. which we still have if anyone is interested. I'm amazed that anyone has taken the time and made such an effort to retrieve the wing after all these years.

He loved flying and would be honored for the plane to be remembered in such a way. He loved the DC-3.

-Vicki Welling Johnston, vikij@comcast.net

(The stories of Dale's collision with the mountain and latter day efforts to recover the wingtip are posted at the FL website.)

CHUCK CLAY

1968 - 1986

GROUND MECHANIC, TRAVELING AUTOMOTIVE MECHANIC, DEN LNK SYSTEM

The obituary for Charles N. "Chuck" Clay is in the Lincoln Journal Star on 5/12/2008. Chuck went to work for Frontier in Denver March 11, 1968, in the Ground Equip Maintenance Dept. (IAM Seniority Lists-- In Denver thru the List dated 11-1-1982, -- and in the lists 5-1-1983 to 1986 as Ground Equip Maint-Out Stations. (Lincoln,NE. as a Traveling Mechanic).

-Ken Schultz, Wheat Ridge CO

OBITUARY: Charles N. "Chuck" Clay 73, Lincoln, died Saturday (05/10/08). Born July 23, 1934 to Ralph & Pauline (Spidle) Clay at Cambria, Iowa. Airline mechanic for 40 yrs with Frontier & America West airlines. U.S. Air Force veteran.

Survivors: wife, Amy "Dee"; son & daughter-in-law, Steven & Adrienne; daughter & son-in-law, Karen & Chuck Carillo, all of Denver; stepson & spouse, Terry & Nadine Richard; stepdaughter & spouse, Kathy & John Claussen, all of Lincoln; 12 grandchildren; nine great-grandchildren. Preceded in death by sister, Lois; brother, Clifford; stepbrother, August; and parents.

No public services will be held. Cremation. No viewing/visitation. Inurnment: Loveland Burial Park, Loveland, Colo. Memorials to Acera Care Hospice.

-LINCOLN JOURNAL STAR on 5/12/2008

Sorry to hear of Chucks passing, As one of the GSE guys I remember him well. Both Claude and Chuck took care of most of the outstation equipment for FAL. But also helped at the Denver shop every once and awhile. Good mechanic, but a Great Man to know. He will be missed.

-Pat Kern, Colokern@aol.com

Got to know both the Clay twins in many different cities as agent and manager at Frontier. Never met any "better people"ever!

-Darvin Holcomb, DarvinHolcomb@yahoo.com

We can never forget Chuck and how he helped keep our ground equipment going in Lincoln.

-Larry F. Harms, Sledge003@aol.com

(I knew both Chuck and Claude in my years at Frontier. They were great guys & terrific mechanics! Claud still works at DFWAA as a ground mechanic but is planning to retire.)

CLINT COAKLEY

1978 - 1986, INSPECTOR, DEN

CLINTON G. "Clint" COAKLEY, Born Mar 22, 1922, Hired May 8, 1978, Inspector, Died 11/27/07 at Golden, CO, Age 85

-Ken Schultz, Wheat Ridge CO

(Email me with any more info on Clint you have.)

KEITH TAYLOR

1955 - ?, STATION AGENT, SATO AGENT,
SATO MANAGER, DUC FSI GOF

I was talking with Lewis Ahrens, he was a FL agent at FSI SATO. He told me Keith Taylor died on a golf course a while back. He will try to get the particulars to me. Keith was also a FL agent at FSI SATO.

-Dick Lamon, lmdr@swko.net

Lewis Ahrens phoned and we chatted awhile. He started as a LAWCN agent in 1961. In Nov 1966 he went to Ft. Sill, OK (FSI) JAMTO, later called SATO. Then he became SATO manager at Altus AFB, OK in 1985 til his retirement in Dec 2000.

He knew Keith Taylor who was a DUCCN agent and then FSI SATO agent. Keith left FSI and became the SATO manager at Goodfellow AFB, TX (GOF). He's not sure of dates but knows Keith died of a heart attack while playing golf or right afterwards. It may have been before the FL bankruptcy.

Lewis didn't know anything about the other Keith Taylor at FL. This Keith was Lester K. Taylor and he got his 10 year pin per an Oct 1965 CN Skywriter article. He was still in DUC at the time and had started with CN in 1955. Please email if you have more info.

-Jake Lamkins, ExFAL@yahoo.com

SYL CUELLAR

1948 - ?, RADIO MECHANIC,
FLIGHT SIMULATOR TECHNICIAN, DEN

S. J. "Syl" Cuellar, Date of birth Nov 28, 1915, Date of hire at Monarch Dec 21, 1948, Flight simulator technician, Died on Nov 24, 2007 at Denver, CO, Age 91

-Ken Schultz, Wheat Ridge CO

When I quit the ground radio business and returned to aircraft maintenance "radio" was out and "avionics" was in. There were a number of traveling radiomen. Clyde Longhart started, Lloyd Lockhart, Don Thoele, Syl Cuellar, George Bradley, Me, Martin Rink, Don Carlborn, Wayne Dikeman. I did it for 15 years. An experience one will never forget.

-Leo Schuster, leoschuster@comcast.net

SYLVESTER J CUELLAR, born 28 Nov 1914, died 24 Nov 2007 at 80220 (Denver, Denver, CO), SSN issued in Iowa.

-SSDI

(Birth in 1914 may be error - his burial note says 1915. Does anyone know when Syl retired from FL? At 91 yrs, 11 mos, 26 days, he's #13 on the FL oldest deceased list.)

JEFF MAHAN

1960 - 1965, DIRECTOR-MAINTENANCE
& ENGINEERING, VP-OPERATIONS, DEN GSW

JEFF E MAHAN, Born Nov 20, 1922 and died Oct 13, 2006, age 83, at Van Alstyne, TX, Date of hire at FL was Apr 1, 1960 as Director-Maintenance & Engineering until Jun 1962, Date of hire at CN was Jun 1, 1964 as VP-Operations until Jun 1965.

-Ken Schultz, Wheat Ridge CO

Jeff E. Mahan has been named Frontier Airlines new Director of Maintenance and Engineering. Mahan will have direct supervision of the Maintenance and Engineering Departments.

Mahan, a native of Beaumont, Texas recently completed 20 years of service with the U.S. Navy and with the Military Air Transport Service. With MATS, he was in charge of maintenance of his squadron's transport fleet, which included DC-3s,

DC-6s and Constella-

tions. During World War II, he served with a patrol squadron in both the Atlantic and Pacific commands. In recent years, Mahan has made his home in the San Francisco, California area.

A golfing and skiing enthusiast, Mahan served as an official in the recent Winter Olympic skiing competitions at Squaw Valley, California. His wife and two children will soon be joining him in Denver.

-SUNLINER TIMES, May 1960

Jeff Mahan, a 20-year Navy veteran, has been appointed Vice President-Operations, replacing R. L. Wageneck, who resigned after 8 years with Central. He assumed his new position June 1.

Prior to joining Central, Mahan had been director of maintenance and engineering for Trans-Texas Airways. Before his association with TTA, Mahan was director of maintenance and engineering for two-and-a-half years.

The new vice president spent approximately 20 years in the U.S. Navy, holding various management positions in connection with the maintenance and overhaul of aircraft and engines. He also organized ground schools and instructed flight engineers and mechanics on most all types of aeronautical equipment.

Mahan is married and the father of two children.

-CN SKYWRITER, Jun 1964

CHRIS SIMPSON

1960 - 1985, PILOT, DEN

OBITUARY: Capt. Christopher O. Simpson - passed away on April 30, 2008 at a local medical facility. Capt. Simpson was a native of Philadelphia, PA and a former resident of Irving, TX and Orange Beach, AL.

He went through flight training in Pensacola, FL and was commissioned in the USMC. He flew jets at Cherry Point, NC and then was stationed at Kingsville NAS as an instructor training pilots. He then trained in helicopters and flew air-sea rescue in the Taiwan Straits. After being stationed at El Toro, CA USMC, he left the marines to be a pilot for the airlines. He retired after 25 years from Denver, CO based Frontier Airlines before it was purchased by Continental Airlines.

Capt Simpson is survived by his wife, Joyce Herring Simpson of Mobile; son, Michael D. Simpson of Roanoke, TX; sister, Suzanne Espenshade of Glastonbury, CT; granddaughter, Kristy K. Noenincks and three great-grandsons, Coen, Carter, and Clark Noenincks all of Keller, TX.

Simpson will be cremated. No services are planned. In lieu of flowers, the family requests that memorial donations be made to the National Museum of Naval Aviation, 1750 Radford Blvd., Suite B, NAS Pensacola, FL 32508.

-MOBILE REGISTER, May 4, 2008

Sent by Ace Avakian: Capt Avakian, Chris passed away in Mobile, AL on April 30, 2008 of congestive heart failure & he had cancer. He never talked much about the pilots he flew with except he always came home with interesting "tales" when he flew with you. He really enjoyed the newsletter & always had a good laugh when he read them. We were married 54 years. He was one terrific person. He had so much respect for the pilots that pioneered the airline.

-Joy Simpson, Chris' wife

(Pilot seniority date of 9/19/60 on the 9/1/81 FL/ALPA seniority list.)

MORE GONE WEST

BILL MITCHELL

1963 - 1970, VP - SALES AND SERVICE, DEN

I just had lunch with Vee Young Mitchell, she was a FA in the sixties and married to Bill Mitchell. I think I have the name right and he was one of our VP's. She now lives in St Joseph, MO. Bill had passed away but I don't know when. She's good friends with Patty Oneill, but she's a neat lady and knows a lot of the old FAL group.

-Bonnie Dahl, bcdahl777@msn.com

WILLIAM J. MITCHELL, Date of birth 11/15/18, Date of hire 11/1/63, Was DEN VP-Sales & Service, Died 4/5/90, age 71

-Ken Schultz, Wheat Ridge CO

WILLIAM J MITCHELL, Born 15 Nov 1918, Died 05 Apr 1990, Age 71, SSN issued in California

-SSDI

(William J. Mitchell, Vice-President of Traffic and Sales at Bonanza Airlines in 1958. Bill came to FL as VP-Sales in late 1963 per a FL article. The 1965 FL Annual Report shows William J. Mitchell as VP-Sales & Service. It appears Bill's VP job ended when Al Feldman re-organized and he had left the company by 1971. His wife Vee Young Mitchell was a secretary and flight attendant 1962-72.)

GERRI PARISH

FLIGHT ATTENDANT, FTW GSW

OBITUARY: WILLIS, Texas; Private services were conducted for Ardmore native Gerri Parish who passed away peacefully on Saturday, Aug. 4, 2007 after a courageous battle with ALS (Lou Gehrig's disease).

The beloved mother, grandmother and auntie, was born on July 21, 1939, and raised in Ardmore, attending Ardmore High School.

Gerri was a flight attendant for Central Airlines, manager of a dental office in Houston, director of finance for St. Johns Episcopal of Norman, house director for Alpha Chi Omega and Kappa Kappa Gamma at the University of Oklahoma.

Gerri cherished each day that was given to her and embraced the mere blessing of it. When diagnosed with ALS, she simply said, "God will take care of me."

Gerri is survived by her daughter, Stacy Harris and husband, Mark, and grandchildren, Keegan Harris and Michael Harris, all of Willis; sister-in-law, Sherrian Geurin, Oklahoma City; niece Stephanie Steen and family, also Oklahoma City; and nephew, Stan Geurin, Edmond.

Contributions can be made in her honor to the ALS Association, Greater Houston Chapter at P.O. Box 271561, Houston, Texas 77277; or Lighthouse Hospice, 200 Riverpointe, Suite 300, Conroe, Texas 77340.

-THE DAILY ARMOREITE, Aug 12, 2007

GERALDINE PARISH, Born 21 Jul 1939, Died 04 Aug 2007, Age 68, At 77378 Willis, TX, SSN issued in Oklahoma

-SSDI

(Nothing on websearch of Gerri and Geraldine Parish. Looked thru 1957-60 CN Skywriters & found nothing. Could not determine her maiden name or dates worked. Email me with more info.)

POP BURNELL

1946 - 1953, MACHINIST-EOS, DEN

A. L. "Pop" Burnell, DEN machinist - EOS, 10/1/72, age 93,

Date of hire with Monarch Airlines Jul 6, 1946., Date of birth Oct 20, 1878.

-Ken Schultz, Wheat Ridge CO

ARLESTER BURNELL, Born 20 Oct 1878, Died Oct 1972 Age 93, At 80223 Denver, CO, SSN issued in Colorado

-SSDI

(Pop was 68 when he began work with Monarch. He retired in Apr 1953, the first FL employee to do so, at the age of 75. His son, Jack Burnell, became director of maintenance. Pop was an aircraft mechanic in engine overhaul. Pop was 93 - #7 on the FL oldest deceased list when he died.)

JACK BURNELL

1946 - ?, DIRECTOR OF MAINTENANCE & ENGINEERING, DEN

Jack O. Burnell was born on March 8, 1903 and died in Galveston, TX on August 22, 1992 at age 89. He started at Monarch Airlines on January 1, 1946 and was Director Of Maintenance & Engineering.

