

# FRONTIER NEWS

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



## **LEW DYMOND, FRONTIER'S FOURTH PRESIDENT 1962-69, DIES AT AGE 88.**

Lewis Dymond learned about airlines from the ground up. In the 1960s, Lewis Dymond helped the "old" Frontier Airlines soar above its competition. But the Denver-based carrier's innovative fourth president learned from the ground up - as an 18-year-old "line boy" at National Airlines, washing and refueling planes and doing repairs. All for \$50 a week. "His life was the airlines," said his son, Lew Jr., of Frisco. "He poured his life and his blood into the industry."

Mr. Dymond died Monday (July 28, 2008) at his Denver home after a bout with pneumonia. He was 88.

Lewis W. Dymond was born June 28, 1920, in East Lansing, Mich., where he graduated from high school. In his 24 years with National, he got his private and commercial flying licenses, earned a law degree from the University of Miami without benefit of an undergraduate stint and rose to become the company's vice-president for operations. When Frontier's third president, L.B. "Bud" Maytag, sold Frontier in 1962, Mr. Dymond took over and in five years transformed the small "feeder" airline, founded in 1950, into a regional powerhouse.

*(continued on page 10)*



**FALL**

**2008**

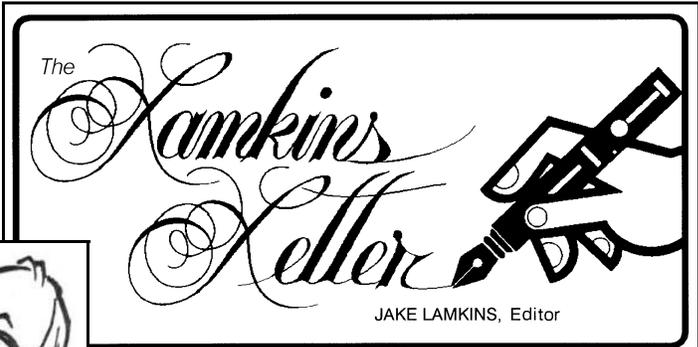
**#33**



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 the first issue mailed standard class. Let me know if you got poorer service by going with standard. A local mailer charges \$.88 each to mail this issue versus \$1.17 the post office charges for first class. That's a 25% savings amounting to about \$100 per issue and money that can be used to hold our subscription rate at \$10 per year.

I owe thanks to so many FLolks I run the risk of overlooking someone. So, thanks to you all for making the NEWS possible. I owe particular thanks this issue to Don Enos, John Klonizos and Mojo Muller for FL materials sent. Big thanks to Carolyn Boller for the FL mugs used at the FYV-FSM FL Reunion. They were a big hit. Thanks to Leo Schuster for loaning me the Frontier Days book and Phil Stallings for support with ads in the newsletter. And thanks to Doug Engelhardt, Tom Schmidt, Darwin Haudrich and Richard Horn for their generous donations.

Recently I found a copy of the Sixth edition of the American Air Mail Catalogue. It contains the first flight mail information for air carriers from December 1, 1978 until January 1, 1985 when FL no longer carried mail. It's a goldmine of data telling when new air service started. I'll be working up a Frontier Report containing the FL info in the book.

Tom O'Neil and his family started the "Holding Company" program rolling at General Tire then forced it on their subsidiary, Frontier Airlines. I recently saw this quote from Will Rogers who was both very wise and ahead of his time:

"A holding company is a thing where you hand an accomplice the goods while the policeman searches you."

And I was struck that neither of Tom O'Neil's obituaries mentions Frontier Airlines and the major part he played in it's history and in its demise.

**THE KANSAS CITY  
CV-580  
CREW BASE  
IS A PROUD SUPPORTER OF  
THE FRONTIER NEWS &  
OLD FRONTIER AIRLINES WEBSITE  
AT [HTTP://FAL-1.TRIPOD.COM](http://FAL-1.TRIPOD.COM)  
JAKE LAMKINS,  
WEBMASTER, [EXFAL@YAHOO.COM](mailto:EXFAL@YAHOO.COM)  
AND [HTTP://  
WWW.KANSASCITYCREWBASE.COM](http://WWW.KANSASCITYCREWBASE.COM)  
CAPT'N PHIL STALLINGS,  
WEBMASTER, [REDRYDER@TX.RR.COM](mailto:REDRYDER@TX.RR.COM)  
CHECK THE WEBSITES FOR FL NEWS,  
NOTICES ON UPCOMING EVENTS,  
PICTURES AND STORIES FROM THE PAST.**



**TABLE OF CONTENTS**

Lew Dymond.....1  
Lamkins Letter.....2  
Reunions.....3  
Gone West.....4  
AT-6.....12  
FL Ad.....13  
CN Contract.....14  
FL Employees.....16  
Notes From FLolks.....20  
MCI Flight Crew.....27  
Frontier Reports.....28

**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**

No info on a 2008 event. Last reunion was Sat July 29, 2006  
*Contacts: Dee Martenson, [adsanta@bresnan.net](mailto:adsanta@bresnan.net)  
Bob Voight, [voightr@aol.com](mailto: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](mailto:bojos2@gmail.com)*

**DEN REUNION PICNIC**

Tentatively scheduled for June 20, 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](mailto:CKBoller@comcast.net)  
or Julie Dickman, 303-654-1116, [DickmanRanch@aol.com](mailto: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](mailto:JEFord15@tx.rr.com)*

**DFW FRONTIER BASH**

Have no info for 2008.  
*Contact: Rusty Lambert, 903-852-3970, [RustyLGolf@cs.com](mailto: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](mailto:JEFord15@comcast.net)*

**DEN:**

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

*Ace Avakian 303-688-3852, [AceAvak@comcast.net](mailto:AceAvak@comcast.net)  
Jim Hanson 303-750-6478, [BlackCatVP54@msn.com](mailto: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](mailto:CaptainJack20@juno.com)*

**FYV-FSM MEMORIAL PIGNIC**

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

*Contacts:*

*Phil Green, 479-783-2981, [SusiGreen0609@aol.com](mailto:SusiGreen0609@aol.com)  
Jake Lamkins, 479-879-8358, [ExFAL@Yahoo.com](mailto: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](mailto: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](mailto:saylor@inetnebr.com)*

**MCI FLIGHT CREW LAYOVER**

No 2008 event per Phil & JoDelle 3/23/08.  
Next one scheduled for Sep 18-20, 2009, see ad page 27.  
*Contacts: Phil Stallings, [RedRyder@tx.rr.com](mailto:RedRyder@tx.rr.com)  
JoDelle (Davidson) Burwell, [jodelleburwell@comcast.net](mailto:jodelleburwell@comcast.net)  
Lisa Sachetta, [lsachetta@yahoo.com](mailto:lsachetta@yahoo.com)*

**MCI REUNION**

Re 2008, nothing planned yet...but is usually in the Fall.  
*Contact: Rose Dragen, 816-741-1995, [mdragen@juno.com](mailto:mdragen@juno.com)*

**PHX PICNIC**

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

*Contacts:*

*Cyndy Camomile, 480-831-1660, [cynhoff55@yahoo.com](mailto:cynhoff55@yahoo.com)  
Ginger Treptow, 480-813-4595, [Peaches85233@qwest.net](mailto:Peaches85233@qwest.net)*

**SLC REUNION**

June 20, 2009, Saturday, 10am to 6pm. The address is 5243 South Murray Parkway Ave. (1070 West).

*Contacts: Marlene Jensen Francis: [MARSJF@aol.com](mailto:MARSJF@aol.com),  
801-302-1098,*

*Stan Covington: [stanorpris@cs.com](mailto:stanorpris@cs.com), 801-808-4264,  
Don Anderton: 801-968-3225, [DAnderton@qwest.net](mailto:DAnderton@qwest.net) or  
Paul Farris: 479-770-6655, [paulamos43@yahoo.com](mailto: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 at KENO SPRINGS

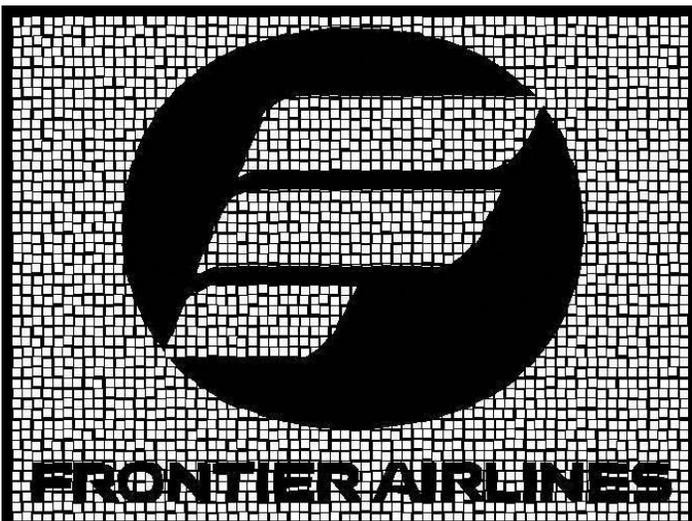
*Contacts: Gary Mackie, 713-419-2559, [garmac@yahoo.com](mailto:garmac@yahoo.com)  
Rusty Lambert, 903-852-3970, [rustylgolf@cs.com](mailto:rustylgolf@cs.com)*

**REUNIONS NEWS**

The following 18 employees attended the FYV-FSM FL Reunion: Rod Downey, Paul Farris, Phil Green, Bill Guthrie, Darwin Haudrich, Richard Horn, John Kelly, Joe Keys, Rusty Lambert, Jake Lamkins, Harold Maxwell, Warren McLellan, Mickey Mitchell, Ken Stewart, Keith Sturgeon, Larry Thomas, Robert Walker and Tony Worden. Family and friends attending brought the total attendance to about 35 people.

Here is some news from the reunion. Larry Thomas gave Jake Lamkins a Jan 1, 1962 CN passenger service and reservation seniority list which he will make available through the Frontier Reports in the FL newsletter. Rusty Lambert recently sold his golf course for a tidy sum. Warren McLellan told us he turned 87 a week or so before. John Kelly related how a lightning strike caused a house fire several years ago which wiped out his personal possessions. Harold Maxwell was at the Oshkosh Air Show this year and had a great time. Robert Walker is a certified sport pilot and will be glad to take you up in his "aircraft" which looks like a motor hanging from a hang glider. Paul Farris furnished FL nametags which were a big help in remembering names. Ken Stewart's son Mark just got promoted to major in the USMC. Darwin Haudrich donated \$100 to keep the newsletter going. Carolyn Boller sent a box of FL mugs which were a big success. It was our 40th year. It started in 1969 as an annual picnic and became a reunion starting in 1987.

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



## 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>*

*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, FL pilot*

## DEATHS REPORTED OR UPDATED SINCE THE SUMMER 2008 ISSUE

John Brady  
DEN aircraft mechanic, 8/11/08, age 76  
Dale Burns  
MKC MCI senior station agent, 7/2/08, age 71  
Mark Charles  
MKC ABQ ELP station agent, 12/25/07, age 73, aneurysm  
Bill Durlin  
DEN vp-engineering & quality control, 8/1/08, age 82  
Lew Dymond  
DEN 4th president, 7/29/08, age 88, pneumonia  
Roger Edwards  
SLC lead mechanic, 8/14/08, age 79  
Charlie Janssen  
DEN station agent, 7/29/08, age 67  
Al Lagger  
DEN aircraft mechanic, 6/14/08, age 84  
Gene Long  
DEN cleaner, stock clerk, aircraft mechanic, 8/28/08, age 71  
Mark McGrath  
LEX DEN station agent, 6/27/04, age 47, heart attack  
Dana Henry Merten  
DEN reservation agent, 7/31/08, age 48, auto accident  
Francene Morris  
GSW DEN reservation agent, 9/22/01, age 86

Leonard Nothaft  
DEN mechanic, 7/25/08, age 87  
Tom O'Neil  
FL & RKO General Board, 3/14/98, age 82  
Peggy Owen Pithan  
GSW flight attendant, 6/25/08, age 77  
Virginia Shacklett  
DEN secretary, 8/26/08, age 85  
Charlie Wiggs  
PHX DEN pilot, 5/8/08, age 83

## MARK CHARLES

**1967 - 1986, STATION AGENT,  
SENIOR STATION AGENT, MKC ABQ ELP**

I don't know if any of Daddy's old friends from Frontier have heard, and I didn't know how to contact them anymore so I thought this would be a good way to inform them. I found the FL website about a year ago and never got the opportunity to view it with him.

Mark Charles died in Amarillo, Tx. on 12-25-07 from a brain hemorrhage in the hospice ward of an Amarillo hospital.

He began his career as a station agent with Frontier in 1967 at MKC, from which he transferred to ABQ after about a year in service. Around 1983 he again transferred to ELP where he worked as a senior station agent until the dissolution of the old Frontier. During his service with Frontier he made many good friends and sincerely enjoyed his occupation.

He was an extraordinary father and a true asset to the human race. He is missed by his friends and family.

**-Randall Charles, [Av8charles@aol.com](mailto:Av8charles@aol.com)**

OBITUARY: Mark M. Charles, 73, died Tuesday, Dec. 25, 2007, in Amarillo. Services are pending. Mr. Charles was born May 15, 1934, in Bovina to Wilbur and Mettie Charles. He had worked as a mechanic (*error*) in the airline industry.

Survivors include his wife, Mary Charles; a daughter, Brenda Charles of Rio Rancho, N.M.; a son, Randall Charles of El Paso; a stepdaughter, Genn Ann Kush of Dawn; a stepson, Jeff Shipley of Dawn; a brother, Jimmie Charles of Deming, N.M.; a sister, Ellen Estes of Bovina; 10 grandchildren; and two great-grandchildren.

**-AMARILLO GLOBE-NEWS on Dec. 27, 2007**

(Mark's station agent seniority date was 7/5/67, Emp# 01377, on the 1/1/86 FL/ALEA seniority list.)

## LEONARD NOTHAFT

**1946 - 1986?, AIRCRAFT MECHANIC,  
LEAD MECHANIC, DEN**

Subject: Deaths in the FLfamily - Leonard Nothaft. Obituary in the Denver Newspaper Agency papers, July 30, 2008. Leonard went to work for Monarch Air Lines November 4, 1946 as a mechanic in EOS.

**-Ken Schultz, Wheat Ridge CO**

OBITUARY: Leonard J. Nothaft, 87, of Glendale, AZ passed away July 25, 2008 surrounded by his loving family. He is survived by his wife of 69 years, LaVerne; son, Frank and daughter-in-law, Julie; 3 granddaughters, Kelly, Cindy and Di-anna and 7 great grandchildren.

A graveside service with Military Honors will be held at Ft. Logan National Cemetery on Fri. Aug. 1, 2008 at 1pm. Staging area "A". In lieu of flowers donations in Leonard's name may be sent to the Multiple Sclerosis Society, 315 S. 48th St. #101, Tempe, AZ 85281.

**-DENVER NEWSPAPER AGENCY on 7/30/2008**

(Not much info on Leonard: Does anyone know when he retired?)

## **VIRGINIA SHACKLETT**

**1968 - 1975, 1980 - 1982?, SECRETARY,  
EXECUTIVE SECRETARY, DEN**

Thank you so much for sending the Frontier News. My daughter told me that you'd contacted her and had a nice talk. It's so exciting to see letters from former employees, and before long I'll send a letter about my history at Frontier. I loved working for Frontier.

**-Virginia Shacklett, Vshacklett@aol.com (October 21, 2003)**

Virginia Shacklett - Another Family gone West. Terrific gal, loved to laugh and have a good time and make others laugh with her. Think she worked in Finance and Legal. Don't know her dates of employment, but after working full time, she worked part time for a lot of years.

**-Jeanne Hanson, JHANSON839@MSN.COM**

Just a note to let you know that Mom died peacefully at 5:20 this evening. (Aug 26, 2008) My good friend Lori and I went to see her today on our lunch hour, and she looked worse to me than she did yesterday. When we got back to work I called the Hospice nurse, who arrived at Mom's an hour later. She called me and said Mom might have a couple of hours to live but that it was hard to say for sure.

Lori and I went right over and sat with her for exactly two hours, when she died. For the last half hour I read her the essays about her life that she had written about six years ago - memories of her mother and father, childhood memories with her grandparents, stories about the bridge group she had such good times with, etc. I was able to tell her I love her and that she was not alone (something she always feared).