-Ken Schultz, Wheat Ridge CO

JACK BURNELL, Born 08 Mar 1903, Died 22 Aug 1992, Age 89, At 77550 Galveston, TX, SSN issued in Colorado

-SSDI

(Does anyone know when Jack retired from FL?)

JOHN HOBBS

1978 - 1986, MACHINIST - EOS, DEN

JOHN K. HOBBS, Date of birth Jun 21, 1932, Date of death Feb 28, 2008, Age 75, Date of hire Oct 2, 1978.

-Ken Schultz, Wheat Ridge CO

Forwarded by Ken Schultz: My father, John K. Hobbs passed away Thursday, February 28th. He will be missed terribly though everyone is grateful he is no longer suffering. He lived 20 years after open heart surgery (5 by-passes). 20 years in which he touched many lives.

My brother, Tom Hobbs, is out of the country cruising the Antarctic and South Pacific. He is at Easter Island today. Dad insisted Tom not interrupt his incredible trip for a funeral. After Tom returns the memorial services will be a celebration of life and telling of great memories.

Beloved father of Ellen Rice, Tom Hobbs and Jim Hobbs.

-Ellen Rice, Golden CO

DOUG CRANDALL

1968 - 1986, AIRCRAFT MECHANIC, DEN

DOUGLAS L. "Doug" CRANDALL, Born Aug 3, 1923, Hired Apr 8, 1968, Aircraft mechanic, Died Oct 7, 2007 at Wheat Ridge, CO, Age 84

-Ken Schultz, Wheat Ridge CO

(Email any additional info you have.)

ORIGIN OF GONE WEST

Some years back I was doing some research in the archive book section of Brigham Young University. In reading about the old airmail pilots who flew the transcontinental mail between the years of 1918 and 1927, I came across an article explaining the term "Gone West." As the old airmail route continued its expansion from the east coast to the west, thirty-two pilots and nine mechanics lost their lives in the line of duty. Three hundred wrecked aircraft were strewn from the Allegheny Mountains known as "The Hell Stretch," across the open plains to the Rockies, the Wasatch, the Sierras into the west coast. When a pilot was over due, the term "Gone West" came into being.

-Tex Searle, TexSearle@msn.com

MORE GONE WEST**JERRY WAPLES**

1960 - 1971, MAINTENANCE
FOREMAN, DEN

JERRY F. WAPLES, Born Sep 9, 1918, Hired Mar 20, 1960, Foreman-line maintenance, Died 12/23/97 in Charlotte NC

-Ken Schultz, Wheat Ridge CO

OBITUARY: Jerry Francis Waples, 79, of Charlotte, N.C., formerly of Sioux City, died Tuesday, Dec. 23, 1997, at Carolinas Medical Center. Memorial services will be at 1 p.m. today at Williams-Dearborn Funeral Service in Matthews, N.C., with the Rev. Edmund Walker officiating. Burial will be in Forest Lawn East Cemetery.

Mr. Waples was born Sept. 9, 1918, in Sioux City, the son of Lawrence and Lillian (Wilson) Waples. He married Betty Jeanne Saunders on Sept. 7, 1941, in Madison, Ind.

During World War II he served with the United States Navy as a chief petty officer in the South Pacific. Serving as a flight engineer for over 20 years, he was involved in many military operations, most notably, he flew with the U.S. Constitution on the ambassador run to India during W.W. II.

After his military career, he worked with Frontier Airlines in Denver, Colo. In 1971, he joined the Federal Aviation Administration and served as an inspector for 10 years, completing 30 years of federal service.

In 1992, he and his wife moved to Charlotte to be with family. He was an avid golfer, fisherman, and hunter. He was a member of Mason's and Shriner's and was a devoted family man.

Survivors include his wife; a daughter and her husband, Jan Waples Gross and Ludwig of Charlotte; a son and his wife, Thomas W. and Linda Waples of San Diego, Calif.; four grandchildren, Heidi Canono, Patrick Gross, Tina Marie Moreno, and Todd Waples; and five great-grandchildren.

Memorials in his name may be directed to Hospice at Charlotte, 1402 East 7th Street, Charlotte, N.C., 28204.

-<http://www.obitcentral.com/obitsearch/obits/ia/ia-woodbury55.htm>

LARRY KEEN

1955 - ?, AIRCRAFT MECHANIC, INSTRUMENT
MECHANIC, LEAD INSTRUMENT MECHANIC, DEN

N. L. "Larry" Keen, DEN lead inst shop tech, 8/8/00, age 87, Date of hire was May 9, 1955, Date of birth was Jul 7, 1913

-Ken Schultz, Wheat Ridge CO

N LAWRENCE KEEN, Born 07 Jul 1913, Died 08 Aug 2000, Age 87, At 80210 Denver, CO, SSN issued in Texas.

-SSDI

(Aircraft mechanic seniority date of 5/9/55 on the 11/1/74 FL/IAM seniority list. Does anyone know when Larry retired?)

Ken Schultz sent an updated version of his 11 page "We Remember" obituary database. It's available on the back page in the Frontier Reports and is posted on the FL website.

**AGENTS, CLERKS, SKYCAPS & CLERICAL DECEASED LIST**

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

Don Adams, TUL station agent, 12/8/99, age 62
 Don Adey, OMA HOU station agent, 3/10/96, age 62
 Marlen Agena, LNK station agent, 5/25/06, age 67
 Harold Akens, DEN crew scheduler, 10/9/04, age 58, heart
 Walt Albany, station agent, 10/31/88, age 73
 Virgil Allen, RIW station agent, 5/2/06, age 80
 Dave Allison, DFW station agent, 7/11/80, age 34, motorcycle wreck
 Bob Anderson, CYS station manager, 12/3/65, age 42, heart attack
 Wilma Antos, DEN accounting clerk, 4/29/05, age 84
 Jim Ashley, LNK senior station agent, 6/6/95, age 65
 Elsie Ballard, DEN clerk, 5/5/00, age 94
 Jack Ballard, DEN LAW station agent, 2/12/93, age 43, heart attack
 Roger Ballast, DEN station agent, 5/7/07, age 70, cancer
 Jerry Baltz, DAL STL station agent, 3/25/07, age 65
 Hub Barker, DUC OKC station agent, 9/15/92, age 62
 Roger Barks, TUS station agent, need info
 Frank Bazadier, MCI skycap, Jul82, age 68
 Al Beek, COS station agent, 12/18/89, age 68
 Les Belyea, BZN station agent, 10/22/01, age 65, heart failure
 Lysle Bevans, PUB station agent, 9/6/89, age 55
 Lloyd Bibo, DEN FCA station agent, Aug88, age 45, heart attack
 Elvin Black, MHK station manager, 4/26/89, age 70
 Harry Black, DRO station agent, 7/14/04, age 78
 Eldon Blake, DEN station agent, 9/24/07, age 57, cancer
 John Blake, MCK GRI PDX station agent, 6/18/06, age 63, cancer
 Don Blanford, PHX station agent, 11/1/90, age 78
 Norm Blum, SLC ticket counter agent, 5/18/06, age 82
 Phil Bolt, DEN station agent, 4/25/02, age 73
 Jim Booth, DEN JAC RNO station agent, 6/12/82, age 35, cancer
 Mary Bradford, DEN accounting clerk, Apr1975, need more info
 Sonja Brown, DEN accounting clerk, 12/17/99, age 62
 Shirlie Bryan, DEN reservation agent, 3/17/99, age 72
 Martin Bunjes, DEN mail clerk, 2/13/90, age 76
 Charlie Burgess, DFW station agent, Spring 1997, Need info
 Gary Burson, BFF DEN MHK LAW station agent, SATO, 9/9/93, age 53
 Unave Bussell, DEN secretary, 4/10/92, age 71
 Gayle Bussinger, MLS station agent, 3/12/64, age 27, DC-3 crash at MLS
 Loren Butterfield, EAR station agent?, 7/10/05, age 72
 Cliff Calcote, MKC MCI ticket counter agent, 6/4/91, age 49
 Joan Marquez Campbell, DEN RK & TT, 6/8/02, age 68, leukemia
 Jeannie Careym, DEN accounting, need more info
 Lefty Carlson, DEN reservation agent, 6/2/99, age 66
 Sparky Carlson, SLC agent, 4/27/02, age 65
 Mary Dazevedo Casey, DEN secretary, 3/27/05, age 55
 Del Caudle, FYV MAF station agent, 2/18/92, age 56
 William P. Champagne, customer service rep, 6/27/04, age 63, cancer
 Jim Charbonneau, DEN station agent, 4/4/93, age 49
 Jerry Churchwell, DEN station agent, Inflight CSR, 6/19/07, age 60
 Al Ciferri, ABQ station agent, 10/9/02, age 70

<p>Steve Collins, DEN accounting, need more info Walker Collins, FYV PNC SLC FSM DEN station agent, 6/23/07, age 65 Shirley Cook, DEN clerk & secretary, 2/7/01, age 66 Jo Crowdy-Rector, PHX DEN reservation agent, 7/2/06, need info Harry Cutler, MTJ station manager, 7/24/94, age 70 Danny Daniel, FOE DEN station agent, 1994?, age 40?, need info Carol Davenport, DEN accounting clerk, 12/21/05, age 64 Lois David, DEN ticket counter agent, 7/3/94, age 63, cancer Dick Demos, CYS station agent, 10/1/01, age 64 Chuck Dessauer, DEN station agent, 9/18/90, age 52 Lynne Dessauer, DEN reservation agent, 9/15/04, age 69 Elton Dial, FYV SGF station agent, 11/20/00, age 72, heart attack Lana K. Doll, DEN accounting clerk, 7/5/03, age 59 Jean Dunn, DEN accounting, 3/22/96, age 57 Ron Eckles, GRI FSD station agent, 9/6/93, age 53 Sue Elder, DEN accounting clerk, 5/23/06, age 80 Bob Elliott, DEN station agent (#1), 1/9/02, age 76 Hearold Elmer, SAD CFT station agent, 11/2/95, age 71 Gloria Elquest, accounting clerk, 11/1/00, age 68, cancer Duane Faltys, TUS station agent, 2/28/02, age 67 Wally Farrar, PUB DFW station agent, 6/10/98, age 65 Louie Fiorelli, DFW senior station agent, 4/14/98, age 75 Bob Fish, PHX senior station agent, 7/2/07, age 86 Dean Fisher, ANW LNK station agent, 10/4/80, age 49 Ralph Fisher, SVC station agent, 3/9/00, age 69 Bill Fleming, DEN PHX station agent, 7/6/06, age 65, from a fall Toshie Fresquez, DEN pass bureau, 10/1/87, age 54, heart attack Gary Frogge, MCI ATL station agent, Aug84, age 45 Mary Jean Gallagher, DEN reservation agent, 12/13/04, age 79 Art Garcia, MCI LIT station agent, 7/19/79, age 44. auto crash Lorie Gasiorowski, DEN accounting, Nov85, age 52 Ken Gieck, COS station agent, 5/4/93, age 53 Jeff Gilbert, ABQ station agent, 2/18/95, age 64 Ron Gildea, station agent, 3/20/90, age 62 Hank Goffart, LIT station agent, 9/3/98, age 60, Lou Gehrig's disease Marti Grass, DEN reservation agent, 6/27/84, age 41, brain tumor Tom Green, DFW SWO PRX station agent, 4/6/96, age 61 Jim Greer, HOT CYS LIT station agent, Oct86, age 60 Jack Groom, SGF BIL DEN ALS PHX station agent, 9/11/03, age 65 Reub Gutierrez, GRI ABQ station agent, 2/15/05, age 63 Jim Haley, GSWCN DFW STL DEN reservation agent, Aug78, age 48, heart attack Chuck Harding, MKC STL SLC SNA SAN station agent, 8/10/06, age 66 Tom Harding, DEN station agent, 5/25/04, age 63 Marlena Harris, SLC ticket counter agent, 11/3/99, age 59, heart attack Gene Harrison, STL senior station agent, 9/3/01, age 64, heart attack Carol Haught, DEN accounting, need more info Don Haven, GTF station agent, 9/5/05, age 68, Parkinson's Everett Hawthorne, BIL senior station agent, 4/23/00, age 87 Dean Head, RIW GRI station agent, 3/23/98, age 76 Nancy Heath, DEN reservation agent, 2/10/05, age 65 Lizzie May Heinz, DEN accounting clerk, 3/7/72, age 65 Carl Henderson, RIW manager, 5/7/02, age 78 Jackie Hewitt, 11/13/76, age 46</p>	<p>Kenny Hett, TUS station agent, 1/9/93, age 71 Chuck Hilton, TUS station agent, 6/6/01, age 56 Millie Hodges, DEN reservation agent, 7/8/07, age 60 Wayne Holder, FYV JLN DFW station/ticket counter agent, 1/3/02, age 65, heart disease Hilary Hosman, MCI senior agent, 2/6/90, age 61 Larry Hughey, DEN GJT station agent, 1/23/00, age 66, cancer Melvin Hullet, DEN senior station agent, 11/20/86, age 53 Jerry Humbracht, ABQ CEZ SLC station agent, 3/17/03, age 85 Larry Hunt, DEN accounting, need more info Max Hunt, IML GJT DEN station agent, 9/10/85, age 53, heart attack Ray James, GEG senior station agent, 2/28/08, age 68, cancer Don Jansen, TOP station manager, May68, age 33, auto accident Jan Jernegan, DEN ticket counter agent, 2/6/00, age 63 Bob Johnson, RWL GXY station agent/manager, 7/25/07, age 82 Myron Kamarad, PHX SNA SAN station agent, 12/22/94, age 64, cancer Dee Kearns, PRC TUS station agent/TCA, 9/2/07, age 76 Art Keck, RKS station manager, 7/3/02, age 67 Wayne Kegley, SDY station agent, 7/2/03, age 71 Nile Keesey, DEN station agent, 2/7/04, age 65, lung disease Oran Kennedy, LNK senior station agent, 3/15/94, age 76 Bill Kilian, DEN station agent, 11/24/76, age 31, killed by gun in luggage Dale Kindred, GEG senior station agent, 2/3/07, age 77, cancer Dean Kirksey, STL senior station agent, 5/15/95, age 64 John Knapp, CPR senior station agent, 8/23/07, age 80 Doug Knipfer, DEN JAC RNO station agent, 3/8/02, age 63 Paul Kreitman, GRI STL station agent, 7/22/04, age 78 Erv Kroepelin, TUS station agent, 4/16/02, age 84 Roland Kuhn, BFF MKC HUT FOE ICT station agent, 10/1/97, age 68, leukemia Floyd Lafferty, DEN ticket counter agent, 9/18/02, age 54 Cel Landi, PHX DEN reservation agent, 4/6/00, age 61 Ann Latimer, PHX DEN reservation agent, 12/4/07, age 90 Robert Lee, TUS station agent, need info Theo Leprich, PHX res & tkt agent, Mar82, age 54, lung cancer Harold Long, RIW station agent, 3/17/02, age 71 Boyd Loucks, GSWCN crew scheduler, 11/28/96, age 64 Herschel Lowe, DEN station agent, 12/9/02, age 81 Otis Lytle, JLN SGF station agent, 10/7/07, age 81 Cliff Maggard, ALS FLG BOI station agent, 12/23/06, age 76, cancer Leo Maldonado, MCI station agent, 1/24/02, age 58 Gene Martin, BIL senior station agent, 1/30/07, age 77 Dave McCall, LBF FSD station agent, 8/15/91, age 57 Carolyn McCallister, DEN accounting, need more info Gary McCarrel, SLC senior station agent, 5/2/07, age 72, pneumonia Larry McIntosh, OMA station agent, 1/19/04, age 64 Dolly McPhee, DEN ticket counter agent, 8/11/98, age 70 Terry Meehan, ALS station agent, 1/18/2001, age 72 Frank Merrill, VEL station manager, 7/7/89, age 66 Stu Miller, PHX station agent, 12/21/89, age 56 Becky Kesterson Morgan, PHX DEN reservation agent, 11/5/07, age 79, lung disease Dave Morris, RAP JAC DEN LAX station agent, 10/31/07, cancer Al Mosley, PHX, SSA, 12/5/99, age 78, heart attack Larry Musselman, FOE DEN station agent, 2/16/94, age 66</p>
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Donna Myers, DEN executive secretary, 1/23/01, age 85
 Bernie Nagle, LIT DEN station agent, 2/16/07, age 75, cancer
 Stan Needham, JAC senior station agent, 6/8/99, age 76
 Ora Nestelroad, ICT station agent, 8/12/00, age 66
 Louise Newton, DEN accounting, need more info
 Bob Nijadlik, FLG BOI station agent, 11/23/04, age 61, cancer
 Joann Norton, MCI secretary-line maintenance, 5/15/93, age 54
 Don Oberg, MCI station agent, 1/6/04, age 56, heart attack
 Milford Olson, MOT station agent?, 2/18/06, age 93
 Mo Osborne, system station agent, 5/22/94, age 56
 Rich Owens, STL DEN station agent, 2/16/05, age 55, heart attack
 Glenn Palser, DEN senior agent, 11/9/03, age 79
 Jack Payne, FMN MEM MAF senior station agent, 11/20/05, age 64
 Linzy Pendergraft, OKC senior station agent, 7/19/89, age 60
 Ken Perkins, GEG station agent, 4/26/00, age 72, heart attack
 Lenda Persiko, DEN Administrative Assistant, 11/28/07, age 86
 Orval "Pete" Peterson, FSM DEN station agent, 11/3/98, age 76
 Sy Pfannenstiel, DEN accounting, need more info
 Jackie Pfeiffer, RAP BIL RNO SAN SNA station agent, 4/24/04, age 59, heart disease
 Margaret Pickering, GSW CN statistician, 12/21/97, age 79
 Teddy Pierce, LAW station agent, 7/14/01, age 70
 Gary Pinson, MKC SLC JAC DEN station agent, 10/28/07, age 60
 Will Pliska, MCI reservation agent, 9/7/76, age 29
 Don Plunkett, LIT senior station agent, 10/10/98, age 68
 Anne Polk, FTW GSW secretary, 1998, age 86, need more info
 Lynn Puckett, DEN senior clerk, 7/85, age 44
 Dorothy Ray, DEN accounting clerk, 10/24/07, age 76
 Ralph Rea, SVC station manager, 3/20/97, age 70
 Walt Rea, DRO station agent and station manager, 8/14/02, age 75
 Pam Reed, DEN senior accounting clerk, 1/20/01, age 59
 Celeste Reid, MLS station manager, 4/17/81, age 21, Air U.S. aircraft crash
 Conrad Remmel, TUS station agent, 8/4/94, age 60
 Peg Richard, DEN secretary, 6/27/07, age 74, cancer
 Dave Richards, unconfirmed, need info
 Monica Robertson, DEN accounting, need more info
 Leon Robinson, DEN station agent, 11/9/98, age 52
 Ron Rogers, FSM station agent, 5/12/98, age 56, cancer
 Ed Rohlmann, STL station agent, 3/23/03, age 61
 James Russell, CN agent, 6/9/02, age 62, cancer
 Frieda Russell, DEN accounting, need more info
 Harvey Schiermeyer, STJ MKC MCI station agent/manager, 5/10/07, age 83
 Dana Razee Schiff, DEN station agent, 9/22/07, age 48, heart failure
 Chuck Schlener, DEN station agent, 4/2/02, age 69, heart attack
 John Schulte, FMN OMA station agent, 1/8/97, age 66
 John Scott, DEN senior station agent, 2/14/04, age 66, murdered
 Duane Sharp, ABQ DEN JAC BOI station agent, 10/29/99, age 61
 Bill Sharkey, GUY LBL DEN station agent/manager, 7/9/88, age 67
 Bud Shepherd, BIL station agent, 6/3/04, age 77
 Jeanette Sickler, DEN accounting clerk, Dec93, age 55, cancer
 Dale Simonin, MCI FAT DEN station agent, 11/26/97, age 61, cancer
 Rosanna Sims, DEN reservation agent, 3/29/97, age 65
 Ron Slater, DEN BOI station agent, 4/20/04, age 62
 George Slivka, SLC ticket counter agent, 10/24/04, age 80
 Bob Smith, SLC station/ticket counter agent, 9/15/98, age 55, car wreck
 Dan "Smitty" Smith, DEN station agent, 9/2/86, age 28?, motorcycle accident
 Jim Smith, MCK station manager 1959-71, 3/6/96, age 62
 Leon Smith, LIT DEN station agent, 12/1/05, age 68
 Ric Smith, PUB COS DEN station agent, 11/22/07, age 60, Alzheimer's
 Marion Southerland, PHX reservation agent, 3/20/03, age 68, heart failure
 Dorsey Spencer, TBN station agent, 10/1/03, age 60, cancer
 Ray Spiars, RIW LAR HSI GRI WRL SEA senior station agent, 1/6/96, age 64
 Paul Stevenson, DEN station agent, 3/10/04, age 58
 Howard Stewart, DEN DSM ticket counter agent, 8/10/92, age 50
 Clyde Stillman, SLC station agent, 4/21/05, age 63, heart disease
 Bob Stine, MCI FYV station agent, 9/23/06, age 57, heart attack
 Carl Stinson, MCI station agent, 6/24/06, age 73
 Keith Strickland, DEN station agent, 9/21/01, age 71
 Jim Stuart, DEN accounting clerk, 10/20/06, age 56
 John "J.R." Stults, FYV DFW station agent, 7/28/99, age 64, ramp accident
 Clay Tanner, RIW WRL SLC station agent, 9/28/05, age 86
 Susan Tawara, DEN accounting, 1/28/90, age 51
 Keith Taylor, DUC station agent, need more info
 George Terryberry, MCI GEG station agent, 1/27/99, age 58
 Vivian Tevebaugh, DEN reservation agent, 6/5/00, age 79
 Danny Thomas, MCI station agent, 7/8/90, age 56
 Fred Thompson, TUL sr. station agent, 12/19/92, age 65, cancer
 Charlie Timmons, BIL SNA DEN station agent, 12/3/88, age 47
 Bud Travis, BFF GJT station agent, 2/11/05, age 73
 Pete Tremont, PUB station agent, 2/13/99, age 68
 Chester Turgon, MCI station agent, 10/30/92, age 67
 Pat Turner, DEN sr. station agent, 1/1/02, age 65
 Roger Utsunomiya, DEN LAX ticket counter agent, 6/17/96, age 44
 Larry Vail, OMA SMF station agent, 1/17/00, age 60
 Morris Vogel, AMA station agent, 2/20/03, age 73
 Vivian Wadley, DEN reservation agent, 11/7/06, age 86
 Carol Wallace, DEN secretary, May 99, need more info
 Judy Weber, DEN accounting, need more info
 Dave Weston, DEN BOI station agent, 10/30/01, age 58
 Bill Whalen, CYS LAR SMF station agent, 1/23/03, age 63
 Gordon White, MSO FSD station agent, Oct83, age 39, auto accident
 Sherie Whitaker Whitlow, DEN reservation agent, 12/14/98, age 51
 Doyle Willhite, FSM LAS station agent, 9/30/98, age 65
 Max Willis, PHX senior station agent, 12/22/99, age 83
 Logan Wilmoth, TBN STL LEX station agent, 6/6/06, age 69, cancer
 Larry Witkowski, LNK senior station agent, 1/23/97, age 64
 Dick Withrow, CPR TUS LAW OKC station agent, 2/9/05, age 65, lung cancer
 Vic Wokal, GGW station manager, 1/15/06, age 92
 Carol Ann Wolfe, DEN FA & Clerical, 4/26/06, age 60, cancer
 June Wood, DEN secretary-purchasing, 4/21/02, age 86
 Betty Worl, DEN secretary-flight operations, 2/10/77, age 55
 Peg Youngs, DEN accounting, need more info
 Jim Zalesky, FSD LNK JAC station agent, 4/15/90, age 57

ART ASHWORTH

(continued from page 1)

So instead Ashworth went work for Ray Wilson who was forming Monarch Air Lines and hired him as captain. "I was used to Commander's pay - which was good money for those days - and besides, I already had a family to support," explains Frontier's senior captain.

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

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

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

-Frontier News, Nov 1971

Captain Art Ashworth received a commemorative plaque in a retirement ceremony recently to honor the captain's 27 years of service to Frontier. Captain Ashworth began his career with Monarch in 1946. Presenting the award were President A. L. Feldman and Ed O'Neil, Vice president-Flight Operations.

Art is currently president of his own travel agency in denver and was recently promoted to the rank of admiral in the Naval Reserve.

-Frontier News, Mar 1973

IN MEMORIAM

Captain Art Ashworth, pioneer pilot with Monarch Airlines and a retiree of Frontier in 1973, died Thursday, March 17, in Denver. Capt. Ashworth held the number one seniority number on Frontier's pilot list prior to his retirement.

-Frontier News, Mar/Apr 1977

Art Ashworth and Ray Harvey were selected to be number one and two on the seniority list with Monarch Air Lines in 1946 when the company started operations. The Chickasha group (Ray Wilson's pilot school in OK in WWII.) did not have an ATR but Art and Ray did and that's how that happened when they started operations.

As for the ATR prerequisite...I had all the diversified flying time but was not 23 for the ATR but had the written test passed. I was hired on a waiver by Ev Aden in 1948. The seniority list as of the merger with Challenger and Arizona was dovetailed into one with respect to date of hire with the individual airlines. I don't believe there were any pilots from Arizona that came into the picture.

Art Ashworth, prior to coming with Monarch, was Commanding Officer of Olathe Naval Air Station in Kansas. The Chickasha group were Bert Clark, Johnny Myers, Art Sinclair, Jug Jella, Willie Hurt, Don Bridie and Warren Heckman.

-Ace Avakian, ACEAVAK@comcast.net

Art was an exceptionally smooth pilot. I watched him hand fly a 727 on a 200 and a half ILS approach in a snow storm. Most of the way he was turned around looking at me and visiting casually. Not a good idea actually, but I was impressed that the 727 stayed locked-on the ILS.

-Billy Walker, BillyWalker@cox.net

(Art was #1 from Aug 1946 until he retired in Feb 1973.)