Since she had so many wonderful memories of her days at Frontier and American, I told her to get on a big jet, sit in first class and enjoy a glass of wine or a cup of coffee, and that the pilot would take very good care of her.

Watching Mom die is something I thought I could never bear to do, but it was a very spiritual experience that left me feeling very blessed for so many things. Today was a beautiful late summer day. Mom was ready to leave this earth, and I feel peace in my heart. Love to all,

**-Jayne Shacklett Weaver, Montrose CO**

(VIRGINIA SHACKLETT, DENAB Finance, Executive Secretary, Per the 1/1/70 FL Telephone Directory. DENGL Legal Dept, Secretary, Per the Dec 80 & Jan 82 FL Quick Reference Directories. She is not in the Jan 83 QRD. Virginia was 85. Does anyone have an obituary?)

## **CHARLIE WIGGS**

**1959 - 1985?, PILOT, PHX DEN**

Please excuse the late report but I've just now learned of the Gone West of Captain Charlie Wiggs 8 May 08. I have no details at this time.

Regretfully,

**-Ace Avakian, aceavak@comcast.net**

CHARLES E WIGGS, born 01 Apr 1925, died 08 May 2008 at 80403 Golden, Jefferson, CO, SSN issued in New Mexico -SSDI

I remember what a special person he is.

**-Ginger Treptow, peaches85233@qwest.net**

Sorry to learn of Charlie Wiggs Flight West. A really good guy, swell to fly with.

**-Billy Walker, BillyWalker@cox.net**

(Charlie's pilot seniority date was 2/2/59 on the 9/1/81 FL/ALPA seniority lists. He is not on the 9/1/85 seniority list. He would have been 60 years old Apr 1, 1985 and retired then or earlier. Does anyone know when he retired or have an obituary?)

## **PEGGY OWEN PITHAN**

**1952?, FLIGHT ATTENDANT, GSW**

OBITUARY: Peggy Joanne Owen Pithan was born February 6, 1931, the daughter of William and Gladys McMillen Owen. She died Wednesday, June 25, 2008, at her home in Charter Oak, Iowa, at the age of seventy-seven.

Peggy was born in Delaware, Ohio, and received her education at Ohio Wesleyan and Ohio State. While in college she enjoyed sailing and was on the Sailboat College Team. She was a stewardess (flight attendant) for Central Airlines where she met her future husband. She was united in marriage to Leonard Pithan in Fort Worth, Texas. They were blessed with the opportunity to live in many different places. They began their life together in Texas where their daughter was born and moved to Oklahoma where their son was born. A few years after the birth of their son they moved to Tachikawa, Japan, for almost three years. They returned stateside to Northridge, California, and then to Yukon, Oklahoma. In 1977 they moved to the Pithan family farm north of Charter Oak.

Peggy was preceded in death by her parents; a sister-in-law, Dorothy Rassmussen and two brothers-in-law, Jack Duncan and Irvin Bohlmann. Survivors include her husband Leonard Pithan; one daughter, Patricia McCall and her husband Michael; one son Scott Pithan and his wife Virginie.

Funeral services were held at 10:30 a.m., Monday, June 30, 2008, at Soldier Lutheran Church in Soldier, Iowa.

**-DENISON IOWA BULLETIN-REVIEW on Jun 28, 2008**

(Peggy was born in 1931 so I'm guessing she was a FA about 1952. Does anyone recall her?)

## **JOIN THE FRONTIER CLUB**

The online FL Club at yahoo.com was ten years old on Sep 7. It's part of the Yahoo Groups program.

There are nearly 700 members and 8,000 messages have been posted.

It's free, so join up if you haven't already.

The website features a message exchange, photograph section and a files area.

Email Jake at ExFAL@yahoo.com and he will get an invitation to join sent to you.

## AL LAGGER

1961 - ?, AIRCRAFT MECHANIC, DEN

Al Lager. Obituary in the Denver Newspaper Agency papers, June 19/20, 2008. Al went to work for Frontier as a mechanic Nov 6, 1961 in Line Maintenance.

**-Ken Schultz, Wheat Ridge CO**

OBITUARY: Alvin Joseph Lager, 84, took his final flight home to Jesus on June 14, 2008. He died peacefully with his family by his side. He was the son of Alvin Joseph Lager, Sr. & Florence. Dr. Lager had an extensive & accomplished aviation career, beginning at Macomber Vocational High School, Toledo, Ohio, graduating in 1942. After completing the U.S. Naval Air Technical Training Center as an Aviation Machinist's Mate, First Class, his active service was from 1942 to 1946 in the South Pacific.

He married Patricia Ann Moore in 1949. Together they had four children, Linda, Dianne, David & Evelyn. Alvin moved from Toledo, Ohio, in 1961 to Denver, Colorado, to pursue a career with Frontier Airlines, located at Stapleton International Airport as an Aviation Airframe & Powerplant Mechanic.

In 1969, he completed a Bachelor's Degree in Secondary & Adult Education at Colorado State University. He completed his Master's Degree in Trades and Industrial Education in 1970. In 1975, he graduated from the University of Colorado with a Doctorate in Education, specializing in Content, Professional Aeronautics. Post-Doctoral research was completed in 1982. Dr. Lager was nominated for the Colorado Aviation Hall of Fame award in 2004.

Dr. Alvin Lager began his vocational teaching career with Denver Public Schools, at Emily Griffith Opportunity School/ Aircraft Training Facility teaching the F.A.A. Certified Airframe & Powerplant Maintenance Technician program from 1962 until he retired in 1992. While employed there, he wrote the curriculum for General and Powerplant Maintenance courses and also the Inspections Procedures Manual. Al continued to teach part-time until 2007.

Al's zest for life, especially his devotion and love for his family and dedication of aviation will be an inspiration to us all. He is survived by his brother, Donald, his sister, Mary, four children, eleven grandchildren, seven great grandchildren, and a new baby to be born in September.

The service for Dr. Alvin Joseph Lager will be held at Calvary Chapel South, located at 9052 W. Ken Caryl Ave., Littleton on Saturday, June 21, 2008 at 4:00 PM., 303-933-8733.

**-Denver Newspaper Agency on 6/19/08**

*(Does anyone know when Al left FL?)*

## FRANCENE MORRIS

1949 - 1975, RESERVATIONS AGENT,

RESERVATIONS SUPERVISOR, FTW ACF GSW DEN

OBITUARY: Francene Morris, 86, a retired reservationist for Frontier Airlines, died Saturday, Sept. 22, 2001, in Fort Worth. Graveside service: 2 p.m. Tuesday at Oakwood Cemetery. Visitation: 6 to 7 p.m. Monday at Greenwood Funeral Home. Memorials: Volunteer Service Council, P.O. Box 161, Brenham, Texas 77833-0161.

Francene Morris was born Oct. 31, 1914, in Fort Worth. She worked for Frontier Airlines for 35 years before retiring. Survivors: Sister, Lena Bass Kimport of Houston; uncles, Horace

## MORE GONE WEST

Craig and wife, Loquita, and Richard Craig and wife, Nell, all of Fort Worth; and numerous nieces and nephews.

**-Ft Worth Star-Telegram on Sep 23, 2001**

*(The obit errs in saying Francene worked 35 years for FL - it was actually 26 years (reservation agent seniority date of 9/12/49). She was the first FL reservation agent to officially retire in mid-1975.)*

## CHARLIE JANSSEN

1967 - 1986, STATION AGENT, DEN

Charlie Janssen passed away yesterday (7/29). Don't have any details except Alic (his wife) found him on the patio and the funeral will be Friday.

**-Orville White, whitehouse2502@msn.com**

OBITUARY : Charles John Janssen, born May 28, 1941 in Columbus, Nebraska to Clarence and Alice Janssen, passed away in the comfort of his home on July 29, 2008.

After graduating high school in Columbus, he served 4 years in the United States Navy. Upon his return from the Navy he met his wife Alice. He was a police officer for 4 years when he chose to move his wife, son and daughter to Colorado to pursue a 20 year career with Frontier Airlines.

In 1986, after the bankruptcy of Frontier Airlines, he chose to pursue his own business. He started a seamless guttering business. With one business up and running he and his wife of 45 years chose to start a Trophy and Ribbon home based business.

In his spare time he enjoyed racing pigeons, raising and showing Brittanys and horses. Chuck enjoyed long early morning drives to the eastern plains of Colorado to release the racing pigeons. Then the race was on to see who could make it back first! Chuck or the pigeons?

He and his wife enjoyed many years of dog shows and field trials with the Brittanys and horses. He enjoyed having his kids and grandkids over the ride the horses.

Chuck is preceded in death by an infant daughter Gina Marie, his father Clarence, his mother Alice and infant brothers. He is survived by his wife Alice of 45 years, his son Edward and wife Lucy, his daughter Elizabeth and husband Kevin, 3 brothers Duane, Don and Dick, 3 grandchildren Christina, Nicole and Kenneth, and 1 great-granddaughter Emma.

Services will be held at Tabor-Rice Funeral Home: 75 S. 13th Ave., Brighton, Colorado at 7:00 p.m., August 1, 2008. In lieu of flowers, donations can be made in Chuck's name to the funeral home.

**-Tabor-Rice Funeral Home on 8/1/08**

## BILL DURLIN

1948 - 1986, AIRCRAFT MECHANIC, MANAGER OF ENGINEERING PROGRAMS, DIRECTOR OF QUALITY CONTROL, VICE PRESIDENT-ENGINEERING & QUALITY CONTROL, DEN

Wanted to be sure everyone saw the obit for Bill Durlin in today's paper (see attached). He was a great guy.

**-Barb and Bill Monday, BandBMonday@comcast.net**

OBITUARY: William Durlin May 17, 1926 - August 1, 2008. Bill Durlin, our beloved husband, brother, father, grandfather, & greatgrandfather, passed away peacefully August 1 on the ocean waters between Greenland and Iceland. He was an avid traveler, having visited over 55 countries in his lifetime.

Bill worked 38 years as an officer of the original Frontier Airlines. He worked numerous years for Hawaiian Airlines,

United Airlines, and was one of the founders of the new Frontier Airlines. He was a Denver native and served in the Merchant Marines during WWII and served 2 years in the Army.

Left to cherish his memory are Barbara Durlin, his wife of 31 years, brother Eugene, daughters and sons, Judy Lee, Joan Davis (Richard), John Durlin (Paula), Jeanne Fields (Charles), Janet Scofield (Randy), Steven Holcomb, Kathy Walters (Richard), Kristi Yowell (Terry), 13 grandchildren, 21 great-grandchildren, and 2 great-great-grandchildren.

Services will be at 10:00 Tuesday, Horan & McConaty, 1091 S. Colorado Blvd. Burial immediately following at Mt. Olivet Cemetery. In lieu of flowers, memorials may be made to Samaritan House, 2301 Lawrence St., Denver, CO 80205.

**-Denver Post on 8/10/08**

Bill Durlin started to work for Monarch Air Lines May 3, 1948, in Denver as a mechanic in Line Maintenance. In 1958 as part of Frontier's purchase of CV-340s from United Airlines it was necessary for Frontier to develop technical programs and manuals to support operating the aircraft. The engineering department was expanded to write the required technical publications and Bill transferred to the engineering department as a Manuals Specialist working with the development of publications, manuals, forms, etc.

In July 1963 he went to West Coast Airlines where he was Director of Engineering and Quality Control. Frontier started the Convair 580 conversion program in Burbank, CA. with Pacific Aeromotive Corp. installing the Allison jet-prop engine conversion. Frontier's Vice President of Maintenance, Warren Schuling asked Bill to be Frontier's representative on the Allison Division of General Motors' 580 jet-prop conversion program on Frontier's aircraft and he returned to Frontier January 15, 1964.

Bill was named Director of Quality Control in June 1966. The Frontier MANAGEMENT BULLETIN, Dated January 28, 1975, reported; "The Frontier Board of Directors, at their meeting last week, elected three new vice presidents of the corporation. Chuck Demony - Vice President & Assistant General Manager - Sales & Service. Bill Durlin - Vice President - Engineering & Quality Control. Dan Love - Vice President - Futures Planning. ..."

**-Ken Schultz, Wheat Ridge CO**

## **MARK MCGRATH**

**1979 - 1985?, STATION AGENT, LEX DEN**

I just learned from Winston McCarty (MEM and LEX) of the passing of Mark McGrath (LEX and DEN) - four years ago. Mark joined FL around 1978/79 and was one of the station agents who bid LEX to open that station in winter of 1979. He always had boundless energy, a quick wit, infectious laugh and wonderful sense of humor. My '79 Christmas card was a photo of he and I up on the jetway stairs, dressed as pilots (thanks to those RON pilots who left their coats and caps). I'll try to find that and other photos and send them your way.

Mark was very involved with the Church, and after Frontier folded, he worked full time for the Assembly of God Church. Apparently, he had been on a whirlwind speaking tour and got very dehydrated in SGF. He went home, feeling ill, and suffered an apparent heart attack. He was 47 when he Flew West on June 27, 2004. He left behind a wonderful wife, Donae, and four children; Dylan, 17, Griffin, 15, Conner, 12 and Sawyer, 8.

I only wish I'd tracked him down and talked to him before.

**-Gary Wingert, wingo@well.com**

The Assemblies of God national headquarters and the national Youth Ministries office received shocking news Sunday morning as word that Mark McGrath, the global ministries director for the national Youth Ministries office, passed away Saturday evening. McGrath was 47 years old.

McGrath had been ministering at the Louisiana District youth camp during the past week, had traveled to San Diego Friday for an AIM commissioning service and had just returned on Saturday. When he arrived home on Saturday evening, he held a counseling session, then explaining that he was not feeling well, he went to bed. Later that evening, he passed away from an apparent heart attack.

Before leading the Arizona district as the district youth director (DYD) for 7 years (1993 - 1999), McGrath had worked with the youth in his home church, Victory Assembly in Tucson, Arizona. In 2000, he accepted a position at the A/G national Youth Ministries office in Springfield, Missouri. At the national office, he was known for his sense of humor, optimism and dedication to Christ.

According to colleagues, McGrath's passing was completely unexpected as prior to this, he appeared to be in good health. McGrath leaves behind his wife Donae and four children: Dylan, 17; Griffin, 15; Conner, 12; and Sawyer, 8.

McGrath's funeral will be held at 10 a.m. Wednesday, June 30, at James River Assembly in Ozark, Missouri, with burial in Springfield. Viewing will be from 9 to 10 a.m. prior to the service on Wednesday.

A memorial service is also being planned at Victory Assembly in Tucson. Once finalized, the time and date will be posted on the church's website.

**-http://rss.ag.org on 9/3/08**

## **DANA HENRY MERTEN**

**1978? - 1986, RESERVATION AGENT, DEN**

Dana was a reservation agent for about six years and her last name was Henry. She did not get married until after we went bankrupt. I think she was hired around 1980 but I am not sure. The Henry you found is not her - her middle name was Elizabeth. She was killed in a car accident in Ft. Collins CO.

**-Anna Metzsch, MetzschAnna@aol.com**

**OBITUARY:** Dana Elizabeth Merten, Born: January 26, 1960 Died: July 31, 2008, passed away July 31, 2008. Survived by daughter, Samantha; parents Joe and LaJean Henry; sister, Melissa; and a host of family and friends.

Memorial Service Saturday, August 23rd, 6PM, Crown Hill Pavilion, 29th and Wadsworth. In lieu of flowers, please find donation information at [www.mem.com](http://www.mem.com) under Dana Merten.

**- Denver Newspaper Agency on 8/11/08**

I worked with Dana. She was an amazing person who loved fun. She was always positive and light hearted. She loved Sam very much and talked about her all of the time. She will be missed and thought of often, always with a smile! God Bless.

**-Terri Vassios, Littleton CO**

You're a beautiful person inside and out. You're funny, loving, and deeply loyal to your family and friends. I love you so much and miss you terribly. You might not be here in body but you'll always be with me in spirit. Your loving sister,

**-Melissa Barela (Amarillo, TX)**

*(The only reservation agent named Henry I find on the 1/1/86 FL/ALEA seniority list is D A Henry with a seniority date of 11/27/78. Does anyone have more info?)*

**DALE BURNS**

**1967 - 1986, STATION AGENT,  
SENIOR STATION AGENT, MKC MCI**

OBITUARY: Dale K. Burns, 71, of Gladstone, MO passed away July 2, 2008. Memorial services will be 11:00 a.m. Wednesday July 9th at the Episcopal Church of the Good Shepherd, 4947 NE Chouteau Dr. Memorial contributions are suggested to the church.