SLC REUNION

We had 43 people attend the SLC reunion. The weather was great and so was the food and drinks. Everyone had a great time and we are all looking forward to next year which is planned June 20, 2009.

Some of those attending were Linda Heckman Rino, Howard Schatz, Gail Hannigan Fogg, Bob Noble, Ron Blosch, Mr and Mrs Bud Jensen, Ike Issacs, Joe Ferguson, Al Kendell, Todd Fuller, Jack Schade, Alan Harris, Paul Farris and Don Anderton.

-Paul Farris, paulamos43@yahoo.com

1986 - Went to work for Continental; Airlines in Denver.
Dec. 1994 transferred to Houston when Denver hub shut sown.
Nov 2004 I retired from Continental.

Since then I've worked for Celebrity & Royal Caribbean Cruise Lines and I'm now working part-time for the Houstaon Astros Baseball.

Also my wife & I are traveling as much as possible.

-Roy Saunders, sauriz@aol.com

Roy retired from CO in Nov 2005 and made a HOLE-IN-ONE in January.....just an FYI if anyone is looking for Roy.....and yes he is still in Houston.

-Frank Monheiser, fmonliah@yahoo.com

(R G SAUNDERS: Station agent seniority date of 3/20/69, emp# 07713, on the 1/1/86 FL/ALEA seniority list. Roy was a senior station agent in DEN.)

Larry, Phil & Jake invite you to the 40th FSM FYV FL MEMORIAL PIGnic

Saturday, August 16, 2008

Burford Pavillion

Near the FSM airport

11:00 a.m. - 5 p.m.

Bring a potluck entree: BBQ chicken, baked beans, beer and soda are provided.

We are still getting together to re-new friendships and talk about what it was like to work for a great airline.

All ex-FL employees, families & friends are invited.

For info and/or directions:

Phil Green, FSM, 479-783-2981,

SusiGreen0609@aol.com

Larry Thomas, FSM, 479-452-8174,

LEThomas39@msn.com

Jake Lamkins, FYV, 479-879-8358,

ExFAL@Yahoo.com

I'd be pleased to receive both your CD on FL News back issues and well as your newsletter currently. It's good for you to sustain this! Cordially,

-Glen Ryland, Carmel CA

Great hearing from you and thanks for your support. The latest FL NEWS and the FL CD will be in the mail tomorrow.

I have been collecting essays for years from various people about FL's demise: Hank Lund, Billy Walker, Rocky Patterson, and others to name a few. They are in past issues of the newsletter.

I would love to have your take on what happened to us. I know it would be a big task but Frontier's history is incomplete without your views. And it would give you an opportunity to give your side of that terrible time. I would want to publish it in the newsletter, of course.

Thanks for considering it and let me know what you think.

-Jake Lamkins, ExFAL@yahoo.com

Thanks for your quick response. I will enjoy reading the material you've developed (and the folks you mentioned.) I am so far behind on writing my own memoirs due to caring for family members that it's unlikely I can give you anything in the short term. I'm at least a year behind and I'm now in my mid 80's. If I survive long enough I will send some brief comments to you, if that's OK. Thanks again!

-Glen Ryland, Carmel CA

Anything you care to send me would be appreciated. The decisions you made and the thinking behind them would be of great interest to the FLamily. But I know how time is in short supply. Since I retired 5 years ago from the FYV post office, I don't know how I ever had time to work.

-Jake Lamkins, ExFAL@yahoo.com

I now live in Mesa AZ. Still working. My wife and I run an 800 unit self storage site called Fort Apache. We do day hikes and have a four wheel dodge that we take out in the desert all the time. Once in a while I will send a pic of some of the places we go. KEEP IN TOUCH.

-Tom Schuhardt, Frontier727@aol.com

(Tom was a STL station agent, 1968 - 1986. The following article is excerpted from an online article, Self-Storage Managers Confront Crime by Spencer Ho.)

While Crime Free precautions are worthwhile to facilities, they cannot take the place of a vigilant manager. Tom Schuhardt with his wife have managed Arizona Storage Inns in Mesa, Ariz., for three years. Last summer, Schuhardt had the day off but was doing a walk-through anyway, when he saw a man standing in the doorway of a unit. Something seemed out of place, so he approached the man and asked for his code.

"His code matched up to his unit number and everything, but something still didn't seem right, so I walked around the corner and kept watching," Schuhardt says.

Schuhardt watched the man take a few things out of the unit and made a note of everything that was removed. Later that evening, a customer came to Schuhardt's office reporting that the lock on his unit was not his own. Sure enough, it was the same unit at which Schuhardt had witnessed the apparent thief removing items. He asked the renter to describe the missing items, and his description matched everything Schurhardt had noted earlier.

After that, it was easy to catch the thief. "I just checked the

Notes From FLoks

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

guy's code in our records, got his address, and called the police," Schuhardt says. The police apprehended the thief and recovered all of the stolen property. Unfortunately, Schuhardt was unable to completely prevent another crime committed by a couple and their son last fall. "They came in early in the morning, around nine, and wanted to pay cash to rent a locker for a month—which is already a warning sign," Schuhardt says.

Schuhardt rented them a unit, but felt that something was wrong. He went to the space to check up on the family. As he was watching, he noticed the son returning from the direction of another unit. The son quickly threw a bag into the back of the car and the three drove away before Schuhardt could act. When he checked on the other units, he found that a lock had been cut and he called the police.

"The guy came back later that night, and I had the police there waiting for him," Schuhardt says. "I told him that he was not welcome here, and to get his things off my property. Unfortunately, they'd stolen all of a college girl's books, and they were never recovered." Schuhardt says he takes customer losses personally, because he thinks of his renters' property as his own.

This spring, Schuhardt had another encounter with crooks when he prevented them from robbing two units but was too late to stop them from cleaning out another one. Late at night Schuhardt was in the office when he heard the gate open.

"I thought it was somebody coming to check their unit, and I wanted to make sure that they didn't get locked in when the gate locked," he says. When Schuhardt checked the gate, though, he realized the people in the car had used an invalid code. He cut the power so that the gate would be locked and the suspected criminals would be stuck.

The intruders must have noticed that Schuhardt had cut the power because they stopped what they were doing and drove toward the gate. "I looked out of my office window and I could see the headlights facing the front gate," Schuhardt says. "Then a guy got out of the truck, walked up to the gate, and opened it with his bare hands!

"I know I can't do that and I've locked suspicious people in before that way ...and nobody's ever done that." When Schuhardt and the police checked the units, one was completely cleaned out, one was open, and the last had the lock cut. Unfortunately, police were not able to recover the property stolen from the first unit.

Schuhardt is proud to have been able to prevent some crimes at his facility, but thinks luck also has something to do with it. "I'd say it's a combination of two things," he says. "First, just being in the right place at the right time, and also, just watching out for certain warning signs that you learn over time, like paying with cash or the amount of time a person wants to rent for."

Part of it seems to be just instinct. "A lot of times, you just have to pay attention to your feelings about somebody's personality," Schuhardt advises. He says he gets a feel for what kind of person a customer is by making small talk while they complete the paperwork.

"After that, it's just about paying attention to what is going on around the facilities," he says. "I know just about all of my renters on a first-name basis, know whose unit is whose, and recognize all of the locks, so I know if something is out of place.

“The most important part of a manager’s job, besides renting units and making money, is protecting the clients. I treat everything stored at this facility as though it’s mine. You’ve got to give people a sense of confidence that you will keep their belongings safe.”

-SELF-STORAGE NOW, Jul-Aug, 2006

We certainly enjoy reading the Frontier News although the “Gone Wests” are difficult - “Notes from FLolks” are always fun to read and the stories are great.

Norland’s stories were especially funny since we were there during that time and they brought back lots of memories. And Mary Palkowski Bircher - “Hello” my FA Instructor - of course, we were “Stewardesses” back then!! The class of Sept. ‘66 - I think we were the largest class Frontier had up until then if my memory serves me right. Lots of other names jump out at us and it’s good to know they’re still going strong.

Thanks for the memories, Jake, and keep up the great work!!

-Joanne Griffin (formerly Wemlinger) and Bob Reisig, bojoss2@gmail.com

To those who flew for Frontier Airlines back in the 60’s & 70’s I flew as a passenger From 1970 to 1973 On What I think is still The Coolest Turbo Prop Ever Built - The Allison Convair 580. My Family & I Flew From Denver CO To Goodland KS For Family Reunions Etc. & I Loved that Plane & Those Days In My youth Were Pure Fun!! I Just wanted to say Thank you To the Flight Attendants & Flight Crews Who made those Trips Very Cool. The first Time I saw The 580 Was In 1968 When My Mom Flew from Hays To MCI & to hear those allison engines Fire up Was an Awesome sound!! Again let me say thank you to Frontier Airlines For making those Summer Trips So Awesome!! & To The CV 580 Pilots You Guys Were Cooool!!

-Kelly A Krannawitter, California

(Posted at the KC crew base website by a FLan.)

I started with Frontier in 1968 in MCI--worked there one year moved to HSI for 3 years back to MCI for 5 or so more years--1976 moved to GRI worked until Oct 1984. FL left GRI & I took a leave of absence and then finally resigned in 1985.

I became a insurance agent with American Family Insurance in Jan-1985 in Grand Island Nebr and am still selling Insurance now for over 23 years.....

By the way I have 3 more years left on my FL ALEA retirement income which I took for 10 years or 65 - I never put a penny into that fund but will end up drawing out over 30 thousand if I live until 65--not too bad! Enough said JUST A FYI FOR THE OLD GROUP.

By the way Tom Blanchard still lives in Grand Island and, of course, is one of my customers.

-Ron ZiembaRZIEMBA@amfam.com

One time I was working line and was in the process of servicing a Convair. Every thing was running late and we all were doing our best to get the airplane out on time. The wind was blowing pretty good and I had just opened the access to the potty dump hose attach.

I caught the full contents, except for the Kotex that held the potty flush valve open, in the face, which gives credence to the adage “If you ever get hit with a bucket of ----, be sure to close your eyes.” All I can say about that is : How stupid can one get?

Stapleton is no more except for the tower and I too have shed a few tears for those wonderful memories. Like the snow blowing through the hanger and Iced up doors and DC-3’s all over

the place.

I am going on 82 now and there’s not many of the old gang left but, if we’re lucky and have been good boys and girls, we may meet again.

-Ed Huss, edhuss1@aol.com

I started in Liberal, covered Garden City and Lamar, Vernal, Rock Springs, Worland, Cody, regularly, and some other place on a spot basis. Of course the best was JAC with the incredible cast of FL characters. Several stints there followed as well as manager at Cortez and yes, a short period as Tower Manager in Denver after ramp, load planner, TCA, and some supervisor jobs in Denver. Somewhere in between was Spokane, Redding and Senior Agent in LA.

As far as living/working it Asia, I have found a niche, having spent nearly eight years based in China, Japan, Guam for United and Continental and have adapted well to the various cultures in the countries in this part of the world. Perhaps the FL relief agent job prepared me to be adaptable.

Truman Jeter was my boss in Denver at United in the late 1980s. He went on the New Orleans as station manager for United but left United sometime in the 1990s. Last I heard he was in Texas, but I lost track.

I enjoy your website and newsletter, so my pleasure to support your efforts. Thanks for keeping the FL spirit alive. Please use extra funds to continue your efforts. Best regards,

-Jim Kyte, ety1200@hotmail.com

(“You have a registered letter from Red China!”, my mailman excitedly blurted out when I came to my door. Turned out to be from Jim with a \$100 check. He had been with UA in Tokyo last I heard. FL training and natural talent make good!)

James Kyte
Director - Airport Operations China

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I worked for Frontier Airlines from October 1957 until 1986. DEN October 1957- April 1966 - Station Agent & Senior Agent. Wolf Point, Montana (OLF) -April 1966 - October 1966 - Station Manager, Sidney, Montana (SDY) - October 1966 - April 1968 - Station Manager, Denver, Colorado Reservations Office - April 1968 - December 1969 - Reservations Supervisor Denver, Colorado (DEN) - December 1969 -April 1978 - Senior Agent, Spokane, Washington (GEG) - April 1978 - August 1986 - Senior Agent.

When Frontier quit flying in 1986, rather than move from Spokane, I started my own Landscape and Lawn Sprinkler System business. I retired from that in 2003. In addition to my own business I hired on with Spokane Transit in 1990 and drove a city bus until I retired from there in July, 2005. I’m still in Spokane enjoying my retirement

-Dan Boone, dboone9626@comcast.net

More Notes From FLolks

Earlier in March I had reason to be in Denver for some company business and arranged my time so I had some spare time on the way to the new DIA. So westbound on I-70 I carefull exited on Quebec and passed the fearful watering hole whose name shall be nameless. I say that because it made me miss my flight home one day and I had to walk with one eye closed to the Holiday Inn for an Involuntary RON. Thank you Larry Lankford! Actually it ws good fun that Saturday until the shots kicked in! Dang!

Anyway, I found my way to Smith Road, and what to my dismay, terror wreached through my rental car, as a WAL-MART came to view somewhat near where 8250 once was. I tried to convince myself that it indeed was on east where the CO hangar used to be, but I am not convinced. I later meandered around only to discover that Stapleton really is gone and there lies a new little city of its own. Quite a few urban yuppie homes are there with tree's, lanes, dogs being walked, and a flippin control tower stickin out right in the middle of it all.

I gathered my witts and exited the site via about where Runway 8L used to be as I headed east. Entering into the DIA zone, my \$180 weekly rental car cost \$229 plus \$25 bucks of gas to pay for the vastness. Get gas it early as there are not many fueling stations east of R/W 34R The new airport is really intriguing with all of the runway options for mutli-ops .

The only problem..... ..gone are the good old days!

-Dennis Casadoro, Casadoro1@comcast.net

(Anyone wanting a bird's eye view of the Stapleton area, go to Google maps at <http://maps.google.com> and enter 8250 Smith Road, Denver CO in the search line. When the map comes up, click on satellite in the upper right corner. You can move the photo around by holding down a left click. I'm not sure of the date of the aerial photos.)

Interesting story of remembering yea olde Stapleton, watering holes, and the "new: FAL facility of 1968-69ish. And my fuzzy brain still goes back to Hangar 5.... before the "new" digs.

Ah, the days of yore.

-Darren Weeks, dbweeksfla@aol.com

Thanks for adding Arnold (*Arnie Loller*) to the Frontier Newsletter. I am his better half, married for almost thirty eight years. We have a son, Jason, who is thirty six and grew up loving the airplanes and the fast paced airline business. He is with American Airlines Flight Service starting his sixteenth year.

Arnold was diagnosed with what some of his doctors called terminal colon cancer November 2006. Our son Jason immediately lined up aggressive chemo-therapy and today Arnold is in remission and doing well. The doctors that recommended the nursing home/hospice are amazed! We are not! We never gave up hope.

-Pat Loller, pat.loller@sbcglobal.net

(FTW DEN avionics technician Arnie Loller started with CN in 1957 as an avionics tech - transferred to DEN and along with other positions worked on the simulators. After 28 years he took early retirement in 1985.)

It brings back good memories when I read about old friends. It saddens me when I read about old friends who have gone west, but in reading their names, it brings back many memories of them.

I had forgotten about Sid Tolbert until I read his name in the Winter issue. Sid had been manager at Midway, in Chicago,

until it closed. He came to Kansas City as ASSM along with myself & George Terryberry. I am sorry that both Sid & George have gone west. They were good friends of mine. Sid passed away while working at Kansas City, the old MKC.

-Wayne Teakell, Cedar Rapids IA

Here is some more articles on the happenings of a Frontier station agent.

Human Remains - One day we had a HR to be shipped out and the flight was leaving shortly. The shipping mortuary had to hurry out as they had to change the top of a dress as the remains were to be out to the destination cemetery for services and burial shortly after flight arrival. So we took off the top of the shipping container and then opened the casket. The little old lady was laying there real peaceful. A very sober event, but we got everything taken care of and sent her on her way.

One morning a chauffeur in a big limousine arrived with a well made wooden box with the nails partially sticking up on the top. Inside was beautiful small silk lined casket containing a small white poodle dog with a diamond studded collar. The reason it was opened so he and we could verify that everything was o.k. before shipping. Box was nailed shut tight and sent on it way.

-John Koehler, Sun Lakes AZ

I was a FL flight attendant based in Denver 1980-1986 (and then with CO until 1991).

I was accepted to graduate school at Rutgers in 1990 so I transferred to the EWR base and took an educational leave the first 2 semesters, flew the following summer, took another leave then quit when they stopped offering them. I guess that was Jan 1992. I was more than ready to quit. I never cared much for CO. The work ethic was pathetic - many of the FAs were so lazy! I missed Frontier.

Anyway, I ended up with a PhD in behavioral neuroscience (fancy name for experimental psychology) and now I'm a Staff Scientist at the National Institute on Drug Abuse which is part of the National Institutes of Health. Most of the NIH is in Bethesda but we're in Baltimore. I love my research, and love the city (well, for the most part). The only time I miss being part of the airline industry is having to pay full fare.... Boo hoo!

-Carol Kern Myers, carolsmyers@aol.com

A couple of issues back there was a bit in the newsletter about trying to get people to establish a permanent display, or museum collection here in Denver at the Wings Over The Rockies Museum at Lowry.

I am interested in making sure the story of Frontier, and what they did to pioneer air travel throughout the Rocky Mountain Empire is never forgotten. If you hear of anyone in Denver that is actively working on this, please let me know. Billy Walker had talked a lot about it a long time back. Even mentioned putting the wingtip from the DC-3 they found out there for display. Maybe we can make some of this "dream" a reality.

-Jim Baumann, JetPower580@aol.com

(Contact Jim if you're interested in helping. Jim never worked for FL but is a BIG FAN!)

Just wanted to say "hi" to all Daddy's friends and wish you well. I love reading the stories, and finding the pics of Dad were very heartwarming. Thank all you for for what you did and are doing. Aviation, specifically the airlines, played a KEY part in making this country the greatest in the world. Please feel free to drop me an E-mail or give me a call. I'm in the KC phone book. All the best across the miles.

-Bob Lockett III, Hansumtoad@aol.com

While serving as Station Manager in Salina, Kansas we had a DC3 turn-around flight, MKC-MHK-SLN-MHK-MKC. If I remember correctly, it was the Flt 55/56 turn-around.

One of the stews (now FA's) historically forgot to take her Dry Stores Kit with her when she returned to the aircraft after the short layover. Very dutifully, one of our guys would take it to her before takeoff. Can't remember who thought of it (probably, Bill Fleming), but one day we decided to pull one on her.....

After we buttoned up the flight, we pushed the nose stand up to the aircraft and gave the Captain the Kit through the window, telling him that we would notify MHK on the drop line and they would retrieve it before opening the cabin door. The Captain was to tell the FA that we were putting it on a Greyhound bus and that it would be waiting for her in MHK.

Well, all went exactly as planned and the agent in MHK presented her with the Dry Stores Kit as he opened the door, reassuring her that the bus had arrived just before the flight did. Needless to say, we caught a lot of flack from "mother superior" in MKC, and had to promise not to mess with her girls anymore.

Regardless, it still gave us all a lot of laughs, and she never forgot the kit after that..... I don't think she really believed us...at least I hope not.

There is also a good story out there about Capt. David O. Dodd giving the MKC Chief Pilot a Snapping Turtle, with a big bow on it, for Mothers Day, if you can find anyone with all the facts.

Best Regards to all of our old CN/FL friends!!!

-Duke Ellington, firebox-d@comcast.net

Keep up the good work on the Frontier News. We enjoy the news. Vince Davis, Terry Hansen and I have dinners together & discuss old Frontier days.

-Darwin Kerr, DJKerr@npgcable.com

(Good to hear there's a Lake Havasu City AZ chapter of the Old FARTS (Old Frontier Airlines Retired Ticket Smashers). Use whatever name you want that fits the acronym. I know of some FAs who called themselves "Tray Slingers" and some maintenance guys called "Turbine Stuffers". It only takes two to meet occasionally to form a chapter. Let me know if you have one.)

I wrote Lewis Johnston at the Mustang, OK address as soon as I received your email, but never heard a word from him. He came to LIT when HOT closed and made the drive up every day - he never moved from HOT. He rode with Bill Sanders and James Greer - they traded off on driving a lot. James is deceased and I guess Bill is still in Hot.

When LIT closed Bill Sanders retired, James Greer went to HOU and Lewis and I went to OKC. I did not like that at all, meaning I am out of here, so I actually retired Nov. 15, 1984. I went to work for Executive Travel which within a year became Dillard Travel, resigned and worked for the State of Ark for three years, then went to work for Fred Poe Travel and stayed until Jan. 1, 2003.

That's when I had my first bout of cancer in the bladder, which seems to be ok as of now. I go back for my check up in June. It will be five years so maybe that one is over with.

-Jack Chambers, ShirleyandJack@aol.com

I'm one of those that worked for Frontier twice. I hired on with Monarch Air Lines as a mechanic April 24, 1950, and of course continued on thru Frontier's start of scheduled service June 1, 1950. The last of the three Arizona Airways DC-3's was being overhauled so a number of mechanics were hired. The overhaul

was done in November 1950, and I was furloughed November 15, 1950.

I received a recall letter in February 1953, but turned it down because I had just started to work in Denver as a mechanic for United Airlines.

I went to work for Frontier again in Denver as a mechanic July 13, 1965. In March 1966, I transferred to the Technical Services Department as a Technical Assistant. Then thru several Job Title changes to October 1979 (Technical Assistant, Service Engineer, Technical Specialist, Senior Technical Specialist). The Maintenance Control Center was organized in October 1979, and I was a Manager on Duty - Maintenance Control Center, until the bankruptcy shutdown in August 1986.

-Ken Schultz, Wheat Ridge CO

I worked at Frontier in the mid 70's to early 80's. I'd enjoy getting in touch with some old friends. Starting in 1976, I worked in Economic Planning (Manager) for Clark Coe (worked with Dan Hersh, Peter Berdy, Wendy Wagner, Barb Miller and others). While in Economic Planning, worked on occasion on projects for David Bricton and others in Legal, plus John Blue and other folks in Accounting.

Later, I worked in Sales and Service as Deputy Director (reported to Mike Leonard). Did a fair amount of "special studies" work for Hank Lund, and worked with a lot of people including Margaret Borden, Kathy Mohn, Jenny Brown, to name a few.

Went to work for American when they moved their HQ to Dallas in 1980 as Manager of Marketing Planning, but later was hired back at Frontier (Sales & Service Staff).

As I get older (60 now), the memories I have of the company and the people I worked with seem to grow even fonder. It was a great place to work and I would enjoy communicating with some of the good friends I had at the time. Now live in Grand Rapids, MI.

I signed up (applied) at the ExFAL Talk Forum. Would love to get a copy of the newsletter as would my wife, who also worked at Frontier for a short period of time in the "Futures Planning" Department (for Dan Love at the time).

-Bill Waite, fordlandia@sbcglobal.net

It would be interesting to know how many of the Old FL maintenance folks are left.

-Ed Huss, edhuss1@aol.com

I'm still here. That is a good question. I would like to know also.

-Ed Schroeder, Edshars@aol.com

I'm still here, too.

-Clarence Yoder, cwsyoder@hotmail.com

Well I am still around, and would like to hear from some of the old GSE maintenance group. E-mail me!

-Pat Kern, Colokern@aol.com

You guys rock. I remember the CDR maint. crew. Great bunch all around. Doing the RON on the Twin Otter.

-Ron Abfalter, southarmstudio@hotmail.com

I found your website by accident. My God! Some of you still communicate after 22 years. I left TWA after 24 years in 1990. Karl I-Can beat the old girl up so bad I had to leave. I thought we were a close bunch, but due to old age, death, and distance the last person I had communication with was at least ten years ago. I remember your go around with Big Frankie. Some real bullshit took place back then, and is still going on today.

-Ron Chandler, chandlercsc@aol.com

Up late and mentally taking a trip down memory lane. The names are omitted to protect the innocent and the guilty.

More Notes From FLolks

Back around the 1st gas shortage - remember the lines to get gas? I ended up as a copilot on the 580 in KC. I was young once and a little slack on brains. So I ended up taking my Porsche 911 out to KC. Understand - "you got to know when to hold and when to fold them" - I think it applies to speeding also. I have had two tickets in my life and deserved ever so many more.....

I filled some 2 gallon cans with gas and took off from Denver for KC, a rolling burning inferno. Got to the state line and found gas along the interstate with NO lines. Got the cans empty. Started out at 3 am on Sunday. So once I became a little less of an inferno - found that Porsche just wanted to go 130 - 135 mph indicated. I was road kill for any cop all the way.

I know it seems bazaar, but I think I pulled into KC before 8 am in the morning even with a gas stop. Just in time to go to church and give Him well deserved thanks.

So here I am with the other commuters - 8 or so of us in a 1 bedroom two bed, and two couch apt... Yup, the floor got the last of the too many show ups. A mix of Capts (cap) and copilots (cop). Bad mix. the Capts. had that "tude". So of course you had to wash any dishes you were going to use before and after. Same went for the shower. We all looked forward to going out on a trip. You can well understand how frictions developed under these luxury conditions.

Unnamed cop - got into it a bit with a cap, bordering on nasty. Cop established the "fact" that he walked in his sleep now and then. I was there as a witness to all, it happened. The two contras went to the beds in the bedroom and I was on the living room couch. About 30 minutes after lights out - heard the cap screaming at cop - "what are you doing???????" Fearful they were about to get into fisticuffs I went in and the cop was standing facing toward the corner of the room - where the cap had left his flight bag and was copiously urinating on it. The cop stammers, "oh thanks for waking me up - what's the matter".

Needless to say the cap didn't bring his bag back to the pad ever - and whenever I brought it up to the cop - he just smiled. Aw, yes - young and dumb - we were all there one day - it seems it just went by in a heart beat.....Don't get mad - just get even -
-Jim Actor, JActor7377@aol.com

Thanks for the memories. When I worked in Dispatch, being young and at the very bottom of the seniority list, I always worked the weather room/pilot room. I would love to start a rumor at the start of my shift and then watch it spread like wildfire among the pilots for the next 8 hours.