Dale worked at Frontier Airline for 20 years. Survivors include his wife, Nancy Burns, sons and daughters in law, Kevin and Trish Burns, Kirk and Rhonda Burns, brother, Daniel Burns, and 5 grandchildren. Arrangements: Mount Moriah Terrace Park Funeral Home, 816-734-5500.

**- Kansas City Star on 7/6/2008.**

*(Sent by Ken & Rose - see below)*

FYI, a lot of MKC people will remember Dale, and maybe some others. He was an agent for BN before going to FL either prior to the CN/FL merger or shortly after, and had a lot of years at FL.

**-Ken Edmondson, kennethedmondson@sbcglobal.net**

Dale was a Sr. Station Agent....and we believe that all his time was in Kansas City. I didn't know he had worked for Braniff as Ken indicated. I saw him over a year ago, in an assisted living situation. He was in a wheelchair, but otherwise seemed himself. Mike heard that he had a stroke...but we do not know what took his life.

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

I worked with Dale many years ago at the old Kansas City airport where we both were employed. He was a joy to work with and I am so sad to hear of him passing. My sympathy to his family and to his many friends. He will be missed greatly.

**-Paul Farris, paulamos43@yahoo.com**

*(D K BURNS - Station agent seniority date of 5/22/67, emp# 01162, on the 1/1/86 FL/ALEA seniority list.)*

**GENE LONG**

**1960 - 1986, CLEANER, LEAD CLEANER,  
STOCK CLERK, AIRCRAFT MECHANIC, DEN**

Wanted you to be aware in case you knew Gene (Robert). He and his wife bowled in our Frontier league for many years.

**-Barb & Bill Monday, BandBMonday@comcast.net**

Gene started to work for Frontier September 9, 1960 (IAM seniority lists) as a cleaner and became a Lead Cleaner, then transferred to the Stock Room in October, 1965. On June 1, 1974 he transferred to the Sheet Metal Shop and worked as a mechanic until Frontier's shutdown in August 1986.

**-Ken Schultz, Wheat Ridge CO**

OBITUARY: Robert Eugene Long, Date of Birth: May 12, 1937, Date of Death: August 28, 2008. Biography: Robert Eugene (Gene) Long was born in Wingate, NC, May 12, 1937 to Robert Grier and Ruth Wrape Long.

At a young age his family moved to Charlotte NC where he graduated High School and then joined the Air Force in 1955. He was stationed in Alaska and Texas where he Met and married Esther Choate.

He had a career as an aircraft mechanic in the airline industry for more than 26 years. He was active in the AYL in both baseball and football as a coach for 19 years.

Family: Gene is survived by his wife, Esther, a daughter Cindy (Troy) LaRusso, a son Keith (Jennifer) Long and granddaughters Brittany (Patrick) Carroll, Lyndsay Long, Grandsons Dylan

**MORE GONE WEST**

LaRusso and Brayden Long.

Memorial Services: Memorial services will be at 1 PM Wed Sept 3 at Fairmount Mortuary

**-http://www.fairmountcemetery.net**

Does anyone have a current address on Esther Long - would like to mail her a card. We bowled with them many years ago. May the love of friends and family carry you through your grief.

**-Sharon Dietz, Easley SC, dietzls@charter.net**

*(Contact info was sent.)*

**JOHN BRADY**

**1965 - 1986, AIRCRAFT MECHANIC, DEN**

John G. Brady - Obituary in the Denver Newspaper Agency papers. August 13, 2008. John went to work for Frontier April 18, 1965, in Denver and worked in aircraft overhaul and in the hydraulic shop in EOS.

**-Ken Schultz, Wheat Ridge CO**

OBITUARY: John Gilbert Brady, BRADY, 76. Born in Gothenburg, NE on Mar. 28, 1932. Died on Aug. 11, 2008 and resided in Littleton, CO. Survived by wife Sylvia; children Carey, Andrea (Bruce) Kirchoff; grandchildren by late son Randy Brady, Joshua and Jeremy, Kara (Matthew) Clay; Sarah, Mary and Joseph Brady; Drew and Tyler Kirchoff; great grandson, Isaac Clay. Celebration of Life Friday, 1:00 PM, Horan and McConaty Family Chapel, 5303 E. County Line Rd. Memorials to Rocky Mountain Stroke Association. 303-730-8800.

**-Denver Newspaper Agency on 8/13/2008**

I have been touched by John these past few months. I realize he was a wonderful man. Sylvia, I admire your dedication. This is a very hard time but, John is now in God's loving care. My thoughts are with You and your loving family.

**-Lois Bane, Littleton CO**

**ROGER EDWARDS**

**1963 - 1986, AIRCRAFT MECHANIC,  
LEAD MECHANIC, SLC**

Roger Edwards. Obituaries in The Salt Lake Tribune and The Deseret News, August 17, 2008. He went to work for Frontier September 20, 1963, and was a Lead Mechanic in Salt Lake City, UT.

**-Ken Schultz, Wheat Ridge CO**

OBITUARY: Roger S. Edwards 4/8/1929 - 8/14/2008, Born in Redlands, California to Pearl and Eugene Edwards. Later moved to Delta, Utah with his mother and uncle (Gordon Edwards). Roger was raised there by E.B. Stapley (stepfather).

In 1949 he went into the US Navy and completed tours on the USS Boxer Aircraft Carrier. Dad later came home to Delta where he found the love of his life Hazel Kay Bringard and raised four kids; Lyle (Becky), Cindy (Carlos) Rivera, Scott (Lucinda) and Janet (Tim).

Dad worked for Frontier and United Airlines for 35 years, he was considered a jack of all trades. He retired to Tory, where he loved flying, hunting, fishing and traveling, he also played guitar. Dad had 12 grandchildren and 14 great-grandchildren.

His wisdom, knowledge, common sense and love will be missed. We love you Dad, rest in peace. Funeral services will be held Tuesday at 10 a.m. at the Broomhead Funeral Home 12600 So. 2200 W. Graveside services will be held in the Delta Cemetery at 3 p.m.

**-Salt Lake Tribune on 8/16/08**

I worked in SLC with Roger and considered him a great friend. We played poker together and at one time, planned to

buy a boat and sail the South Pacific. I had tried to locate him to let him know about the Frontier reunion but was not successful. I'm truly sorry to hear of his death. We've lost a great one. My sympathies to the family.

*-Paul Farris, paulamos43@yahoo.com*

**TOM O'NEIL**  
**1965 - 1985, FL & RKO GENERAL**  
**BOARD OF DIRECTORS, DEN**

Thomas F. O'Neil, 82, the former chairman of RKO General studios who brought movies to television and experimented -- unsuccessfully -- with an early coin-operated pay-TV system, died Saturday night at his home in Greenwich, Conn. He was 82, and the cause of death was heart failure complicated by pneumonia, said his son Shane.

Mr. O'Neil's career began with the General Tire and Rubber Company, which his father William O'Neil had founded. He was running the tire company's Boston office when he visited the offices of the Yankee Network, a radio network the company had invested in to recapture some radio advertising costs.

"After that visit he called up my grandfather and said, 'Dad, I like the broadcasting business better than the tire business,'" Shane O'Neil recalled.

Mr. O'Neil was just back from the war in the Pacific, where he had commanded a Naval landing craft. With his father's encouragement, he formed General Teleradio in 1948 by combining the Yankee Network with a station operating in a new medium: WNAC-TV's first telecasts went to exactly two small-screen television sets placed in the Jordan Marsh department store in Boston.

More stations were added to General Teleradio in the early 1950's, including the Don Lee Network's KHJ-TV in Los Angeles and its West Coast radio stations, WOR radio and television stations in New York -- purchased from R. H. Macy & Company -- and, in 1952, the Mutual Broadcasting System.

It was his television stations' insatiable appetite for programming that led Mr. O'Neil to start buying the broadcast rights to movies. Some Hollywood studios boycotted the venture for fear that giving away movies on television free would undermine their theater business, and Mr. O'Neil had to scramble to find titles, once paying the Bank of America \$1.3 million for 30 titles in 1953.

Mr. O'Neil told his advertising sales people that he had named his thrice-weekly movie broadcast 'The Million-Dollar Movie,' not for the cost of making the film, but for the amount of commercial air time they were going to sell for each one. Because he was only interested in the broadcast rights to the movies for his stations, Mr. O'Neil started selling those rights to other TV outlets, a process he called syndication.

Mr. O'Neil took General Teleradio into the motion picture studio business because of his constant need for new titles, and that quest took him into nonstop negotiating with Howard Hughes, the eccentric aviator and entrepreneur, for the purchase of RKO Radio Pictures, Inc.

According to his son, Mr. O'Neil haggled with Mr. Hughes in taxicabs driving around Central Park, on cross-country flights piloted by Mr. Hughes and in Las Vegas, Nev., until finally, in 1954, the two signed a contract in the main floor men's room at the Beverly Hills Hotel, turning RKO Pictures over to General Teleradio for \$25 million, or about \$150 million at today's prices. Mr. O'Neil changed the studio's name to RKO General.

The studio library's 600 titles solved Mr. O'Neil's movie programming problems, and he began diversifying his company into regional airlines as well as resort hotels and Pepsi-Cola bottling franchises.

Now a studio owner himself, Mr. O'Neil set out to see if people would pay to watch TV. In 1961 RKO General bought Video Independent Theatres of Oklahoma City, which had been experimenting with a crude form of pay-TV, and applied some of its lessons in a joint venture with the Zenith Corporation, which made a coin-operated box that, for four quarters, would unscramble the movie broadcast over the company's Hartford outlet, WHCT-TV.

The venture did not last long. "The real problem was, you still had to pick up the money," said Shane O'Neil, who became president of RKO General in 1983.

Thomas F. O'Neil was born in Kansas City, Mo., and raised in Akron, Ohio. He graduated from Holy Cross University in Worcester, Mass., and promptly joined the Navy. He retired from RKO General in 1985.

Mr. O'Neil is survived by his wife, Claire; five sons, Shane, of Bedford, N.Y., Mark, of Virginia Beach, Va., Conn, of Sequim, Wash., Liam, of Vashon Island, Wash., and Owen, of Cos Cob, Conn.; four daughters, Lili O'Neil, of Liberty, Me., Carol O'Neil, of San Francisco, and Claire O'Neil and Grace O'Neil Bogart, both of Petaluma, Calif.; 20 grandchildren, and two great-grandchildren.

*-New York Times on 3/17/98*

Thomas F. O'Neil, 82, scion of a tire magnate who opted to find his own way in the entertainment industry and was a pioneer in bringing feature films to television, has died.

A family spokesman said this week he had died Saturday at his summer home in Greenwich, Conn. He was 82 and had been battling heart problems and pneumonia.

O'Neil was one of a handful of visionaries in the early days of TV to see that movies and television could coexist to mutual advantage.

Encouraged by his father, William, founder of General Tire & Rubber Co., the younger O'Neil returned from World War II service in the Pacific to form General Teleradio in 1948. He began limited TV broadcasting while starting and buying radio and TV stations on both coasts. (Among his acquisitions were the Don-Lee Network's KHJ-TV in Los Angeles and Don-Lee West Coast radio stations.)

In 1952, the Mutual Broadcasting System was added to General Teleradio. To satisfy his TV programming needs, O'Neil began negotiating for broadcast rights to feature films. Many major studios objected, fearing TV would harm the theater business. But O'Neil not only secured dozens of films, he also sold the broadcast rights to other TV outlets--the first television syndication deals.

One memorable negotiation involved Howard Hughes and his RKO Radio Pictures, which O'Neil eventually purchased via a contract signed in a men's room at the Beverly Hills Hotel.

O'Neil changed the name of the studio to RKO General, and with it O'Neil's company began producing films for pay TV. But the effort was unsuccessful.

"The problem was," O'Neil's son Shane said of the coin-operated box used then, "you still had to pick up the money."

In addition to five sons and four daughters, O'Neil is survived by his wife, Claire.

*-Los Angeles Times on 3/18/98*

He replaced an outmoded propeller fleet with Boeing 727 and Convair 580 jets, oversaw the acquisition of Texas-based Central Airlines and expanded Frontier's route map to 114 cities in 14 states.

"It was the perfect match of man and company," his son said. "He applied everything he'd learned from the bottom up."

A 1967 Time magazine profile marveled at how Mr. Dymond had filled Frontier flights "with the wildest array of discount fares in the U.S.," including cut rates for clergy, government employees, skiers, students, groups of 10 or more and passengers from beyond the airline's region.

In 1968, though, Frontier lost \$7 million and laid off 42 pilots. In January 1969 Mr. Dymond resigned, citing "differences in operating philosophy." He retired to Miami as a consultant and practiced law.

Mr. Dymond's family is planning a private service. Survivors in addition to his son Lew Jr. include his second wife, Joann, of Denver; another son, Steve, of Denver; a daughter, Jeanie, of Aurora; four grandchildren and five great-grandchildren.

*-Excerpted from a 7/29/08 Rocky Mountain News article*

It was great working for Lew Dymond (the best president Frontier ever had), Paul Burke, Larry Sills, Ken Smith and Tom Makurat. It was my suggestion for the new B-727s to be named Arrow Jets.

*-Herb Schmidt, falherb@yahoo.com*

## TAKE-OFF OF THE FEEDERS

*(Excerpted from a Dec 13 1963 TIMES magazine article.)*

The fastest-growing segment of the airlines industry is distinguished neither by speed nor frills nor fame. It is the 13 U.S. regional airlines\*, or "feeders," which use prop planes (more than half of them 190-m.p.h. DC-3s), serve no meals or free liquor and are generally unknown to people outside the areas in which they operate. Yet regional lines have doubled in size during the past five years and, with plenty of room to grow, are expanding at the rate of 15% yearly—or three times faster than the big trunk airlines.

In 1963's first nine months, the regionals flew a record 1.4 billion passenger miles and collected \$167.7 million in revenues. They not only aggressively seek more American passengers at home, but are now out to capture the growing U.S. foreign tourist trade.

With each line serving five or six states, the regionals span the entire U.S., performing the dual function of linking smaller communities and feeding air travelers into large airports for connections with the major airlines. Airports on regional routes are often spartan, but under a multimillion-dollar federal program have recently been equipped with new landing and safety aids. The regionals have a safety and reliability record that is generally every bit as good as the huge trunk airlines, and they serve nearly twice as many points (577).

Because the hops are short (an average 93 miles v. 335 miles for the trunks) and the towns usually small, planes spend much money-losing time on the ground and often fly only a third full (one reason for trying to attract foreign tourists). The regionals have depended on federal subsidy (\$69 million in 1963) since they came to life after World War II, and have only barely scraped by. But Civil Aeronautics Board Chairman Alan S. Boyd has increased subsidies, enabling them to make an operating profit of \$13.4 million last year and to hope to do almost as

## LEW DYMOND

(continued from front page)

well this year.

Though modest, the profits have restored the faith of the shareholders and awakened the interest of bankers. Last month Lewis W. Dymond, 43, the president of Denver-based Frontier Airlines, declared the first dividend in the line's 17-year history, and Robert E. Peach, 43, president of Mohawk (upstate New York), became the first regional president to raise money in Wall Street—\$12 million to buy four British Aircraft Corp. One-Eleven jetliners.

Will the regionals get off the dole? Part of the problem is that the CAB, under pressure from Congressmen and local politicians, requires the regionals to fly unprofitable "public service" routes. Even so, some regional presidents expect in time to go it alone. Edmund Converse, 56, president of Las Vegas-based Bonanza, has reduced his line's per-mile subsidy to the industry's lowest by attracting more passengers through promotional fares. At Minneapolis' North Central Airlines, President Hal N. Carr, 42, is saving \$5,000 monthly with a new computerized reservation service. Converse and Carr both feel that they would be stronger if they were bigger, have each proposed mergers with weaker neighbors.

But the best hope of the regionals to gain altitude financially lies in the desire of the majors to get out of the short-haul business. Says Bonanza's Converse: "As the trunks turn increasingly to faster jets and longer routes, we'll come up right under them and take over the short-haul market."

\*-Allegheny, Bonanza, Central, Frontier, Lake Central, Mohawk, North Central, Ozark, Pacific, Piedmont, Southern, Trans-Texas and West Coast.