When I wanted to be really bad, I would walk into Bob Prang's office and throw the match of rumor in there among Prang, Tewinkle, and the rest of the gang. I knew I had a good one going when I would get a call from one of our folks in Dispatch, asking me if I heard anything. Hey, I had to keep myself occupied.

-Kevin Porreco, kporreco@comcast.net

I was afraid I had offended someone or all with my story - so for at least one person - here is another mild one.

I have been a tea-totaler for like forever. Found out at 22 after a night of 6 rusty nails at the Elks Club, and an FAA physical the next day that I was allergic to hops, barley - anything that makes booze.

Understand in the pilot world that anytime you go on a layover

and drink a Pepsi you are looked at initially with a bit of skepticism. But the attendants gave me total support..... ... smiling. At

least they knew one clear head the next day was better than none. LOL You don't have to be a Sherlock to understand that one...

The copilot (cop) and I and a really fun loving steward went to the Haufbrau house on the layover. So of course the two of them tie into me about having a Pepsi. Up to and including my manhood. I go to the John, and notice they have half a Hires Root Beer wood keg at the end of the bar. The barmaid tells me in California they have strict drinking and driving laws - so they sell a lot of it for the designated driver.

The boys are drinking dark ale and it looks like the dark hires in a mug. I gave her a big tip and told her when I raise my hand for a round, bring my buddies the dark ale and me a Hires root beer. You all know where this is going. Back to the table -- ok boys we are going to find out who the real men are and the girls - so to speak.

Needless to say, over maybe less than 30 minutes we had chugged at least 5 rounds. Think about the time and quantity. I was ready to blow up or throw up - it was a fight. The boys - the cop was getting bombed and the steward was starting to lay on the table. When he went under the table I demanded recognition that I was da man. Of course they passed on another round and declared me the "winner?"

Before the cab got there - the steward had passed out, and had to carry him to the cab. That night I found out what a sugar overdose was - total misery. I should have gotten rid of it. Next day, I am mentally clear on slack sleep, but had a belly ache, burping out what few brains I had left. The boys were really hurting - so of course I banged the metal log book on metal at every opportunity. The steward came up and slept on the jump seat for half the trip. Every time I noticed him dozing off I made noise to interrupt.

To this day, I can't stand the taste of Hires Root Beer. :):):)
-Jim Actor, JActor7377@aol.com

I am an ex-employee of Monarch Air Lines, until merging with two other Air Lines and becoming Frontier Air Lines. Working from 21 October 1947 until 4 September 1971 at the Durango, CO. Airport, filling in at Farmington, NM at times. Quit due to my Fathers death in August 1971. All his crops, Cattle to be harvested and gathered, all this to be done for the family.

Anyway, Vernon Crawley, a close neighbor and fellow employee with Frontier, was telling me about your NEWS LETTER or booklet you produce or publish [I'd better say] Thus my letter and a \$10.00 check for a subscription.

-Harry Fassett, Durango CO

(Harry was #4 station agent on the 1/1/66 FL/ALEA seniority list.)

Still with CO - hope to retire soon. Best wishes.

-RJ Turner, Camden Point MO

(RJ was a station agent & senior station agent 1964-86)

October 1966 - August 1986 A&P FAL mechanic, Nov 1986 - 1996 CAL Denver Co. August 1996 - May 2006 A&P mechanic New Frontier Airlines - Retired May 2006. My first airline job was United in Omaha 1960, was cleaner then refueler OMA - DEN. Long time 46 years with airlines. I had the good fortune to have worked with many wonderful people. I enjoy my retirement, work around the house. Always something to repair, paint, or mow. I don't know how I ever had time to work at a job.

-Jim Edwards, jedwardsaurora@aol.com

Seems like yesterday you & I were working in DEN. Really miss a lot of my old friends. Some have gone west way too young. Retired now to the full time life of a cowboy. Love what I do. Having a ball in my latter years.

Nancy, (my wife) maiden name Wilson, was stewardess for Central & says Hi to everybody. Great Job

-Jack Dailey, Juggy1@cox.net

(Jack was a station agent 1963-86 at MHK GEG JLN ABI DEN MAF)

After bankruptcy went to work for CAL in Denver for 17 months. Then went to work for UPS as aircraft line maintenance manager in Louisville, KY for 19 months. Then transferred to Denver as maintenance manager until I got the West Nile in 2003. And went on disability until 2007 and retired from UPS.

-Floyd Hoyt, FloydHoyt@msn.com

I went to work for Frontier at GSW Airport Ft. Worth in 1968. 1969 Frontier closed GSW and moved the Texans to DEN.

We didn't like DEN so Lanny Rogers (union rep) told me I could bid to go to St. Louis or KC. We took KC. Worked 1 1/2 years here and got laid off here. Went to DEN worked line there. Then DEN to Chadron over nighting Beech 99 and Twin Otters. Went back to DEN then got back to KC in 1976. Worked for TWA KC for 12 years. Retired from TWA in 1998.

-Jack Brown, Smithville MO

After FL, I went to work for CO...while working in the President's Club, I went to school and completed my finance degree at Metro. In 1997, I went to work for Charles Schwab as a broker while continuing to work for CO. In 2001, I retired from CO and in 2004, I moved to Minneapolis to manage portfolio's for Schwab with their Private Client Group.

My son and his family live here in MSP and I have been able to spend time with my 10 year old granddaughter. I still have my home in DEN and my boat at horsetooth (outside of Ft. Collins)...I love having my airline benefits so I can travel between the two cities.

-Shirley Zoretic Wade-Hayhurst, pynme1@aol.com

I stated with CN on August 18, 1958 in MKC with Jim Shores being my first manager. In Dec 1958 I transferred to DEN, working for CN until the merger on Oct 1, 1967 with Frontier. I worked for FL in all phases of agents work until August 1986 when FL ceased operations. I then went to work for CO in Nov 1986, continuing until my retirement on Dec 1, 2001 concluding over 43 years in the airlines industry. I was working as a cargo supervisor for CO when I retired.

Since retirement I keep busy with the Marine Corps League. I had retired from the Marine Corps Reserve as a CWO4. I am also active in other veterans organization: 1st Marine Division Assn., Marine Corps Aviation Assn., Reserve Officers Assn, and the American Legion. Participation in the Marine Corps League gives me a reason to travel, having attended National conventions In Boston, Dallas, Harrisburg, PA, Nashville, Spokane, Albuquerque, and this year to Orlando.

When FL shutdown I was on vacation, having returned from BOS. I was called to work with several other agents to work People's Express flights. Between flights we had the sad experience to inventory and get the station's assets in order. One lowlight was assisting Cal Reese in cleaning up baggage claims. I recall opening one letter where a passenger had returned to FL, a \$400.00 check as in his opinion it was insufficient. I always wondered what his reaction was to have something then nothing!

-Fred Krebs, FredKMCL@msn.com

My name is Leroy Schultz. My dad was a gate agent for Frontier from May 1966 till Aug 1986, in Columbus Nebr. His name is Jerry L Schultz. He is retiring Sept 30 from the city of Columbus Nebr as the airport manager. I am looking to find some old Frontier stuff.

I would love to find the old agent emblem that was on their hats. Or anything else with the old paint crescent logo and the new F logo. I have found plenty of pix.

He started in 1966 at OLU till Feb 1979. Then GRI 1979 till the closed not sure of the dates. Then in DEN then OMA when they closed the doors.

-Leroy Schultz, mrsrg1106@msn.com

(Jerry's station agent seniority date 5/2/66, emp# 07754, on the 1/1/86 FL/ALEA seniority list.)

I moved back home to Connecticut after FL. I have done many things since then, I first worked for UAL and NW in BDL then took a leave and opened a restaurant with a family member, after 4 years sold out to the family member.

I got married to Paul in 91. Since then I had two children Nick who is 12 and Charlotte who is age 9. I also went back to work for UAL in New Haven, Conn and worked there until they pulled out. When they discontinued Jet service I took the manager job with UAL Express for a while until they pulled out and I rejoined UAL in BDL and took a jobshare admin job at BDL. Sept 11 they stopped all the jobshares so I got laid off from my cushy administrative job share.

I have taken the last 7 years off to be a stay at home mom. I am still staying home with the kids and working in sales for a catering company and also doing some catering. I worked in the airline business for a total of 22 years and enjoyed it.

Things have changed so much and UAL just about took everything from us including 1/2 of our pensions and ESOP. HOW MANY TIME CAN YOU LOSE YOUR ESOP??? It has been a rocky road in that business. I had a lot of fun and traveled lots but no airline was like FL. I worked for UAL and never felt like it was a family.

We had great people at FL and I will never forget them. I will always have fond memories. I just turned 50 so I think I will grow up and find a real job. MAYBE!

-Linda Piscitelli Hunsaker, jonsey58@sbcglobal.net

(She was a DEN TCA starting 5/31/78)

I originally started Feb 10, 1958 in the accounting department, then worked in purchasing for a while, then worked the switchboard for a while and then a secretary for Gordon Schaffer in Personnel until Sep 30, 1966.

I was there from the DC-3s until the 727s came in. I had a baby in Nov 66 and returned to work in Jul 1967 when my husband was killed in a car accident.

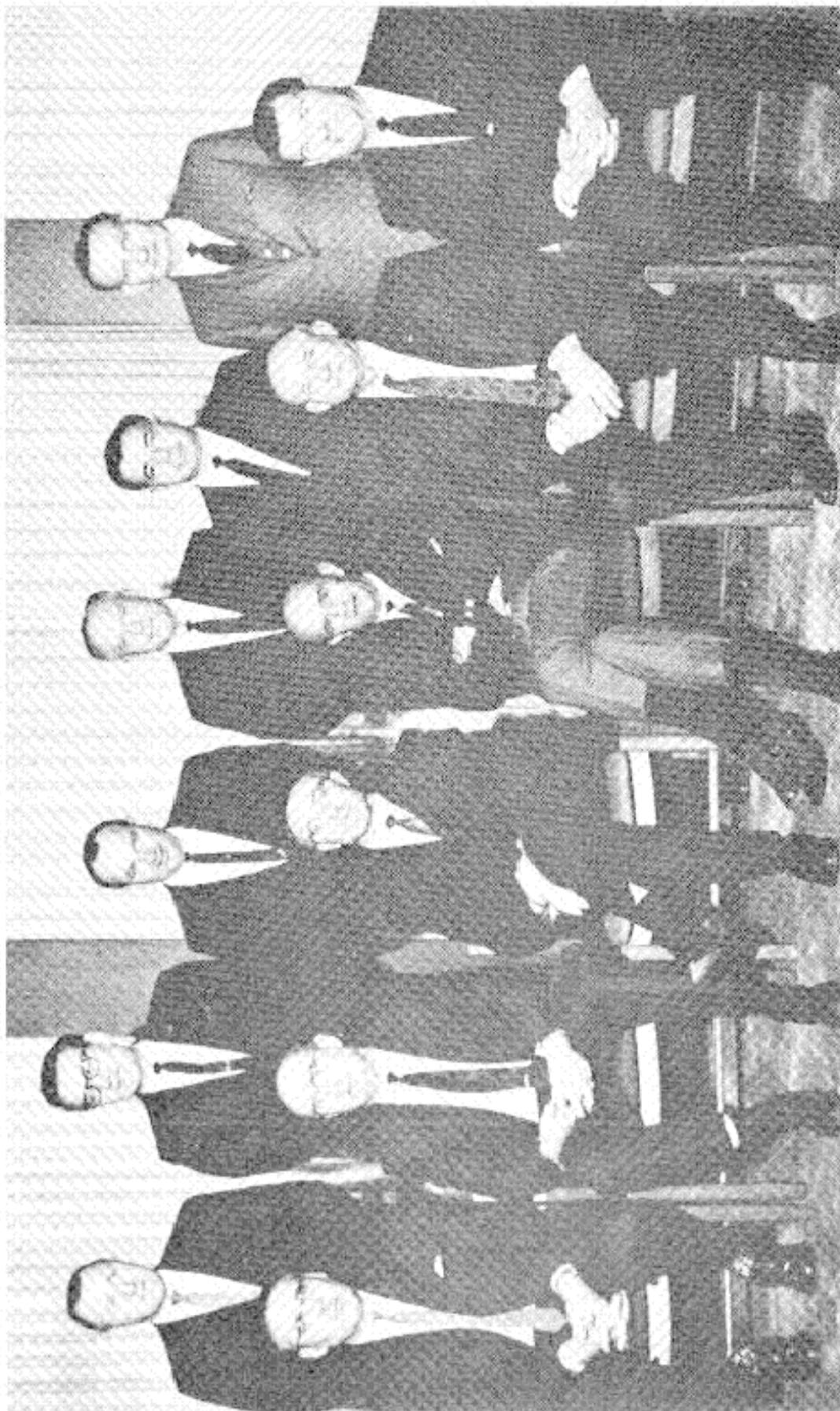
I returned as a Res. Agent, worked there 6 months then went back to the general office as Exec Secy to Jim Dixson in Scheduling, after he left I worked as an Exec Secy for Vern Carlson, Ken Smith and Ed Gerhardt in Public Affairs.

Married again in Jun 1974 and just worked part time for 3 years. Then went to work in PR for Larry Bishop in Sep 1977, then to Pilot Payroll when Ryland made everyone cut their personnel by 10%, worked there about a year, then went to work for Lowell Shirley in IT as an Exec Secy until I left in Jul 1985 to go to work for US WEST.

I have fond memories of my experiences with Frontier.

-Jeanne Hanson, JHANSON839@MSN.COM

TWELVE RECEIVE TWENTY-YEAR PINS



TWELVE FRONTIERSMEN join together for a special tribute giving honor to their twenty years of service to FAL. Receiving their emerald-studded twenty-year pins are (left to right, seated): John Randoll, DENMM; John Brennan, DENML; Harry Ruppel, DENMQ; Captain Charlie Weed, DENDD; Captain Fred Hart, DENDD; and Captain Ken Dealy, DENDT. Standing, left to right, are: Earl Fischer, DENMQ; Bryce Garner, DENME; Captain Willie Hurt, DENDD; Captain M. A. Ferguson, SLCDD; Captain Sam Grande, DENDD; and Captain Bob Lambourne, DENDD.

TWELVE FRONTIERSMEN

The Photo "TWELVE RECEIVE TWENTY-YEAR PINS" appeared in the FRONTIERSMAN insert as Vol. 1 - No. 1, on pg. 2. It was inserted in the FRONTIER NEWS January 1968. The photo was taken on December 16, 1967.

Harry Ruppel in photo, actually Harold Ruppel. Harold hired on with Monarch Air Lines as a mechanic February 19, 1947 (IAM Seniority date - Date of Hire) and was Director of Quality Control at the Frontier shutdown in August 1986.

Bryce Garner hired on with Monarch Air Lines as a mechanic March 2, 1947 (IAM Seniority date - Date of Hire) and retired from Frontier as a Lead Mechanic in the Paint and Fiberglass Shop January 1, 1985.

Front Row L-R: John Randall Jr., Lead mechanic (died 8/2/2003 - age 79); John Brennan, Lead Mechanic; Harold Ruppel, Lead Inspector; Charlie Weed, Captain (died 6/6/1993 - age 72); Fred Hart, Captain (died 2/7/94 - age 76); Ken Dealy, Captain (died 10/10/1994 - age 78).

Rear Row L-R: Earl Fischer, Lead Mechanic (died 3/27/2005 - age 88); Bryce Garner, Lead Mechanic; Willie Hurt, Captain; Matt Ferguson, Captain; Sam Grande, Captain and Bob Lam-bourne, Captain (died 11/8/2007 - age 91).

-Ken Schultz, Wheat Ridge CO

Willie Hurt was one of the Chickasha guys and was with Monarch. (Real nice guy!) Matt Ferguson and Sam Grande were with Challenger...Know them but never flew with them. Don't know too much about Matt but I do know Grande was ex Air Corps.

-Ace Avakian, ACEAVAK@comcast.net

(At age 92, John Brennan re-newed his FL News subscription March, 2008.)

FIRST TO RECEIVE

All three employees receiving the first 20 year pins in May 1966 were pilots. Their seniority dates were Ririe 2-15-46, Clark 1-1-46 and Myers 1-1-46.

Floyd Ririe was the first pilot to retire - Dec 1966 with 25,000 hours. He began flying in Apr 1927 and died Mar 4, 1999 aged 92.

Bert Clark moved from flight status to station management before retiring and died Oct 27, 1998 at age 88.

John Myers passed away Jul 20, 1994 aged 79. His wife Donna was also a longtime FL executive secretary to Ray Wilson and others who also started 1/1/46. She died Jan 23, 2001 at age 85.

Lew Dymond still lives in DEN and was FL's 4th president, 1962-69. He is about 88 years old now.

First To Receive 20 Year Pins



F. H. RIRIE, Captain, SLC; Albert Clark, Regional Station Manager, PHX and John A. Myers, Director of Flight Operations, DEN receive the first 20-year pins to be issued by Frontier from Lewis W. Dymond (second from right), President and Chairman of the 20-year old carrier.



FRONTIERSMAN



737-
SPECIAL EDITION
AUGUST, 1969

NEW FLEET IS BORN

FIRST TWO 737-200's RECEIVED

Frontier has taken delivery of the first two of seven Boeing 737-200 aircraft. Additional 737's will be placed in service over Frontier routes during October, November and December of this year.

"The addition of these new aircraft to our present fleet will make possible additional jet services over new non-stop routes recently awarded by the Civil Aeronautics Board and will provide increased service over other existing routes," stated President Burke.

As a result of the experience of other scheduled airlines flying the 737-200, certain improvements have been made in the aircraft acquired by Frontier. These modifications will enhance Frontier Airline's 737's in all operational stages.

SCHEDULED SERVICES BEGIN FOR NEW EQUIPMENT

July 7 marked the beginning of scheduled services over certain Frontier routes by the 737-200. Those cities to receive the new twin-jet service include Dallas/Ft. Worth, Denver, Lincoln, Kansas City, St. Louis as well as Minot, Bismarck, Rapid City and Phoenix. Schedule patterns and frequency of service are currently under study for additional 737's to be delivered in the future.

WHY THE 737?

Designed primarily for routes of from 100 to 2,350 miles, the 737, smallest member of the Boeing family of jetliners, first flew on April 9 of 1967. Orders for 242 of the twin-engine aircraft by some 25 airlines world wide had been received by mid-May of '69.

This is the first twin-jet to have engines mounted under the wings instead of alongside the fuselage as in the 727.

Engineers determined that wing-mounted engines would result in better balance characteristics, easier maintenance, lower structural weight and more passengers for a given body length, i.e., passengers sitting in the rear of the aircraft would not have their view blocked by engine pods.

Another major difference between



Passengers board the new Arrow-Jet at Stapleton en route to Lincoln and Kansas City. Passenger comments have been most favorable regarding this new airplane.

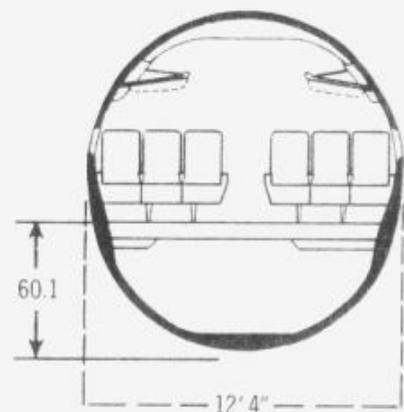
Frontier 737 service includes both first class and coach accommodations with 12 seats making up the first class section and 85 in coach. Each aircraft includes two buffet service areas, one forward and rear.

The 737 now fills out the Boeing family of jetliners specifically designed to serve a variety of markets. In the late 1950's, the Boeing 707 concentrated on the continental market and longer routes with one intermediate stop. Following that, the 707-320 and 320B extended the nonstop range upwards to 6,000 miles. These long range jetliners gradually replaced the slower piston powered aircraft which were then re-scheduled over shorter routes. As these piston powered aircraft grew older, the 720 and 727 type aircraft manufactured

by Boeing were introduced over these shorter routes. This became a realism to Frontier Airlines when in September of 1966, the carrier received delivery of its first 727-100. It was used then, as now, over what is generally recognized as short to medium hauls; however, within Frontier's scope of operation, these routes would be considered medium to long haul operations.

Now, the 737 offers the public jet speed, comfort and convenience on routes as short as 100 miles. In addition to its passenger appealing comfort, the 737 as flown by Frontier, offers attractive profit potential, operating reliability and economies.

FUSELAGE WIDTH
737 and 727



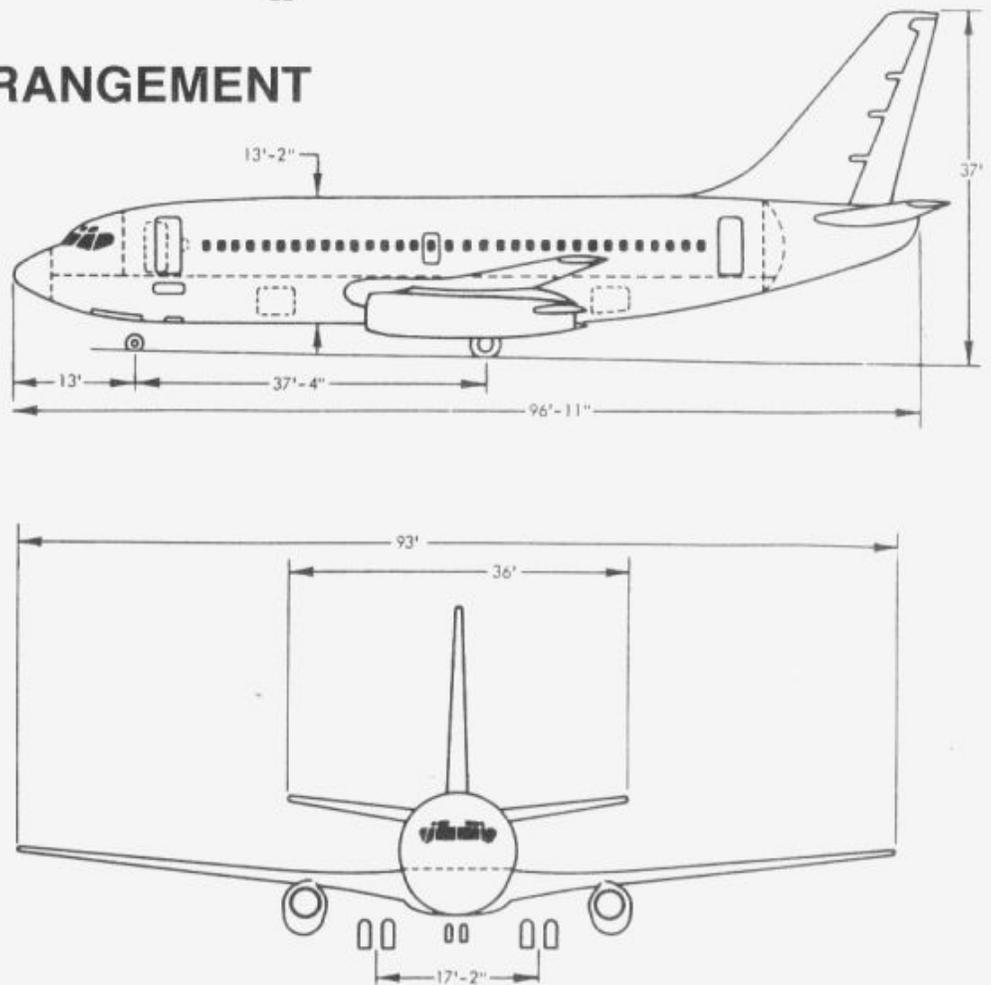
The 12' 4" outside diameter fuselage matches the 707 and 727 aircraft.

**FRONTIER
HAS A BETTER WAY
TO FLY!**

GENERAL ARRANGEMENT

B-737-200

Maximum taxi gross weight (lb).....	100,800
Maximum flight gross weight (lb).....	100,000
Design landing weight (lb).....	98,000
Zero fuel weight (lb).....	85,000
Operating weight empty (lb).....	60,500
Power Plant	
Pratt & Whitney.....	JT8D-9
Thrust.....	14,500 (lb)
Fuel Capacity ..	4,224 U.S. gallons



GENERAL ARRANGEMENT
737-200

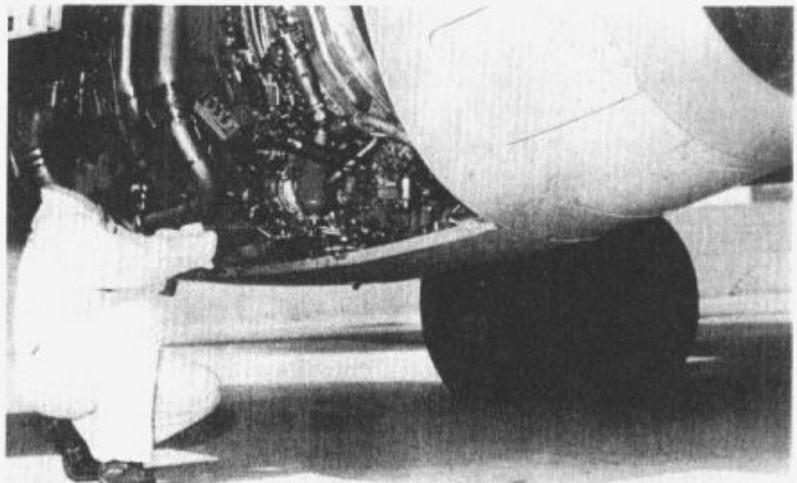
WING-MOUNTED ENGINES MEAN EYE-LEVEL MAINTENANCE

Wing-mounted engines provide eye-level servicing which at certain times could mean the difference in an on-time or late operation.

An engine can be changed within approximately thirty minutes due to accessibility.

Nearly all maintenance requirements can be carried out at ground level without ladders, hoists or other lifting devices. This means the maintenance technician will have little need to provide additional above-the-ground service equipment.

The under-the-wing mounted JT8D-9 engines eliminate the need for additional time in simple tasks. Daily jobs like checking engine oil can be accomplished without the use of ground stands.