## HUSTLE ON THE FRONTIER

*(Excerpted from an Aug 4, 1967 TIME magazine article)*

Until five years ago, Denver-based Frontier Airlines chugged along as a small feeder line, earning minuscule profits and quite a bit of ill will with an ancient DC-3 fleet that was forever running late. Since then, Frontier has picked up speed enough to become a leader among the nation's 13 local service carriers. In 1966, it not only earned the largest profit (\$1,790,000) among the regionals but also showed the greatest increase (58%) among all U.S. scheduled airlines in revenue passenger miles—the number of paying customers multiplied by distance flown.

Frontier has climbed to that altitude partly by filling seats with the wildest array of discount air fares in the U.S. To the annoyance of its competitors, Frontier offers 13 kinds of cut-rate tickets, and during the first five months of this year they brought in 37% of the line's record \$10.5 million passenger revenues. There are discounts for the military, clergy, Government employees, youths, skiers, families (wives may take separate flights) and any group of ten or more. One of the most successful is Frontier's halffare standby plan, under which any passenger who cannot be accommodated on the first flight to his destination is guaranteed a seat on the next one. Even bus companies wince as Frontier boasts that "a bus ticket and \$5" will buy a jet ride from Denver to St. Louis or Tucson or Billings, Mont.

Most airlines restrict their promotional fares to slack hours or days, but almost all of Frontier's are effective seven days a week. That even includes a bargain vacation fare, available to persons who present documents to show that they live outside Frontier's territory. For \$100, such tourists can fly with Frontier for 30 days as far and as often as they like.

All this is the handiwork of Frontier's ambitious \$80,000-a-

year president, Lewis W. Dymond, 47. The crew-cut Dymond, whom strangers have often mistaken for ex-Astronaut John Glenn, took charge at Frontier in 1962 after a 24-year career at National Airlines, during which time he rose from a \$50-a-month plane washer and apprentice mechanic to vice president for operations, engineering and maintenance. At Frontier, he has got rid of most of its piston-engine planes in favor of 21 propjet Convair 580s and five Boeing tri-jet 727s. "We are lean and hungry," says Dymond, "but we have a 'go' attitude. That made National Airlines and it is making Frontier."

Dymond's appetite goes well beyond Frontier's present realm. Meeting in Denver's Brown Palace Hotel, the company's stockholders last week approved the stock-swap acquisition of Fort Worth's Central Airlines, a smaller regional carrier that operates in the triangle-shaped area between Denver, Dallas and St. Louis. The combined lines would crisscross 14 Mountain, Midwest and Southwest states, serving a 7,465-mile route system, fourth longest (after United, Eastern and Delta) among U.S. domestic airlines. With the merger, Dymond expects Frontier to become the first of the regionals able to dispense with federal subsidy.

Frontier last week also pressed its Civil Aeronautics Board application to expand west to Las Vegas, Los Angeles and San Diego. If granted, the new routes would not only give Frontier more lucrative long hauls but also lift it into the ranks of the major trunk carriers. As far as Dymond is concerned, that is only a start. He may never win CAB approval, but in recent months he has peppered the board with proposals for everything from through service between Miami and San Francisco to a run south to Mexico City and Acapulco. Grandiose as all that seems, it is at least in tune with the CAB's current view that the trunk lines are thriving enough to share some of their profitable long routes with the locals.

*(E. Paul Burke took over as President February 6, 1969. Dymond remained on FL's Board of Directors until 1978 when he moved to MIA.)*

## OLDEST FOLKS GONE WEST

**Bob Goldwater**, AZ FL board of directors, 11/4/06, age 96  
7/4/1910 - 11/4/2006

96 yrs, 4 mos

**Ken Stevenson**, DEN director-maintenance, 9/16/05, age 96  
6/10/1909 - 9/16/2005

96 yrs, 3 mos, 6 days

**Pappy Russell**, FTW GSW DAL DFW aircraft mechanic, 10/11/05, age 96  
7/7/1909 - 10/11/2005

96 yrs, 3 mos, 4 days

**Claire Almquist**, DEN director of tariffs, 10/12/07, age 96  
9/8/1911 - 10/12/2007

96 yrs, 1 mo, 4 days

**Chet Lubben**, DEN manager of sales, 6/17/04, age 95  
6/18/1908 - 6/17/2004

95 yrs, 11 mos, 29 days

**Elsie Ballard**, DEN clerk, 5/5/00, age 94  
3/4/1906 - 5/5/2000

94 yrs, 2 mos, 1 day

**Pop Burnell**, DEN machinist, 10/1/72, age 93  
10/20/1878 - 10/1/72

93 yrs, 11 mos, 12 days

**Tollie Graves**, DEN supt of air mail, 2/20/87, age 93  
12/18/1893 - 2/20/1987

93 yrs, 2 mos, 2 days

**Milford Olson**, MOT station agent?, 2/18/06, age 93  
12/28/1912 - 2/18/2006

93 yrs, 1 mo, 21 days

**John Shaffer**, DFW aircraft mechanic, 7/27/04, age 92  
4/8/1912 - 7/27/2004

92 yrs, 3 mos, 19 days

**Vic Wokal**, GGW station manager, 1/15/06, age 92  
10/3/1913 - 1/15/2006

92 yrs, 3 mos, 12 days

**Floyd Ririe**, DEN pilot, 3/4/99, age 92  
12/4/1906 - 3/4/1999

92 yrs, 3 mos

**Syl Cuellar**, DEN flight simulator technician, 11/24/07, age 91  
11/28/1915 - 11/24/2007

91 yrs, 11 mos, 26 days

**Mac McManis**, DEN aircraft mechanic, 6/24/05, age 91  
7/2/1912 - 6/24/2003

91 yrs, 11 mos, 8 days

**Dick Cantwell**, DEN lead mechanic, 10/6/06, age 91  
11-14-1914 - 10-6/2006

91 yrs, 10 mos, 22 days

**Bob Lambourne**, SLC pilot, 11/8/07, age 91  
2-28-1916 - 11-8-2007

91 yrs, 8 mos, 11 days

**Leonard Stuart**, DEN lead inspector, 4/15/00, age 91  
2/9/1909 - 4/15/2000

91 yrs, 2 mos, 6 days

**Frank Walters**, DEN aircraft mechanic, age 91  
5/5/1908 - 6/22/1999

91 yrs, 1 mos, 17 days

**Charlie Rucker**, DEN aircraft mechanic, age 91  
6/19/1908 - 9/11/1999

91 yrs, 2 mos, 23 days

**Dick Cottingham**, FTW DFW DEN pilot, age 90  
1/7/1916 - 12/7/2006

90 years, 11 mos

**Lowell Conder**, GSW aircraft mechanic, 5/12/02, age 90  
12/28/1911 - 5/12/2002

90 yrs, 4 mos, 14 days

**Jack Shanks**, DEN mechanic, 3/6/06, age 90  
11/14/1915 - 3/6/2006

90 yrs, 3 mos, 22 days

**Chet Poell**, DEN lead mechanic, 11/10/05, age 89  
1/21/1916 - 11/10/2005

89 yrs, 9 mos, 20 days

**Harry Russell**, DEN maintenance supt, 4/11/03, age 89  
6/27/1913 - 4/11/2003

89 yrs, 9 mos, 14 days

**Clyde Burnaugh**, DEN mechanic, 10/11/89, age 89  
1/1/1900 - 10/11/89

89 yrs, 9 mos, 10 days

**Harry Miller**, DEN lead mechanic-EOS, 6/9/88, age 89  
10/30/1898 - 6/9/88

89 yrs, 7 mos, 10 days

**Bob Sicard**, GSWCN vp-maintenance, 2/20/06, age 89  
7/12/1916 - 2/20/2006

89 yrs, 7 mos, 8 days

**Johnny Bulla**, AZ Airways founder, 12/7/03, age 89  
6/2/1914 - 12/7/2003

89 yrs, 6 mos, 5 days

**Leonard Pratt**, DFW pilot, 9/11/04, age 89  
3/11/1915 - 9/11/2004

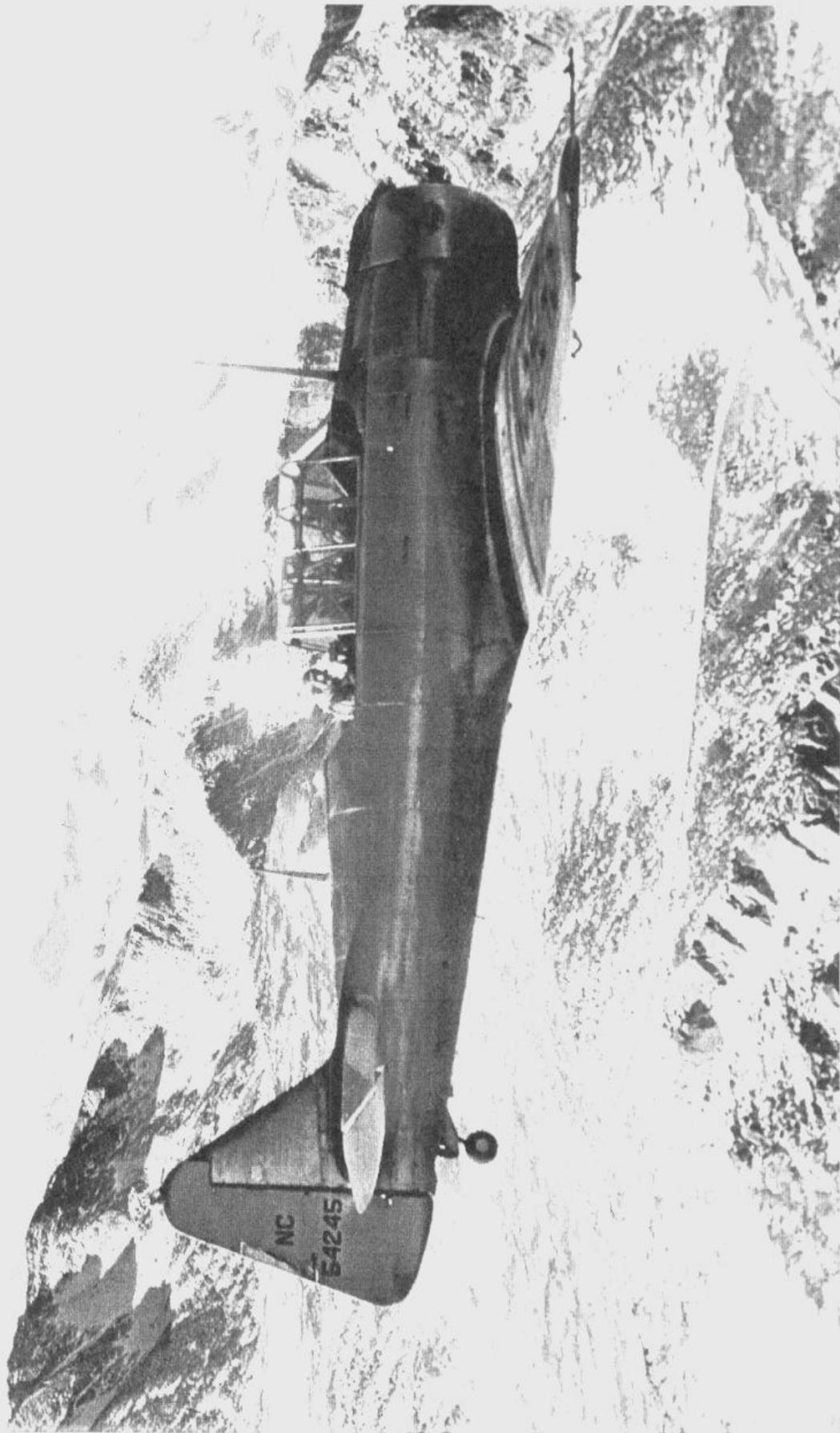
89 yrs, 6 mos

**Jack Burnell**, DEN director of maintenance, 8/22/92, age 89  
3/8/1903 - 8/22/1992

89 yrs, 5 mos, 14 days

This North American AT-6 was used for captain route qualification purposes. It was used when I first came with Monarch Air Lines in 1948. As soon as Capt. Aden found out that I was an AT-6 flight instructor during WWII, he assigned me to go on the qualification 'missions' with the captains...(in the back seat, of course) since that is where the flight instructors sat. This picture was taken by Charlie Wunder who was the official Monarch Air Lines photographer as well as the Aerial Photographer for the Denver Post Newspaper. The photo was taken from a DC3 and was taken between Saguache and Tomichi Dome approaching Gunnison Colorado.

-Ace Avakian, MON/FL pilot 1948-1986



***"I know how to make our  
Frontier passengers feel right  
at home. That's because  
I fly the area where I grew up.***



## ***Don't all airline stewardesses?"***

*This is Patty O'Neill. She used to call Omaha her home. Now she likes to tell people she's from Frontierland. An expert figure skater, Patty is also an expert at making your Frontier flight more pleasant.*

*Like all of our stewardesses, she's just naturally neighborly. She's proud of her hometown area—and the airline she flies. She'd be happy to see you fly it, too. It's the airline that knows the West. Best.*

**FRONTIER AIRLINES**

FRONTIER AIRLINES SERVES 65 CITIES IN 11 MOUNTAIN AND PLAINS STATES. THESE ARE SOME OF THE GROWINGEST CITIES IN THE WEST INCLUDING DENVER, PHOENIX, TUCSON, EL PASO, ALBUQUERQUE, LINCOLN, OMAHA, CHEYENNE, RAPID CITY, BISMARCK, GREAT FALLS, SALT LAKE CITY AND FARMINGTON.



POST OFFICE BOX 2554, FORT WORTH 25, TEXAS

July 4, 1963

### Station and Clerical Employees

Questions have been asked about what the company intends to do if the ALEA calls a strike and whether employees who don't want to strike can continue to work.

The following is for your information:

You have the right to strike. We respect that right and will not interfere with your lawful exercise of it.

You have the right to continue to work at Central if you want to, and we will protect that right.

The company has the right to operate its business and to fill permanently its jobs in case of a strike.

We render a service to the public and we cannot shut it down in order to hold jobs open until strikers decide to return to work. We owe an obligation to our employees who want to continue to work. We had much rather have you stay on your job, but if you don't want to and prefer to strike we will have to fill your job and protect our business. If we have a strike we are going to do our best to operate and to provide work for those who want to work. If you do not want to strike you do not have to.

We do not want a strike, but we cannot and will not be forced by one. It is easy for people in Chicago who don't provide your job or pay our bills to tell you what we should do. They won't strike or lose by a strike. That's where you come in.

We have our financial problems and we are going to have to meet them -- the union can't and won't do that. We will do the right thing by you within our financial limits and sound business judgment, whether we have a strike or don't have a strike.

We are telling you these things so that you will know them before you decide whether you should walk off your job or whether you should continue working. You realize, of course, that you must make your own decision. We cannot make it for you.

You should count the costs to yourself and family and weigh your chances and the risks involved in striking and then do whatever you decide is best for you. We hope and believe that after you think it over you will decide that we can make more by working together than by fighting.

Sincerely yours,

*Keith Kahle*  
Keith Kahle  
President

KK:a

NOW ENJOY LUXURIOUS COMFORT ABOARD THE RADAR CONVAIRS





# CENTRAL AIRLINES



VOL. XIII NO. 9

— CENTRAL AIRLINES, INC. —

October, 1963

## COMPANY, UNION SIGN PACT



**CONTRACT SIGNED**—Keith Kahle, Central president, center, signs contract ending 10-month dispute between company and the Air Line Employees Association. Also seated are Victor Herbert, left, ALEA president and Irby Dyer, Central director and general counsel. Standing, from left are Jim Honey, Steve Kozak, Bruce Watson, Jim Gore, Maudine Dunaway, Bill Hatfield, Benny M. Forga, Truman Jones and Chet Lundstrom.

### SEVEN STATIONS DWARF QUOTAS IN SEPTEMBER

September boardings throughout Central's six-state system totaled 33,697, reflecting a 21.9 per cent increase over the 27,638 passengers boarded during the same month a year ago.

Passenger quotas were achieved in September by Bartlesville, Duncan, Fort Leonard Wood, Hot Springs, Kansas City, St. Louis and Topeka.

August, a pace-setter with an all-time high of 37,075, was a red letter month for St. Louis. The station enjoyed two 100 per cent load factor days — all seats occupied on all flights — and shot their record high to 2,430 passengers, a 64.5 per cent increase over August, 1962.

Other cities with all-time high passenger boarding records in August were Amarillo, Fort Leonard Wood, Fort Smith, Goodland, Kansas City, Lawton, Liberal, Oklahoma City and Topeka.