Maintenance Technician Darwin Haudrich checks various systems on the JT8D-9 engine without need of a step-ladder or other devices. Eye-level maintenance provides time savings.



Access to wing tanks is easily made. This, coupled with eye-level maintenance can mean the difference in on-time operation.



Automatic built-in air stairs also save time and expense. They can be operated from either inside or outside of the aircraft.

NEWEST ARROW-JET IS SELF-SUFFICIENT

PASSENGER CABIN PROVIDES JET-AGE ROOM AND COMFORT

Passengers boarding Frontier's 737 Arrow-Jets are greeted with the same spacious cabin interior enjoyed by passengers flying FAL's 727's. The overall outside diameter of the 737 fuselage is the same as that of the Boeing 707 and 727.

The generous 86 inches head room provides ample walkway space for Frontier's tallest of passengers. Other interior features include individual passenger service units much like those in the 727's, ample storage space under passenger seats for carry-on luggage, which by the way has a new feature — a horizontal bar which eliminates carry-on luggage from scooting forward or backward during landing and takeoff. Wall to wall carpeting adds to the overall comfort and quietness of in-flight performance.

Two hot meal buffet service areas, one forward and one rear, permit the crew of three stewardesses to serve complete hot meals on appropriate flights.

**FRONTIER
HAS A BETTER WAY
TO FLY!**

A flight crew of three operates the two-engine jet with the latest of navigational aids.

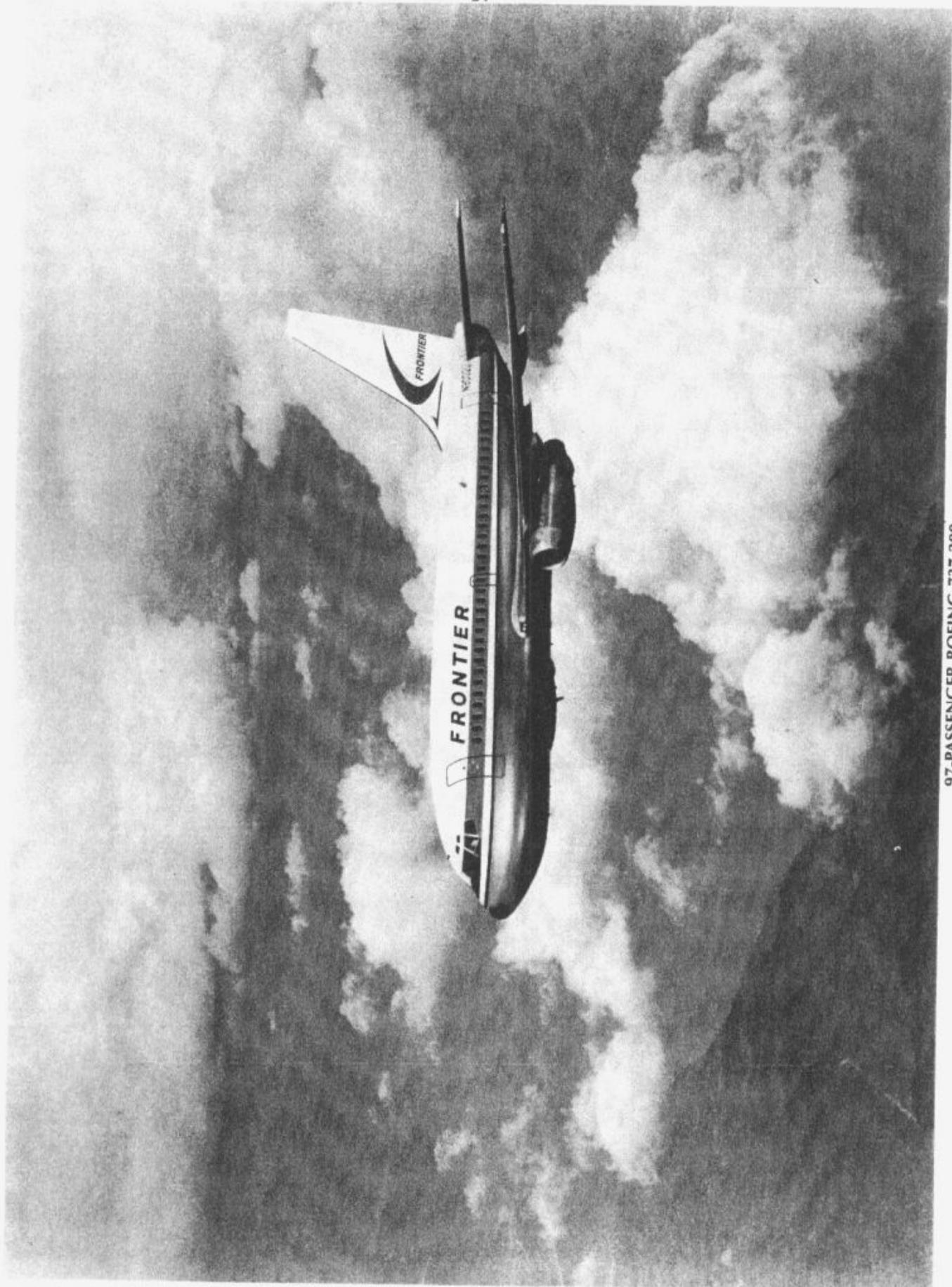
AUXILIARY POWER UNIT AND BUILT-IN STAIRWAY REDUCE NEED FOR GROUND SERVICE SUPPORT

The unique automatic air stairs carried directly under the forward entry door eliminate any need for portable stairways at terminals to receive twin-jet service. These stairs can be operated from both in and outside the aircraft.

Continued on Page 6



Passenger cabin windows measuring 10" x 14" in size are spaced at 20" intervals the full length of the cabin. This close window spacing assures a window for each row of seats.



97-PASSENGER BOEING 737-200

TWIN-JET HAS THIRD ENGINE

The auxiliary power unit (APU) with built-in sound suppressors is installed within the tail cone of the fuselage. This unit, making up the third engine for this aircraft, is used for electrical power in engine starting while on the ground. It can be started at any time, either on ground or in flight. It is also used to operate either of two air conditioning units.



Third engine which is the auxiliary power unit is concealed in the lower rear fuselage within a specially constructed sound suppressing closure.

737 REALLY HIGH TAILS IT

Stretching 37 feet from the ground up, the 737 tail outreaches by 3 feet the T-tail on the 727 aircraft. The conventional tail on the 737, of course, brings about a conventional operation as opposed to that of the sister aircraft, the 727.

This conventional design provides basic operating differences for specific reasons. The 737, designed primarily for short to medium haul routes, will be operating in less complicated airports for the most part while serving smaller cities. Because of this, a conventional or basic operating procedure would prove to be more adequate.

Reason for the high conventional tail on the 737 is to provide increased stability in flight because of engine location on the wing. Better weight

and balance is also achieved by having the engine pods located on the wings.



Stretching skyward 37 feet from the ground up, this high vertical tail is another distinctive feature of the 737. With under-wing mounted engines, this high tail provides greater stability.

LANDING GEAR IS ANOTHER NEW FEATURE

The landing gear, which is providing a new look from the bottom side of the aircraft, is attracting a great deal of attention. When the aircraft is airborne, two black and chrome colored disks are in plain view. These are wheels. The chrome colored area is the hub and the round, black area, the tire. Unlike other jet aircraft which, when in flight have their gears sealed with hydraulically operated wheel well doors, the 737 gears retract up into the fuselage of the aircraft, however, are not covered in any way. They, in fact, when retracted into the fuselage, form a wheel well closure themselves. An inflatable pneumatic seal expands when the wheels are retracted forming a complete closure around the wheels. In preparation for landing, the pneu-

matic seal is deflated and the wheels lower into position.

The nose gear on the 737 operates much in the same way as it does on other aircraft; that is, it retracts in the forward position and is sealed by wheel well doors which are hydraulically operated.



The outer side of tire is visible when the gear is retracted and the aircraft is airborne.



Captain Fechner (left) methodically goes through his procedures in training flight over Salt Lake City. Andy Hoshock, System Chief Pilot, follows Captain Fechner's every move.



Those next in line to receive training watch procedures intently.



Andy Hoshock, System Chief Pilot, checks carefully the procedures used by trainee.

TEN CREWS RECEIVE 737 RATING

It is hopeful that flight crews enjoy school work because they spend a great deal of time doing just that. In addition to basic training leading to the rating for any particular type aircraft, there is always additional schooling for recurrent training, schooling for newly revised procedures and schooling for a new system which may have been changed within the cockpit.

Most recently here at Frontier, the school bell rang loudly for ten crews who at this time are now rated and are flying scheduled services with Frontier's new 737 Arrow-Jet.

Following 104 hours of formal classroom instruction at the new Maintenance Base in Denver, pilots then received fifteen hours of simulator training per crew. This time was purchased from United Airlines who supervised the simulator training aspect. This was done at United's Flight Training Center in Denver.

Following simulator training, the scene switched from Denver to Salt Lake City, where actual cockpit time took place. Lighter air traffic and good flying weather among other important details prompted the in-flight training to be held at Salt Lake City. Each crew member, upon completing his simulator training, receives a number of hours of cockpit training to proficiency.

Those crew members now rated for the 737 transitioned from Convair 580 aircraft.

At present, ten crews now make up the 737 in-flight complement with additional crews to receive rating in the very near future.

New classes begin August 4 for 737 crews with a class every month through December. During this time, 25 crews will be added to the 737 complement in preparation for the five additional 737's to be delivered to Frontier during the period from October through December.

**YOU
ARE AN IMPORTANT
REASON WHY
FRONTIER
IS A BETTER WAY TO FLY!**

737-727 COMMONALITY

The 737 design draws heavily from its companion aircraft, the 727. Commonality between the two planes is obviously apparent in the wide body structure, side panels, ceilings, seats and basic engines. Lower maintenance costs and reduced spare inventories are also a direct result of commonality.

When an airline, such as Frontier, already flying 727's adds the 737 to its fleet, a significant savings in inventory cost is realized. Spares investment is lower; base, line and flight training is held to a minimum.



Employees and family members were invited to take part in 737 evacuation tests.

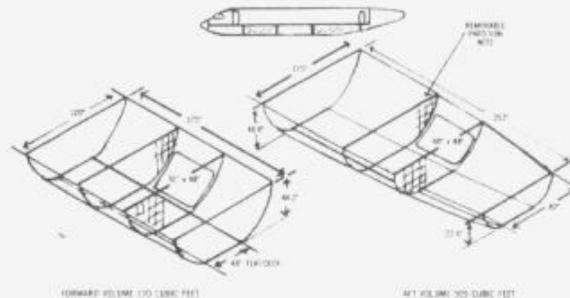
FORWARD / AFT CARGO PITS OFFER AMPLE STORAGE

The dynamic design of the 737-200 fuselage cross section allows wide, deep below-deck cargo compartments. The centrally located cargo door in each compartment permits easy access to baggage stored in any portion of a compartment with less shuffling and sorting.

Cargo compartment heights are high enough to allow personnel to work inside the compartment efficiently.

The forward cargo compartment contains 370 cubic feet, while the aft compartment has 505 cubic feet for a total of 875 cubic feet.

Both compartments are capable of accepting cargo densities up to 15 pounds per cubic foot. Another good feature is exhibited by the large doors and height of the compartments from the ground which simplify loading and unloading by hand or by conventional ground handling equipment.



EMERGENCY PROCEDURES PUT TO TEST

In a simulated aborted takeoff under night conditions, 102 persons scrambled through three of six emergency exits on the 737 in a fast paced 83 seconds. This, as set up by the Federal Aviation Administration, was an evacuation test proving FAL's emergency procedures. The procedures as tested were proven good.

Persons used for the test included men, women and children of all ages as prescribed by the FAA.

It was quite a realistic situation in that those persons taking part in the test had no idea once aboard the aircraft which emergency exits would be blocked and which would be usable.

It was a matter of staying calm and listening for instructions from crew members.

Each time an airline receives delivery of a new type of aircraft, that airline's emergency procedures must be tested aboard the new model plane.



FAA and Frontier officials begin boarding 102 "passengers" for the evacuation test. These "passengers" scrambled to safety within 83 seconds.



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Edward H. Gerhardt, Vice President-Public
Relations
Neal T. Amarino, Manager-News Bureau
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FL ALPA Seniority Lists, 1955-72-81-85 37 pages
FL ALPA Seniority List, 10/28/67, CN/FL merger, 6 pages
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Personnel Roster, Stations-Sales-FAs, 3/15/64, 6 pages
Personnel Roster, Stations-Sales-FAs, 4/15/66, 6 pages
Personnel Roster, Stations-Sales-FAs, 7/15/66, 7 pages
Personnel Roster, Maintenance, 7/1/67, 6 pages
PHX Accident (4/21/57) Report & news clippings, 30 pages
PHX Accident (4/21/57) Reports on a CD, \$5 each
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Quick Reference Directory, Jan 83, 18 pages
Telephone List, 6/12/67, 5 pages
Telephone List, 11/25/85, 6 pages
Telephone Directory, 1/1/70, 12 pages

FRONTIER AIRLINES



FRONTIER NEWS

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

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