Also in August, 20 stations exceeded quotas established by the research department. In-

cluded are Borger, Dallas, Denver, Duncan, Fort Smith, Goodland, Guymon, Kansas City, Lawton, Liberal, Little Rock, Oklahoma City, Tri-Cities, Pueblo, St. Louis, Salina, Stillwater, Topeka, Tulsa and Wichita.

The system quota for October is 36,405 passengers and \$520,419 in revenue.

### It's Noteworthy to Note That Note is Airworthy

Last March 18 Central employees at Hutchinson sent aloft a weather balloon with this message attached:

If found please return to Central Airlines, Box 1108, Hutchinson, Kan."

It was almost entirely forgotten until six months later, on September 15, when two youths hunting near Harrison, Michigan found the balloon and returned the message to Harold Maxwell, Hutchinson station manager.

Ordinarily, weather balloons burst upon reaching high altitudes but the station personnel "anchored" their balloon with a matchbox containing the note.

### FIRST CONTRACT AWARDS NEW SICK LEAVE PLAN, PAY HIKES

Central Airlines and the Airline Employees Association have announced the signing of a new 20-month contract that calls for a \$45 a month pay hike over a two-year period.

Central had already granted a \$20 per month wage increase on August 1 this year and a monthly \$15 raise will become effective August 1, 1964.

The action also recognized ALEA as bargaining agent for some 350 Central employees — station agents, communications and clerical workers.

The new contract, which became effective August 1, covers sick leave, vacations, security and other matters.

The agreement also provides for 12 days sick leave with pay each year and three-week vacations for 15-year employees.

Union officials and company management agreed to meet informally once or twice a year to iron out any disagreements that might have developed.

The pact was signed September 20 after a four-hour meeting at Central's General Offices in Fort Worth. Signing for Central were Keith Kahle, president, and Irby L. Dyer, general counsel and director.

### CENTRAL AIRLINES PRETTY PUNCTUAL

For the third consecutive month Central's ontime completion factor has exceeded 80%, according to figures released by the traffic department. September's record was 83.73% compared with 81.45% in August and 82.95% in July.

Every Central flight operated during the month is included in the performance study.

On-time criteria includes all flights which terminated earlier than schedule or not in excess of 15 minutes after scheduled arrival. Of the 1,260 Central

Continued on Page 3

# Frontier Employee News

FL NEWS Jun/Jul 1983

## In Memoriam



**Gene Finkelstein**, director of advertising and sales promotion for Frontier Airlines, died May 12 in Denver.

An advertising executive for 28 years, Finkelstein came to Frontier in 1978 from the Neusteters Fashion Store in Denver, where he served as vice president of advertising, sales promotion and special events. Before joining Neusteters he held advertising posts with department and specialty stores in New York, Ohio and Michigan.

Finkelstein was a graduate of New York Community College, holding a degree in advertising and graphic arts.

Those who wish to make contributions are directed to the Listen Foundation for Hearing, 2525 S. Downing, Denver, 80210 or the National Asthma Center, 3800 E. Colfax Ave., Denver, 80206.

## Appointments

### Frontier Airlines

**John Ahlquist** — Vice President, field services  
**Jon Bickford** — Director, pilot scheduling  
**Don Brady** — Director, special projects, maintenance  
**Karen Cowgill** — Supervisor, flight service  
**Jim Dawson** — City manager, Pasco  
**Chuck Demoney** — Senior vice president, marketing  
**Gary Dumas** — Director, revenue accounting  
**Ed Dunaway** — Vice President, marketing services  
**Joe Eichhorn** — Systems planning, telecommunications  
**Ray Engstrom** — City manager, Springfield  
**Pete Fox** — City manager, Eugene  
**John Friess** — City manager, Winnipeg  
**Pete Gray** — Deputy director, field marketing, West  
**Maggi Hanson** — Director, flight attendant services  
**Dan Hersh** — Senior Director, market planning  
**Roger Heubner** — City manager, Missoula

## Appointments

**Robert Johnson** — City manager, Farmington  
**James L. Kolstad** — Senior Director, Communications and Public Affairs  
**Al Leighton-Floyd** — City manager, Sioux City  
**Kent Lewis** — City manager, San Diego  
**Carol Luther** — Manager, public affairs  
**Birdella McKenna** — Manager, pilot scheduling planning  
**Tom Rowe** — City manager, North Platte  
**Bob Sims** — City manager, Columbus  
**Jack Smith** — Supervisor, flight service  
**Raymond Smith** — Manager, aircraft appearance, Denver  
**Keith Taylor** — City manager, Indianapolis  
**Wes Te Winkle** — Assistant regional director, flight operations  
**Ron Thornton** — General manager, sales  
**Nancy White** — Supervisor, flight service  
**Jim Wurtele** — City manager, Portland  
**Bob Ziegler** — City manager, Detroit

## Frontier Services

**Jim Brice** — Director, ground transportation and tours  
**Ed Greenfield** — Director, travel and training services  
**Greg Smith** — Manager, ground transportation center, Boulder  
**Paul Varady** — Manager, ground transportation center, Fort Collins

## Frontier Holdings

**Roy Rawls** — Vice President, financial planning and development  
**William D. Wayne** — Additionally named Chief Operating Officer

## Retirements

**Larry Doud** — Aircraft technician, Denver.  
 Jan. 14. 26 years of service.  
**Merle A. Ferguson** — Aircraft technician, Denver.  
 Feb. 25. 15 years of service.  
**Henry 'Hank' Lux** — Captain. Feb. 19.  
 32 years of service.  
**William D. Reynolds** — Aircraft technician, Denver.  
 Jan. 4. 27 years of service.  
**Ora A. Somers** — Aircraft technician, Denver.  
 Jan. 7. 27 years of service.  
**W. S. Vance** — Captain. March 10. 28 years of service.

## Suggestion Winners

**Andrew J. Chambers**, Little Rock, \$2,531; **Jack B. Scheeringa**, Kansas City, \$1,560; **Robert L. Miller**, Salt Lake City, \$42.50; **Martha A. Stockard**, Kansas City, \$40; **Doug F. Knipfer**, Reno, \$35; **Jerry L. Cordova**, Cheyenne, \$35; **Steve F. Pickard**, Kansas City, \$35; **Michele A. Bowen**, Kansas City, \$30; **Joe L. Kramer**, Kansas City, \$30; **Anthony S. Ames**, Toledo, \$27.50; **Mary C. Weseman**, Kansas City, \$27.50, \$25, \$20, \$10; **E. T. Hall**, Orange County, \$20; **Brenda Lyman**, Kansas City, \$10.

Denver: **L. J. Shackley**, \$878; **Jim A. Ligrani**, \$541; **T. L. Heiney**, \$518; **Mathias J. Litzinger**, \$477, \$155, \$27.50; **Charles R. Magnetti**, \$404, \$62.50; **Harry H. Ewing**, \$252; **Jack E. Zelkin**, \$113; **Joyce F. Washington**, \$100; **Ernest M. Steffek**, \$100; **C. John**

**Novosel**, \$100; **Arthur A. Benson**, \$92; **Mike Aden**, \$80; **Charles W. Marler**, \$75; **Gregory F. Unrein**, \$75; **William D. Reynolds**, \$70; **Ken E. Cartwright**, \$70; **Jerold C. Howell**, \$61; **Bill Blackerby**, \$61, \$52.50; **M. H. Pelkey**, \$60; **R. F. Teter**, \$55, \$35; **Wayne Brandhorst**, \$52.50; **Ora A. Summers**, \$52.50; **Thomas DeWoody**, \$51; **Mike D. Humphrey**, \$50; **Richard T. Barrett**, \$47.50; **Thomas J. Muterspaugh**, \$40; **Norma M. Barnett**, \$37.50; **Gordon D. Pryor**, \$35; **Aubrey D. Lawrence**, \$32.50; **Pete Gray**, \$32.50; **Sandra L. Reich**, \$32.50; **Robert L. Tomalino**, \$28.50; **Gareth K. Erickson**, \$28.50; **Ranell Dodge**, \$27.50; **William J. Bryan**, \$27.50; **Ruth E. Pitts**, \$27.50; **T. J. Gee**, \$27.50; **L. K. McDonald**, \$27.50; **David L. Schneider**, \$27.50; **Robert J. Hammarley**, \$25; **Mary Ann Stone**, \$25; **Geoffrey Morneau**, \$25, \$12.50; **Kristine A. Smith**, \$25; **Jan M. Steele**, \$25; **Dennis D. Cannon**, \$25; **John L. Dameron**, \$22.50; **Elwood W. Abbott**, \$20; **John W. Gleason**, \$20; **Deborah Y. Stayton**, \$20; **Robert R. Wear**, \$20; **Kenneth A. Mardis**, \$20; **Greg W. Aspinall**, \$17.50; **Peggy Spencer**, \$17.50; **Julie F. Dickman**, \$15; **Marvin E. Schuett**, \$15; **Marianne Vito**, \$12.50; **Marilyn M. Vroman**, \$10; **Robert Laskoski**, \$10.

## Anniversaries

### 35 Years

**D. H. Aden**, manager, programs and publications; **W. E. Gee**, foreman, Denver; **G. G. Graham**, captain; **K. R. Holmes**, inspector; **W. L. Rea**, station agent, Durango; **G. Slivka, Jr.**, ticket counter agent, Salt Lake City; **D. W. Thoele**, lead flight simulator technician; **Lead aircraft technicians: A. A. Benson**, Denver; **W. Hill**, Denver; **D. L. Jimerson**, Denver; **W. E. Livingston**, Denver; **Aircraft technicians: S. Ehre**, Denver; **B. Lemme**, Denver; **E. L. Lintz**, Denver; **I. C. McManis**, Denver; **H. M. Thiese**, Salt Lake City.

### 30 Years

**O. K. Boyd**, SATO manager; **J. Curtis**, ground radio technician, Denver; **T. H. Lamb**, vice president-schedules; **J. F. O'Drain**, manager-properties contracts; **J. T. Rogers**, dispatcher; **P. R. Van Buskirk**, lead janitor, Denver; **Senior Agents: J. R. Baker**, Dallas/Fort Worth; **J. M. Johnson**, Reno; **D. E. Kindred**, Spokane; **Station Agents: E. L. Ciskowski**, Joplin; **C. W. Henderson**, Riverton; **J. D. Koehler**, Phoenix; **J. D. Sluder**, Dallas/Fort Worth; **Ticket Counter Agents: J. H. Gilbert, Jr.**, Albuquerque; **A. M. Mosley**.

### 25 Years

**B. Blackerby**, flight simulator technician; **C. A. Caruthers**, manager, customer service, Denver; **S. P. Clark**, director, flight operations training; **C. L. Demoney**, senior vice president, marketing; **R. G. Krieger**, inspector, Denver; **D. C. Mortensen**, director, quality assurance; **C. A. Roy**, accounting clerk; **T. Simmons**, city manager, Houston; **Captains: B. B. Bagshaw**; **R. K. Banks**; **R. W. Banta**; **C. S. Callahan**; **H. J. Choate**; **H. E. Gadow**; **J. K. Gauer**; **H. A. Frostl**; **J. B. Mackenroth**; **W. G. McCaleb**; **E. J. Morgino**; **M. J. Tongish**; **Senior Agents: D. E. Carter**, Billings; **T. L. Ceretto**, Rapid City; **M. B. Heerboth**, Kansas City; **W. K. Reid**, Denver; **Station Agents: L. C. Belyea**, Bozeman; **R. R. Dirksen**, St. Louis; **T. O. Hunt**, Dallas/Fort Worth; **O. M. Lytle**, Joplin; **A. J. Martenson**, Billings; **J. R. McGill**, Phoenix; **W. K. Mertens**, Spokane; **B. K. Myers**, Albuquerque; **D. H. Osborn**, Joplin; **H. E. Pennington**, Tuscon; **F. J. Rottinghaus**, Topeka; **J. D. Sledge**, Little Rock; **J. M. Snider**, Bozeman; **I. K. Spencer**, Colorado Springs; **J. R. Wachob**, Denver; **R. Wagner**, Kalispell; **Aircraft technicians: E. Luedtke**, Denver; **J. K. Perry**, Dallas/Fort Worth; **SATO Managers: J. W. Cahoy**; **O. A. Koehnert**.

### 20 Years

**H. L. Anderson**, reservations supervisor, Denver; **J. O. Beck**, inspector, Denver; **J. Bogan**, assistant manager, station training, Denver; **C. E. Cash**, ground radio technician, Denver; **F. R. Counce**, mechanic, Denver; **S. Elder**, lead accounting clerk; **J. L. Johnson**, lead inspector, Denver; **M. R. Lang**, supervisor, personnel records and compensation; **B. J. McAlister**, senior accounting clerk; **E. S. Munro**, plant maintenance mechanic; **R. Milne**, city manager, Madison; **B. Turner**, ticket counter agent, Denver; **G. D. Wells**, senior agent, Durango; **Captains: T. A. Banister**; **V. W. Carlson**; **A. L. Harris**; **C. A. Levine**; **A. J. Martin**; **J. M. McGhee**; **D. A. Poppers**; **C. P. Ruch**; **R. L. Williams**; **Flight Attendants: C. P. Carter**; **L. Cook**; **S. F. Theriot**; **C.S. Turpin**; **Aircraft Technicians: T. E. Crary**, Denver; **W. J. Gregory**, Denver; **K. O. Hopper**, Denver; **D. W. Koepp**, Denver; **R. A. McMahon**, Denver; **D. F. Thaemert**, Denver; **J. L. Walton**, Denver; **Reservations Agents: J. Marquez**, Denver; **N. S. Young**, Denver; **Station Agents: W. D. Raubert**, Denver; **L. O. Witters**, Cheyenne; **E. R. Hall, Jr.**, Dallas/Fort Worth.

Over \$500 in cash and nine large cases of canned food were donated by Frontier employees to unemployed citizens of Denver during April.

The drive — held in conjunction with a program sponsored by a local television station — was the largest of any held by a Denver-area company during 1983.

Money and food were presented in early May to representatives of KBTU Television (Channel 9 in Denver) who sponsor the "Nine Cares, Colorado Shares" program to assist Denver-area citizens needing food. The money will be used to purchase food, which along with the donated food will be distributed through a local office of the Volunteers of America.

"Many people don't have food to eat," says **Mike Pelky**, aircraft technician, and coordinator of the food drive. "Those of us fortunate to have jobs should be helping others."

Pelky thanked the Frontier Employee Club for its assistance in publicizing the food drive.

The Frontier Federal Credit Union donated \$200 to the drive, and Frontier Airlines matched the employee contribution of \$500.

**David Asby** and **William J. Rector** were recently each presented \$5,818 for their award-winning suggestion concerning the organization of the Frontier ramp operation at Denver's Stapleton Airport.

Included in the winning proposal were suggested changes in departure bank procedures, localized form rooms, cart marking and on-line baggage connections.

Asby and Rector were station agents at Denver when the suggestion award was made. Rector has since moved to Fort Collins, where he is working on the new shuttle service to Denver.

**Marvin Conn**, city manager for Frontier in Little Rock, recently earned the professional designation of certified travel counselor (CTC) from the National Institute of Certified Travel Agents.

To receive certification, Conn completed a two-year, graduate level course in ethical and efficient travel agency management.

# Employees in the News

October 1982

## Appointments

**Captain Sam Clark** has been named director, flight operations training.

Clark joined Central Airlines as a pilot in 1958, after serving as a pilot in the U.S. Marines. Frontier and Central merged in 1967, after which Clark became a check pilot in flight operations. He presently holds check airman status for both the Boeing 737 and the DC-9 Super 80. Clark was named assistant director, flight operations training, this past summer.

**James F. Johnson** has joined the corporate development division of Frontier Holdings, Inc., as controller and director of financial services, a newly-created position.

Johnson most recently served as controller for the NewHeight Group, a real estate developer in Denver. Before this he was a CPA in private practice and earlier had financial management posts for First City Holdings of Colorado, Swanson Properties Ltd. and Arthur Anderson and Co. A native of Sterling, Ill., he graduated in 1961 from Northern Illinois University with a bachelor's degree in business administration.

**Boyd Stevens** has been named director of contract flight training for Frontier Services Co.

A 31-year veteran with Frontier Airlines, Stevens joined the airline as a pilot in 1951, and began his career in training operations in 1966. Most recently he served as director of flight operations training.

Stevens has 24,000 hours of flying experience, including 6,000 hours on the Convair 580, which will be the primary focus initially of the contract flight training program.

**David M. Ziolkowski** has joined the Frontier Services Co. division of Frontier Holdings, Inc., as director of airline ground services.

Ziolkowski joined Frontier Airlines in 1975, serving most recently as deputy director of Frontier's Eastern division of sales and service. A native of Stickney, Ill., he graduated in 1974 from Regis College in Denver, with a bachelor's degree in business administration.

## Retirement

**John J. Vittal** — Manager, reservations services and procedures. July 1, 1982. 15 years of service.

## Appointments

**Earl Alexander** — Assistant manager, aircraft appearance, Denver  
**Jack Birnbaum** — Staff manager, field marketing — Eastern division, sales and service  
**Diane Grenier** — Uniform coordinator, flight service

**Susan Petrocco** — Supervisor, contract sales and administration, Frontier Services Co.

**Mark Schumann** — Manager, editorial services  
**Kerry Wages** — Manager, consolidated reservations office, Salt Lake City

**Tom Weable** — Deputy director, market forecasts  
**Trish Wollum** — Manager, flight service administration

## Suggestion winners

Recent winners in the Frontier suggestion program include:

**Kim K. Gottschalk**, Kansas City, \$360; **W. D. Reynolds**, Denver, \$128; **D. R. Godfrey**, Denver, \$72.50; **Ora A. Somers**, Denver, \$65; **Richard T. Barrett**, Denver, \$57.50; **Gale R. Stroh**, Denver, \$55; **Claude N. Clay**, Denver, \$50; **J. B. Coopersmith**, Denver, \$25; **A. A. Benson**, Denver, \$23; **E. M. Steffek, Jr.**, Denver, \$23; **Sandy K. Force**, Denver, \$22.50; **D. J. Vrooman**, Denver, \$22.50; **Gregory W. Aspinall**, Denver, \$21.50; **Joan M. Podsednik**, Kansas City, \$17.50; **Billy D. Collins, Jr.**, Denver, \$12.50; **Earl Alexander**, Denver, \$10; **Candy M. Eddy**, Kansas City, \$10.

Have a suggestion? Know a way to save money, save time or increase efficiency? Contact your supervisor for Suggestion Program information.

## In Memoriam

**Bob Klingensmith** — Dispatcher. Sept. 21, 1982.  
**Rob Field** — First officer. Sept. 6, 1982.

## Anniversaries

### 35 Years

**A. R. Elliott**, station agent, Denver; **R. C. Miller**, dispatcher; **S. S. Mills, Jr.**, dispatch coordinator; **W. R. Monday**, manager, reservations planning; **J.S. Nale**, lead aircraft technician, Denver; **J. Pasqua**, aircraft technician, Denver; **W. C. Rea**, station agent, Durango.

### 30 Years

**S. L. Cales**, city manager, Phoenix; **E. R. Jones**, dispatch coordinator; **C. R. Southerland**, senior agent, Phoenix.

### 25 Years

**C. Blaylock**, director, military and government sales; **N. E. Blum**, ticket counter agent, Salt Lake City; **E. L. Dunaway**, vice president, acting general manager, sales and service; **J. T. Morgan**, manager, consolidated reservations office, Kansas City; **R. L. Skeen**, assistant to director of procedures and training; **R. L. Tersteeg**, first officer; **G. A. Treptow**, senior ticket counter agent, Phoenix; **Senior agents: G. D. Boone**, Spokane; **D. E. Harrison**, St. Louis; **W. G. Palser**, Denver; **Station agents: A. L. Burns**, Grand Junction;

**H. L. Hendrix**, Tulsa; **A. G. Smith**, Billings; **D. A. Taylor**, Salt Lake City; **C. E. Turgon**, Kansas City; **A. C. Worden**, Fort Smith.

### 20 Years

**G. J. Bowers**, reservations agent, Kansas City; **S. Galea**, aircraft technician, Tucson; **H. T. Jeter**, director, transportation services, Denver; **V. P. Martin**, lead aircraft technician, Denver; **B. G. Monday**, technical specialist, information services; **H. Rankin**, traveling automobile mechanic, Oklahoma City; **Flight attendants: B. Dahl, R. E. Pitts; Station agents: J. T. Baltz**, St. Louis; **J. W. Bowers**, Spokane; **M. L. Coldwell**, Tucson; **J. R. Stuls**, Dallas/Forth Worth; **Ticket Counter Agents: A. A. Krauter**, Billings; **M. W. Price**, Phoenix.

### 15 Years

**G. F. Arnold**, senior flight operations instructor; **K. J. Bendist**, ticket counter agent, St. Louis; **H. N. Bradley**, manager, passenger revenue; **L. Brant**, assistant city manager, Kansas City; **W. Brindley**, manager on duty, Denver; **M. Fenner**, manager, travel agency sales; **R. E. Flinn**, inspector, Denver; **E. Hashimoto**, secretary, Denver; **R. Hinkley**, supervisor, flight service; **B. L. Hyde**, expendable inventory controller; **M. C. Lund**, senior vice president and general manager, Frontier Services; Co. **D. D. Marick**, mechanic, Billings; **M. L. Maynard**, captain; **M. L. McDonald**, technical foreman, Denver; **F. W. Meyer**, flight operations instructor; **K. Pazzin**, crew scheduler; **K. C. Pederson**, supervisor, reservations, Denver; **B. Pladson**, senior clerk, Denver; **N. Schroder**, executive secretary to the chairman; **E. Thomas**, cashier, Denver; **W. B. Van Minds**, cleaner, Salt Lake City; **H. J. Williams**, traveling automobile mechanic, Denver; **Z. S. Zoretiz**, senior ticket counter agent, Denver; **Aircraft technicians: A. E. Barnett**, Denver; **F. E. Black**, Denver; **B. Derr**, Tucson; **R. A. Elliott**, Tucson; **E. H. Hanson**, Denver; **D. E. Knutson**, Denver; **L. Lorz**, Denver; **D. Mahan**, Denver; **L. C. Olona**, Denver; **K. J. Peterson**, Salt Lake City; **D. Robinette**, Salt Lake City; **N. Schwein**, Salt Lake City; **W. R. Setigast**, Denver; **D. L. Slack**, Denver; **D. Tucker**, Denver; **L. D. Tweedy**, Denver; **G. H. Villhauer**, Denver; **First officers: R. G. Beabout, M. L. Brooke, Jr., J. E. Burt, O. H. Colling, M. R. Daciek, V. B. David, J. W. Harlan, Jr., R. W. Johnson, R. W. Johnston, M. J. Kataoka, J. R. Kenney, J. P. Landwehr, M. R. Larson, D. R. Madden, R. G. Martin, C. D. Miller, G. T. Miller, N. F. Miller, W. A. Neff, H. O. Osborn, J. L. Pattison, E. R. Pennyweight, T. L. Scheffler, J. A. Tesar, H. Thornton, L. C. Udelhoven, W. D. Walker; Flight attendants: L. N. Clark, C. Dittman, A. M. Franco, P. J. Higgins, S. Seay, P. Williams; Lead aircraft technicians: J. Bullington**, Dallas/Fort Worth; **G. E. Mickelson**, Denver; **L. Miley**, St. Louis; **R. C. Sumner**, Denver; **D. G. Varnon**, Denver; **Lead stock clerks: J. D. Green, E. K. Riebling; Reservations agents: R. J. Howenstine**, Denver; **J. Lundquist**, Denver; **A. L. Metzsch**, Denver; **J. Olmsted**, Denver; **A. L. Wilson**, Kansas City; **Station agents: J. L. Burbank**, Denver; **S. A. Cornish**, Grand Junction; **P. Dekon**, Kansas City; **E. H. Donelson**, Redding; **R. P. France**, Casper; **T. L. Harris**, Denver; **C. Henderson**, Denver; **L. H. Hendrickson**, Rapid

City; **M. J. Hollomon**, station agent; **B. E. Hunter**, Denver; **B. W. Lutrick**, San Diego; **J. L. Pfeiffer**, San Diego; **R. D. Remmich**, Grand Forks; **T. L. Thompson**, Tulsa; **Stock clerks: L. A. Hankins, G. Owens.**

### 10 Years

**E. L. Alexander**, assistant manager, aircraft appearance, Denver; **B. L. Bailey**, provisioning clerk, Denver; **T. L. Beitscher**, senior clerk, Denver; **D. Cannady**, senior ticket counter agent, Denver; **T. W. Carlson**, manager, support shops; **W. E. Chamberlain**, assistant manager, system engineering; **C. E. Cisneros**, network control operator; **M. R. Harnisch**, director, inflight food service; **S. J. Hobbs**, lead accounting clerk, Denver; **J. W. Ivis**, mechanic, Omaha; **N. J. Martinez**, data conversion operator; **R. Palser**, supervisor, reservations, Denver; **T. Reilly**, director, fuel purchasing; **L. C. Roberts**, deputy director, market research and analysis; **M. L. Robertson**, secretary, Denver; **T. E. Trim**, ticket counter agent, Denver; **K. L. Walker**, deputy director, field sales; **R. B. Walker**, captain; **L. R. Wetzberger**, accounting clerk; **First officers: D. R. Adair, W. N. Benton, J. J. Buick, J. P. Donahue, K. R. Flegal, T. G. King, S. B. Larsen, D. G. Sanctuary, A. D. Van Beek; Flight attendants: C. Ellis, P. R. Friend, G. Maroney, M. J. Palser; Reservations agents: G. M. Gavend**, Denver; **D. Pilant**, Denver; **Station agents: G. J. Cannon**, Denver; **P. D. Curto**, Albuquerque; **G. Stevens**, Fresno; **Supervisors, stores: P. W. Bonitz, K. E. Connolley.**

## Travel tips

Discount rates are available on the **Norwegian Caribbean Lines' S. S. Norway** on seven-day cruises from Miami starting at \$499 per person, double. Employees, spouses, dependent children, retirees and their friends are eligible. Friends must share a room with an eligible interliner. Contact **Interline Representatives**, 25 West 39th St., New York, N.Y. 10018. (212) 840-6727.

**Hotel Accommodations:** Quoted daily rates are valid through Dec. 1, 1982. Some extend into December. Contact the hotel for further information:

**Las Vegas:** Hacienda Package. \$39.90 per person, double, for two nights' accommodations. Includes room, champagne breakfast, buffet brunch, buffet dinner, casino fun book, free tennis. (702) 739-8911.

**Mazatlan:** El Cid Package. \$50 per person, double, for a four-day stay. Thanksgiving excluded. (303) 320-6771.

**Maui:** Hotel Inter-Continental. \$46.45 per room. Includes unlimited use of a Budget rental car. Hotel features three swimming pools, two beaches, two golf courses, a tennis club, six restaurants. (800) 367-2960.

**Phoenix:** The Pointe Resort. \$50 per room. (602) 997-2626.

**Phoenix:** The Registry. \$70 per room. (602) 991-3800.

**San Diego:** Holiday Inn Harbor View. \$28 per room. Includes free airport pickup, 10 percent discount at the San Diego Zoo, 15 percent discount at Sea World. (714) 239-6171.

Here's a 5-yr renewal to the News. Thanks much for the job you do on it. Also enclosed is a small stipend (*Doug sent \$150 total - Thanks a lot, Doug!*) to help with the postage, and such.

## Notes From FLoks

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

I started in COS the spring of '67. Moved to MSO February of '68. Was transferred to LAR the spring of '71. Probably would have stayed there, as both my wife and I liked it a lot, but I got the feeling some of the smaller stations were about to be closed, so when an opening happened in April of '75 at GTF we took it. I was right about the closing of the LAR station, it just took longer than I figured on.

The passing of Dick Cochran brought to mind a happening at LAR. The morning of Jan 3, 1973 saw the official temp at 06:00 at a -61. This was taken by Orvis Clark of the Flight Service Station, and verified by myself. in case you're interested, 61 below is rather snappy. The winter of '72-'73 saw many low temps at LAR colder than -40.

Dick was flying Fit 622, a DEN-LAR-CYS-DEN trip. It was due at 06:55 and out at 07:05 as I remember it. When he called in range, he asked if the temperature was for real. When I replied that it was, he said we would have to make the stop as quick as possible, as there was a real danger of freezing the hydraulics.

We had around 20 passengers, and for once, all were checked in early. They made a one engine stop. We had the customers all prepped so they knew what to do, and made the stop in 5 minutes. When he called the times, he ended by thanking us for a quick turn, when the thanks should have gone to him for coming in the first place, but that was the kind of gentlemen he was.

**-Doug Engelhardt, wlfcrkdoug@aol.com**

*(Doug's station agent seniority date of 10/28/67, emp# 02389, on the 1/1/86 FL/ALEA seniority list.)*

Capt Andy Hoshock let me ride the jump seat on a DC-3 flight from ABQ to PHX (or maybe from PHX to ABQ. I can't remember which). We were passing over the huge open-pit copper mine near SVC and I was anxious to get a few photos of it but couldn't because of the sun. No problem. Andy just circled the mine site and when on the opposite side with the sun to our back, I got several excellent shots before landing at SVC. After becoming airborne again, the stewardess came to the cockpit with a message from a passenger who had just deplaned. He wished to express his sincere appreciation to the crew for circling the mine so everyone could get such a grand view of it.

The passenger's name did not ring a bell,.... but his title did. President of Kennecott Copper.

**-Mac McElhaney, wmcclhaney@sbcglobal.net**

I really liked Andy Hoshock. He was the chief pilot in PHX and checked me out in the Convair. I flew with him on occasion and always thought he was a gentleman as well as being a fine pilot.

I finally got to fly with Ace Avakian! He and Janet joined Cheryl and I for a test-flight/delivery of a new JetBlue A-320. We were together with the Bill Browns who were also former FAL folks. That would have been memorable enough, but we were in Toulouse when 9/11 happened. On 9/14 we ended up being the 1st airplane to land at JFK following that tragic period.

**-Billy Walker, BillyWalker@cox.net**

Kudos to all of you who helped make the FAL 22nd Annual picnic reunion such a success! I had attended only one picnic

reunion before and that was, I believe, 20 years ago. It was so nice to see everyone and how good they all looked!

I worked at FAL in Inflight Services as a Secretary to the Manager and then as a

Secretary in Flight Operations for the Chief Pilot. My hire date was April of 1976. After "D" day in 1986, I was very fortunate to get hired at the Flight Training Center for United Airlines in the purchasing department just two weeks after FAL's demise. I guess I was one of the fortunate ones. I worked in the purchasing department for only 6 months and then transferred to the DC-8 Fleet as the Secretary to the Fleet Captain.

After two years I transferred to the B-737 Fleet and worked as the Fleet Operations Coordinator for the Fleet Captain. When the Flight Center started cutting back I was then able to secure a position in the reservations department and worked there for 6 months. I then transferred to the airport as a Customer Service Representative. This was most challenging! However working with the public was my forte! I worked the ticket counter, red carpet room, customer service center and finally my seniority was able to hold a position at the gates on the B concourse which I absolutely loved.

Although the 17 years I had with United Airlines were most enjoyable, I still had a soft spot in heart for Frontier! Whenever someone mentioned Frontier my ears would perk up and I would get a smile on my face. My what memories we all have!

I have been retired now from United for 5 years. They had offered early retirement in July of 2003 (which was the cutoff for no increase in health benefit premiums). So I jumped at the chance. With my husband being self employed I was always the main supporter of health benefits. And I must say, United has been very good to us in this aspect. I would not trade my 27 plus years in the airline industry for anything! Our daughter worked for United also and so did our son. You might say they were very good to my family and I.

**-Darlene Tieskotter, dartietwin@msn.com**

I started working for FL on 23rd Dec 1950 at DRO. The article on Clyde Longhart (Spring 2008) brought back memories. We had an H Marker here in DRO; had to turn it on in the a.m. and off in the p.m. - something to do with White Sands as I recall. We took our own weather reports and had to monitor the H Markers in our area - as I recall it was ALS, MVS, Laveta, GUP, FMN & CEZ.

I worked in DRO & moved to FMN in 1951 when they moved the transfer point there. Back to DRO after nine months and worked there till July of 1958 at which time I and Carl Clark traded places. I went to PHX & he came to DRO.

In 1961 I bid for DIK & moved there as manager. I and my agent Don Kadrmas also relieved Harvey Schiermeyer in LEM on the weekends. In 1962 I moved back to PHX and finished up my career there.

In 1977 I had enough of the hot summers and transferred to WYS for the summer. I did this for 6 years - the most enjoyable portion of my career. I thoroughly enjoyed working through the best years of airline history I think, when you treated people well and gave them good service.

I retired in 1985 & moved back to DRO to run my dad's ranch when he passed away.

**-Vern Crawley, Durango CO**

*(For the not-so-olddimers: MVS - Monte Vista CO, \*Laveta*

Pass where H Marker was located, DIK - Dickinson ND, LEM - Lemmon SD.

*\*FL pilot Karl Penner died here in a crash Mar 22, 1969 while piloting a private aircraft taking his barbershop quartet to a show in CEZ.)*

Thank you for the invitation to the Frontier picnic. I will be unable to attend. Jim Bogan passed away in August, 2007, after a long illness. I'm sure he'll be looking in on all of you. He has been around us all the time. So, if you see some unexplained pennies around the area, know that he is around. The Frontier family meant a lot to him. Most of the Frontier memorabilia Jim had accumulated over the years, The family and I donated to the Pima Air Museum in Tuscon, AZ. They are planning a display of the 'old' Frontier. I was so glad that a bygone era was going to be displayed and honoring all the Frontier family.

If anyone is interested for information about the display at PimaAir the e-mail address for the person I contacted is JStemm@pimaair.org.

**-Barbara Bogan, bogie9202@aol.com**

Do you have any contact info on Glenn Emmons? He was the Station Manager at GRI where I went after OLU closed. Then I worked for him again in OMA for about a year before 1986. Very nice man, very easy to work for.

*(Glenn, gemmons@frontiernet.net, lives in Canby MN.)*

I only live less than 50 miles from where John Stark retired. I visited a couple of times after I found him. I always enjoyed visiting with him when he flew through OLU. Like you said no matter how bad the WX was we would just check them in, John would be in...I really miss going to see him and just visiting.

I started with FL May 1, 1966. My wife (Gerry), twin sons and I moved from GRI to start as an station agent at OLU. My boys grew up in OLU and graduated in May 1979. (Son Bill is retired Air Force and works for Boeing in OMA and son Ed is an aircraft mechanic for US Air). FL closed the station about that time and we moved back to GRI. I worked in GRI until 1984 when the GRI station closed. I went to DEN for 90 days or so and worked internal FIDS at the Company Tower.

My Dad got sick, I needed to move closer to eastern NE, so I took a part-time job in OMA. I worked part-time for about a year, when a full time job came up so I took that. My dad passed away in 1985. FL was finished in 1986 and I was back in GRI. I worked at the Stuhr Museum. Later 6 months for GP EXpress Commuter. October of 87 the airport manager position came open in OLU and I was hired. My wife Gerry got breast cancer in 1994 and passed away in 1997. I plan to retire from the airport manager job Sep 30/08.

**-Jerry Schultz, oluarpt@megavision.com**

Back in the late 1950s and early '60s, ABQTW's Station Manager was also the ABQ Airport Manager so they did as they pleased and the other carriers did as they could. But for some reason TWA chose to leave their Connie on the ramp at gate 1 overnight and let us overnight our newly acquired Convair 340 in their hanger. Each morning the TWA mechs did their pre-flight checks and run-ups at the gate. At the same time, we had to push our CV-340 outside the hanger and do the same thing while the plane was being fueled.

Now, the TWA mechs were old heads that probably knew Orville and Wilbur and had worked together for so long they could just about read each other's minds. Normally, their routine was flawless. One would work the cockpit while the other did

the ground chores.

But one morning their routine was a tad off. The mech in the cockpit started all four engines as usual, but for some reason left the cockpit to attend to something in the passage way behind the pilots' seats without realizing he had not set the brakes properly. The ground mech pulled the front wheel chocks as usual without checking with his partner in the cockpit. Of course, the plane began to creep forward..... very slowly at first, then a little faster and a little faster. The ground mech had no choice. He had to run straight forward ahead of the nose wheel for there was no way he could escape the props if he turned to either side. The Connie was rapidly gaining on him and heading directly towards our CV where mech, Tink Thiese, was doing his thing in the cockpit and agent, Bill Schulte, was sitting on the wing fueling. Both of them saw the approaching Connie at the same time. Thiese rolled out of the cockpit window and dropped to the ground. Schulte leapt straight off the wing and both fled the scene in great haste.

There was just one small low spot in the entire ramp area and the Connie's nose wheel caught a piece of it causing the plane to dip ever so slightly. However, it was enough to catch the attention of the inside mech who jumped back into the cockpit and hit the brakes. The old Connie squatted, then rocked back and forth a few times as its odd-ball "walking gear" was wont to do. Some said the Connie stopped 30 feet from our plane's wing. Some said it was closer to 20 feet, some said even less, but who cares. It did stop. Yes, Virginia. There is a God.

**-Mac McElhaney, wmcclhaney@sbcglobal.net**

*(The following emails were posted at the online FL Club in August 2008)*

It was 22 years ago today that Frontier shut its doors. How could the time have gone by so fast? And the memories are still so strong.

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

Seems a lot longer to me - I remember being scared to death, because I was 53 yrs old and nobody wants a 53 yr. old mechanic - except Western Airlines, thank God. Thanks Jake, you and Ken Schultz are worth a mint.

**-Bill Guthrie, bill\_guth3@yahoo.com**

I always believed I'd end my career with FL. I'll always remember the wonderful ride it was while it lasted, and miss it until the day I die.

**-Joe Keys, FSM, jek1274@mynewroads.com**

I remember flipping channels on cable TV, back when the local cable company showed the FID screens (big time TV back then J) it was a Saturday. Throughout the day, I noticed that the Canadian and Mexican flights were being canceled and by early evening the following days schedule was not showing on the FID Screen. I remember waking up about 4:00am Sunday morning and I saw the Frontier Airlines logo on CNN Headline News with the words "SHUT DOWN" underneath. Richard Boudreau called me around 6:30 am to tell me not to come to work.

As with many, I was lost and not sure what would happen next. Fortunately, United at that time was offering almost immediate employment to Res Agents and I was back working by Tuesday. Special thanks to Kerry Wages, who was the director of reservations at that time who came over to the United offices to offer his support and thanks for a job well done while working at Frontier.

**-Chuck Dolan, DENRR 1978-1986, cjdjr259@aol.com**

## More Notes From FLolks

I remember that day, 22 years ago, well. I had worked until close to midnight on Saturday nite, went home and to bed. Woke up the next morning, got the paper and turned on the TV to the local TUL news to find out that FL had shut down. Then Dick Newberry called to tell me that we were all to meet at the TUL airport. How can we forget?

**-Ken Stewart, arkstewart@prodigy.net**

Awhile back someone posted a note about how sad most Club postings were because they usually dealt with someone "flying west". Since a few FLolks just posted what happened to them after FL, why don't more of you do the same. Tell us about your life after FL. It would be a nice up-beat change of pace. Let's celebrate the living!

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

On that Saturday night, I got a call from John Dahl telling me all flights bound for Canada and Mexico were being cancelled (can't have those assets sitting in another country). The next day, we got the word that she was shut down. Marvin Floyd and I went out to an entirely empty Concourse D at Stapleton, and took pictures of the newspaper boxes with the Sunday papers inside, headlines blaring "SHUT DOWN".

It was surreal to see every aircraft in the fleet parked at every gate, the tarmac at the hangars, and seemingly everywhere else - all with the bright yellow engine plugs in them. Denver's Channel 4 TV had a news crew there, we were interviewed at Gate 14, the "elbow" of the concourse. Most of my interview landed on the cutting room floor (they only showed me saying, "It's a sad day"), while Marvin, the more eloquent and better-looking of the two of us, got more airtime. Best job I ever had..

**-Gary Wingert, MEM/LEX/DEN, wingo@well.com**

It doesn't seem possible it's been 22 years but as everyone has said it was on a Sunday and I was ready to go to work. Then I received a call from Harvey Schiermeyer, who was a Senior Agent in PHX at that time, he said I did not need to come to work. The next day I went to the airport and helped clean out the offices and pack up supplies that were there. I got a nice microwave to use and had it for 15 years. It finally gave out.

I was unemployed from that date till September 15, 1986, when I was hired by Ask Mr. Foster Travel. I worked for them for 11 years through name changes of Carlson Travel and finally Carlson Wagonlit Travel. In 1997 I took full disability and have been retired since. I had the opportunity to have 10 good years with my Mother and took care of her till her passing in 2005. The ride was nice and I had 29 and 1/2 good years with FAL. I would not work for the airlines today. They are too big, no family atmosphere and the fun is gone. It's not even a pleasure to fly. I did not get any passes so my travel has been limited.

I keep in touch with many of the PHX CREW and we are planning our Reunion for 2008. The date is November 2, 2008 and if your interested we'd love to have you. Watch the FL News for the information and the Cost is \$15.00 per person. Our email and mailing addresses are in the paper. Keep the memories alive Jake, your doing a great job and I look forward to the FL News.

**-Ginger Ann Treptow PHX STCA 10-6-57 to 8-24-86, peaches85233@qwest.net**

After FL, I worked for five months for Infax, the maker of the FIDS system (arrival/departure screens). Then Continental's SystemOne (the Data Services division) called, and I moved to

Los Angeles. After a year there, I bounced around to different software companies and have been doing that ever since. I slowly moved north to the San Francisco bay area, where I am to this day. I have a wonderful daughter about to turn 15 (and I'm on the cusp of 50). Life is pretty good except for this growing-old thing (bursitis and DVT) - grin. I may not look like a kid but I still feel like one (and some would say still act like one, too).

**-Gary Wingert, wingo@well.com**

I was in SGF and was to go to work at 5 AM. When I got to work Sam Jones and 1or 2 Seniors were already there. They had the Ticket Counter area stripped, the flight board off the wall and all logo removed.

In less than one hour I had gotten my few belongings out of my motel apartment and was headed home to Beebe, Arkansas. I had just turned 50 in June. I started job hunting almost as soon as I got home. I found out that it was not going to be an easy task to find a job.

I applied for unemployment, and after a couple of weeks started getting a check - all the while making the required number of job contacts with little or no luck.

After 2 or 3 months I got a job with Midwestern Window Co. on commission but drew a salary for 3 weeks while training. It was an extremely high pressure sales company - mostly trying to take advantage of older people. So I left that and reapplied for unemployment, which was denied. I sold National Motor Club membership for about nine months with no benefits. I was finally able to get a job at Arkansas State University at Beebe.

I was in shipping and receiving and in charge of central stores. All supplies for the college were received and issued and delivered by me. Not great pay but with good benefits. I worked there from early 1988 to June 2001 when I retired.

I also raised cattle and horses, I still have a few horses. We were hit by tornados twice on Mar 01, 1997, which was our wedding anniversary and again on May 03, 2003. In 1997 the old house was so badly damaged it was irreparable. In 2003 the new house had over \$100,000 in damage.

My wife retired from ASU Beebe on Dec 31, 2007. Since that time we only do what we want to if we want to. Frontier was the best, I too would not work for any airline in today's environment. We were lucky to work when we did.

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

It was a Sunday and my husband Tom Harding, DEN SA, left home in time for his 6 a.m. shift. I was still in bed when our door opened again an hour later and Tom came back in and said "It's all over". That ended his 19 years with FL. Shortly thereafter, he was fortunate to find a temporary courier position with the City of Aurora, CO, and 8 months later went permanent. He retired after 15 years, but always recalled the good times at FL. I still have a newspaper ad which showcased FL staff one Christmas by positioning groups of them in a large Christmas tree formation.....the caption says "Now's the season to count your blessings...." On 8/22/86, there weren't too many left to count.

**-Yvonne Harding (Mrs. Tom), DEN, yvtom@msn.com**

(Tom passed away May 25, 2004 at age 63.)



I knew something was in the air on 8/23 Saturday when I was on hold to make a listing for a return flight for my wife to get back to Vegas, her job with Diner's Club was eliminated in Denver and relocated to Las Vegas, I fell asleep on the phone waiting for a res. agent to pick up.

I made some lifelong friends at Frontier. Paul Ryan who is now a pilot with United Air Lines and I live 6 blocks from Marvin Floyd, a truly good friend who put up with me living at his home while I was being relocated from Phoenix back to Denver.

After Frontier's bankruptcy I went back to work for The Associated Press as a technician and worked in three different cities, Richmond, VA, Phoenix and back to Denver. Right now we are working on the Democratic National Convention setup.

Thanks for the memories.

**-Roger Wallace, DEN, 79 to the end, roger\_609@hotmail.com**

I began my career with Central in TOP in September, 1966, as a station agent. Don Jansen was our Station Manager. He was later killed in a car accident while leaving the station. In 1970, Del Zimmerman and I transferred to DEN. I was in DEN during the shutdown. I was working for H.Lee Davis and Marv Pester in the G.O. On Saturday afternoon, I got a call from Marv to come to the G.O. and get ready to put the airline on the ground. I suspected that this would be the weekend.

Around 2300 DEN time, we began making calls to the Station Managers to begin the shutdown, secure the assets, and notify the crews (if they had RON's) to ferry the aircraft back to DEN. A very difficult and sad night.

By early Sunday morning, the majority of the fleet was parked around the gates and the hangar. We did our best to keep the media away from the arriving flight crews, but some did get by.

After shutdown, I went with Continental to HOU for a year and then was brought onboard with Braniff 2 to manage the MCO station and help with the take over of Florida Express. We all know what happened with Braniff 2.

From there, I became the GM of Page Avjet and Signature Flight Support, (a FBO) in MCO for the next five years. I am now with Mears Transportation Group. If you have vacationed in MCO and taken transportation to Disney, you probably were on one of our buses or vans.

Frontier was one of the best experiences of my career. I miss the company and all the great friends I made.

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

During all this mess I was in Chicago with the FAL ALPA negotiating committee trying to get some kind of agreement with UAL but to no avail. That Friday UAL, in all their great wisdom and compassion, announced to the ALPA group that the both the announcement that FAL was being shutdown and the shutdown would be made at 3 PM after the NYSE closed for that day! .....You can see what UAL's concerns were..... This would of course have stranded thousands of our customers since operations were to cease at the same time.

We managed (with a lot of help from the FAL management) to get the announcement delayed until Saturday and the actual shutdown to occur at 2 AM Sunday when there were no FAL flights operating and there would be minimum inconvenience to the traveling public.

**-H.A. "Frosty" Frost, frosty1@hughes.net**



I guess I was one of the younger employees at the time and 22 years later Frontier was just a small portion of my working life. But I always say it was the best job I ever had.

I was on vacation that August weekend and as such was spared the trauma and humiliation of coming to work and being told to go back home. I was stuck in ORD with my family and I remember United was gracious enough to give us passes to get back to Denver.

I remember the total shock and disbelief of the shutdown. I suppose I was naive, but I believed the buyout with United would go through. Years later, through the lawsuits and writings from the people involved, did we learn all the skullduggery that went on and why Frontier was shutdown. Then, as now, it made no sense.

Life goes on. I was a station agent in DEN from Apr 78 to the end. I went to school and got my A & P license. Went to work for the evil empire - United. Lots of bumpy flying with United as they have never been an employee friendly place to work. But in almost 22 years I have never missed a pay check so I guess I can't complain to much. I'm working as an avionics technician in SFO and its been a great job. Wish all the FLamily well...

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

I started with FAL back in Jan 1968 working with the guys in maintenance control. Learned how to route aircraft for maintenance checks, even spent some time as a Station Agent in GJT, Then a cleaner, stock clerk and finally ended up in Ground Maintenance (GSE) DEN from 1977 till the end.

I remember someone driving around about 9:00 PM that Saturday night with a pair of big men's shorts hanging from a pole on a tug. And the kitchen calling us earlier and offered us food that was to be placed on the international/ Mexico evening flights. At least most of us eat good that night. Even had a chance to bring some to Dispatch and other groups.

We knew something was happening but not until 10:00 PM were we told. Finally Everett Thomas called and explained the situation. Told us that he would be coming out to lock up. This gave some of us time to move our tool boxes off the property. Bankruptcy court locked them up and it took the others almost 8 weeks to get theirs.

Everyone was hoping for a restart. But that was not to be. For me I did unemployment for a while then went to Trans Colorado Airways. From there I went to Continental as a painter, trim mechanic, flap mechanic and environmental coordinator until the closing of the base maintenance in '95. Then I helped start the New Frontier and worked there with Ed Quisenberry, Bill Durlin, and the other FAL /CAL mechanics.

Then on to Maverick Airways until it shut down. Drove a truck and finally accepted recall back to Continental in Houston as a GSE technician. Been in Houston since 1997. Equipment changes now electric, but the industry has made larger changes. But the basics still stay the same. You can still tell an old FAL ramp agent, aircraft or GSE technicians, pilot or flight attendant. We still have the pride that shows thru from working at the best airline - "Frontier".

Where does the time go, now I am close to retirement age, and wonder was it worth it? Yep it's been a career that has had it's ups and downs but what a career it's been.

**-Pat Kern, Colokern@aol.com**

## More Notes From FLolks

I knew that Frontier would soon be out of business and my daughter, mother and I took a trip to Europe. We arrived in Denver

and were met at the airport by my now ex husband Ed Zoretic who informed me that the airline was shutting down at midnight. Although I had prepared myself for the event, it was painful and frightening when it happened. I went to the meetings, stood in line for unemployment and realized that all of my experience was only related to customer service. I had no computer skills and no one was looking for shorthand and typing...I was 20 years behind. I took a management position with the May Company at \$7.50 an hour. By Thanksgiving, I knew retail was not for me.

When Continental Airlines offered us positions at \$5.70 an hour or a buyout of \$2000.00 and passes for 20 years, I took a position. I was fortunate enough to work in the President's Club and during that time went back to school and received my Bachelor's Degree in Finance. 1994-1995 were transitional years. I graduated from college, divorced and was furloughed to part-time working in lost and found at the new airport. Life could only get better.

I've been with Charles Schwab for 11 years. I retired with my passes and still love to travel. I grew up with Frontier...it made me a better person, it inspired me to venture out and do new things and search for new adventures. I met a lot of great friends and when I look at the Memorial Pages, it reminds me of how short life is....I live by this quote from Mark Twain: "Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore, Dream, Discover."

**-Shirley Wade-Hayhurst aka Zoretic, DEN, pynme1@aol.com**

Deb and I were already living in Ohio, having left the company in August of 1985. I had just turned the news on and caught the end of the story. Of course, I was on the phone right away trying to find out what happened. We still cherish the memories of our FL family. Our family would not exist as we met upon our hiring in DEN res in 1978. I became a flight attendant with UA in 1986, still flying out of Washington, DC. Deb is an administrative assistant to the Chief of Police in a neighboring community to our home (in Munroe Falls, OH).

**-Doug and Deb Berkey, DEN, Debndoug58@aol.com**

I am a bit surprised at the contents of the emails being sent and the sentiments being expressed. When I left Frontier for employment by ALEA, I thought (naively) I was the only one with feelings I had of FAL as a Family rather than just a job.

Time has a habit of bring back a flood of memories, especially the good ones. I believe that the demise might well be likened unto the feelings that accompany a divorce in a marriage (no matter the reason) it stays in ones memory banks for a long, long time and may never be completely erased. While I have never been divorced I can only imagine.

22 years in one way is a long time, in another way it is only a drop in the bucket. I offer only good wishes to all the FLfamily. May all of our memories be good ones of a time and era that has passed us by.

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

I remember like it was yesterday. I paid "cash" to someone to finish my shift on Saturday night - it didn't look good - by the time I left that evening we cancelled all outbound International Flights (what does that tell you). I had my Parents and Aunt and

Uncle who was visiting from NE. I was Senior Agt at PHX and wanted to have dinner with them. Ginger called me "Bright and Early" Sunday morning and told me not to come to work - that we had shut the doors. All I could think of was the elderly couple that I sold tickets to on Friday evening - they said "we are hearing rumors - what do you think?" They decided to buy the tickets with CASH.

I went to work finally as a Supervisor for McClain Airlines for their duration in Oct - Feb of 1987 - finally going to work for America West Airlines in their CRC Department and finally retiring from HP in 2001 - I went to work for Judie Hart at EDS as 2nd Level Tech Support and my Account was America West and eventually US Airways. I'm still there and officially today - I'm now working for Hewlett Packard again - HP.

After all these years I've been working with SHARES (thank you Bonnie Bias who taught me the initial ACI Class) - and yes we still have the same phone number 800-544-9011 :) I memorized that number working the DEN ticket counter back in the 80s.

I read the emails from Jim Meade and Shirley Zoretic - and mentions of Marvin Floyd and Doug and Deb Berkey - all the wonderful people that I worked with and still consider my friends- and too remember standing at the Gate D4, looking at that beautiful 737 FL Plane thinking I will always work for this Airline. Thank you Jake for keeping this Networking for the FL Family.

**-Larry Kramer, PHX, lkramer104@q.com**

I started March 13, 1961 in LBB. I was a "Ramp Rat" or "Inside Rumpy" per Max and Rusty, BUT none of you had more fun than ME !!!!!!! Worked with some of the greatest people in the world - don't have room to mention everyone: Pilots, F/As, Agents, Managers, Acorn Eaters, VPs and even Presidents (except a short one).

2AM, Sunday August 1986, Mr Joe called and said he could not get in touch with the MGR (TUS), for me to go to the airport, put up a sign "OUT OF BUSINESS.... SEE UA OR CAL FOR YOUR TRAVEL NEEDS". Nice, huh? Told to send the RON AC out and not let any passengers on (right, did not see those 25 or so NRs) Saluted that thing out and then it finally sunk in----IT's over.....

Went to work for CDG which later was absorbed by Continental. Retired in 2005, now have a great job, picking up golf balls.

**-Gary Mackie, TUS, garmac007@yahoo.com**

I was doing summer temp in JAC, working 6am to 2pm. It was a real misty before sunup day and as I was getting ready the phone rang. It was Alice Georges, the other TCA. She said "Are you coming to work?" I replied, "Am I late? Did we have a power outage?" She said "Turn on the TV." I did and there it was. I don't think any of us had the foggiest idea that was in the works. We had been overselling all the flights all summer. We had been ordering our UA uniforms! We all went down and filed for unemployment on the same day ruining that lady's day for sure. I wanted to stay in JAC in the worst way but there was nothing to do that paid anything. I called Larry Baker in PHX and he told me a bunch of them had found a vocational school and a federal program to pay the tuition. He told me it had a nursing program, so I headed south and have been a nurse now for 20 years and never gotten laid off due to a bankruptcy. Some of the guys who went to Maricopa Skill Center were Larry

Baker, Walt Hatfield, Bob Kelsch, Dave Ross and Arnie Hadler. Once we all went and applied with Southwest for reservations. They treated us like crap and didn't hire one of us. I didn't go to the airport for almost a year and when I did and saw our airplanes and equipment with CO's logo, I started to cry, not sad tears but mad tears. I am still in AZ up north of PHX about 60 miles. Planning on attending Ginger's picnic this fall.

**-Linda Casey Hamala, Vette91@swiftwireless.com**

After a very brief stint with UA following the shut down, I came to Orlando to be with family. Started working with Florida Express Airlines which was made up of some old FL personnel that left prior to the shutdown. I started in res and eventually became a customer service and training supervisor from 1986-1988/1989. They were bought out by Braniff 2 and I was cut loose from the training department.

I bounced around with Comair, NEWS Travel, Page AvJet and Southeastern Academy in Kissimmee, FL. (Southeastern was where it all started in 1978 when about 18 of us were hired as res agents and moved west.) After a couple of years at Southeastern, went back to school, met my wife and married in 1991 and have two beautiful children.

Moved to Montgomery, AL in 1991-1998 to be Customer Service Manager for Northwest AirlinK (formerly Express I now Pinnacle). Went to Memphis in 1999 as Hub Operations Coordinator and began commuting from Orlando. I now do client relations/physician support work for a dermatopathology lab in Altamonte Springs. Hope to hear from some of the Denver Res FLamily.

**-Chuck Dolan, DENRR 1978-1986, cjdjr259@aol.com**

I will always miss FL and the good people who worked there, but I've been fortunate that my life since then has been good for the most part. I chose to not take a position with CO after FL's bankruptcy. Our son, Andrew, was only 3 yrs old and it was more important to stay home for a few years and be a mom.

When he started school, I worked at a few retail jobs part-time and actually liked it. I didn't have to interview, hire, fire, train, evaluate, etc! A lot less responsibility but also a lot less money!

In 1991, my husband's job moved us to PHX which is where we are today. I started working for one of the school districts in 1994 and remain there as a high school attendance secretary. I work with good people and enjoy what I do. That little 3 year old who I stayed home to take care of is now an Arizona Highway Patrol officer! Time flies! And the people at FL will always be very special to me. I wish everyone well.

**-Diane Olesky, Res Supv/DEN, diolesky@cox.net**

I recall the final night too. The last flight came in to ICT from DEN, and was going over to SGF for the R.O.N. My recollection tells me it was an MD80. I have a copy of the TSL in a box somewhere. The flight was uneventful, off load pax and bags, board 1 or 2 pax and off we go. I stayed behind to wait for the OG message from SGF and everyone else left..

Since I can't get fired now, I started a collection of memorabilia. A small bundle of every bag tag, ticket jackets, stationery, mostly just logo stuff. Anyway, I went home wondering what was going on, with the foreign flights cancelled, and lots of ALLOO messages floating around. About 2-3 am my phone rang, and it was Manager Nick Barron, calling to tell me not to come to work. "WHAT WAS HE THINKING?" I did not have to start work until 4 pm that day. Do you think I slept a wink after that??

I had hoped we would get fired up again, but never-the-less, yahoo I had Sunday off, so a friend and I drove to FOE to an Air show going on up there, and made the most of it.

Seems like Monday, we had the conference call explaining what was coming down with Sir Frank Lorenzo and his gang of dazzlers. Still in Chapter 11, still operating, just ceased operations. So, I grabbed my passes, and packed a bag, and headed to GEG via DEN and SEA.

When I got to DEN, there was a big rally at the TKT Counter so I hung around for that. I had a UA pass that was nearly 2 years old. I broached a gate agent and he took the thing and put me in first class to boot. Saved lots of time and cost getting there. I knew that I could fly home but could not start a trip, was my reasoning. As it ended up, CO comp'd us passes for a while, so that is how I got home.

After, I took a few months off, later I worked for HP in ICT then SEA for 14K per year, and after 10 years of that and 1 bankruptcy, and the whole HP/CO Synergy thing, I had it. A very good friend arranged an interview at my present employer The Boeing Company, where I am in Info Systems. Its a brutal world. Businesses cant live WITH or WITHOUT Info Systems.

I work very close to the airport so I can still watch what is going on, and have friends at SEA still, but I do not have to put up with the hubbub of the current security fiasco, full flights, \$3 cokes, \$25 checked bags.... Hey, remember the \$3 checked bags, and meals on PEX, hmmm better deal, people just did not know what a good deal they were getting. PEX really is at fault for all of this!!! ha ha ha! Jake, thanks for keeping us together.

**-Dennis Casadoro, PHX then ICT then RKS then ICT then MSP then ICT till the end, dcasadoro@comcast.net**

Although I was an Inventory Control "Desk Jockey" and many other Maintenance and Ground and Flight and Attendant personnel had much, much more "hands on" and real time A/C contact; some 35+ years later, I still remember my gut level, "personalized" reaction when the paperwork came in for the parts needed for EACH and EVERY aircraft, including AOG situations.

Each aircraft had a personality & identity and each was almost human in spirit. In my brain, it was a little like working in a paperwork Emergency Room. The repair parts and the AOL emergencies parts HAD to be obtained so that the broken bird could fly again. We DID scurry to get it done.

At FAL, we all had different roles: some more important than others, perhaps, but it was really the TOTAL family efforts that made things work and birds fly.

I too, like so many FAL correspondents, had my life impacted deeply by my time at the old FAL/Stapleton. So much of my own personal development in the work world was developed back in those years.

I still read all news articles about Gerard Arpey, CEO at AA, because my final years at FAL were working briefly & indirectly, for his father Jim Arpey. Jim was involved with the semi-final months and years which attempted to salvage the old FAL. Godspeed, one and all,

**-Darren Weeks, DEN, 1967-1973, dbweeksfla@aol.com**

*(Two things stand out throughout these reminiscences. All the FLolks had a positive attitude and built a new life and they look back at the FL years as a unique and worthwhile experience. What would we have done differently those years had we known that it was to end?)*

You only need two tools in life - WD-40 and Duct Tape. If it doesn't move and should, use the WD-40. If it shouldn't move and does, use the duct tape.

**-Billy Walker, BillyWalker@cox.net**

I'm enjoying my retirement thoroughly. I retired from the State of California in 2005 and I am very much involved with the Knights of Columbus at the State level. I still enjoy reading items on the Old Frontier Yahoo! Webpage. I am so glad that I'm no longer employed in the airline industry. Too hectic!! Too many loops to jump thru!! Not worth the anxiety. It's just not the same when as when FL was alive and well. Those were days that will always be in my memory.

It's hard to believe that our airline has been history for 22 years. You are to be congratulated for keeping the memories alive.

**-Charlie Clark, SMFOO, chclark@cwnet.com**

I finally retired August this year. Now it feels like every day is a vacation. Lots of projects to do but there is always tomorrow.

**-Dick Lamon, lmdr@swko.net**

## ROPING A DEER

I had this idea that I was going to rope a deer, put it in a stall, feed it up on corn for a couple of weeks, then kill it and eat it.

The first step in this adventure was getting a deer. I figured that since they congregate at my cattle feeder and do not seem to have much fear of me when we are there (a bold one will sometimes come right up and sniff at the bags of feed while I am in the back of the truck not 4 feet away), it should not be difficult to rope one, get up to it and toss a bag over its head (to calm it down) then hog tie it and transport it home.

I filled the cattle feeder then hid down at the end with my rope. The cattle, having seen the roping thing before, stayed well back. They were not having any of it.

After about 20 minutes, my deer showed up - 3 of them. I picked out a likely looking one, stepped out from the end of the feeder, and threw my rope. The deer just stood there and stared at me. I wrapped the rope around my waist and twisted the end so I would have a good hold. The deer still just stood and stared at me, but you could tell it was mildly concerned about the whole rope situation. I took a step towards it...it took a step away. I put a little tension on the rope and then received an education.

The first thing that I learned is that, while a deer may just stand there looking at you funny while you rope it, they are spurred to action when you start pulling on that rope.

That deer EXPLODED. The second thing I learned is that pound for pound, a deer is a LOT stronger than a cow or a colt. A cow or a colt in that weight range I could fight down with a rope and with some dignity. A deer - no chance.

That thing ran and bucked and twisted and pulled. There was no controlling it and certainly no getting close to it. As it jerked me off my feet and started dragging me across the ground, it occurred to me that having a deer on a rope was not nearly as good an idea as I had originally imagined. The only upside is that they do not have as much stamina as many other animals.

A brief 10 minutes later, it was tired and not nearly as quick to jerk me off my feet and drag me when I managed to get up. It took me a few minutes to realize this, since I was mostly blinded by the blood flowing out of the big gash in my head. At that

point, I had lost my taste for corn-fed venison. I just wanted to get that devil creature off the end of that rope. I figured if I just let it go with the rope hanging around its neck, it would likely die slow and painfully somewhere.

At the time, there was no love at all between me and that deer. At that moment, I hated the thing, and I would venture a guess that the feeling was mutual. Despite the gash in my head and the several large knots where I had cleverly arrested the deer's momentum by bracing my head against various large rocks as it dragged me across the ground, I could still think clearly enough to recognize that there was a small chance that I shared some tiny amount of responsibility for the situation we were in, so I didn't want the deer to have to suffer a slow death, so I managed to get it lined back up in between my truck and the feeder - a little trap I had set before hand...kind of like a squeeze chute. I got it to back in there and I started moving up so I could get my rope back.

Did you know that deer bite? They do! I never in a million years would have thought that a deer would bite somebody, so I was very surprised when I reached up there to grab that rope and the deer grabbed hold of my wrist. Now, when a deer bites you, it is not like being bit by a horse where they just bite you and then let go. A deer bites you and shakes its head - almost like a pit bull. They bite HARD and it hurts.

The proper thing to do when a deer bites you is probably to freeze and draw back slowly. I tried screaming and shaking instead. My method was ineffective. It seems like the deer was biting and shaking for several minutes, but it was likely only several seconds. I, being smarter than a deer (though you may be questioning that claim by now) tricked it. While I kept it busy tearing the bejesus out of my right arm, I reached up with my left hand and pulled that rope loose. That was when I got my final lesson in deer behavior for the day.

Deer will strike at you with their front feet. They rear right up on their back feet and strike right about head and shoulder level, and their hooves are surprisingly sharp.

I learned a long time ago that, when an animal - like a horse - strikes at you with their hooves and you can't get away easily, the best thing to do is try to make a loud noise and make an aggressive move towards the animal. This will usually cause them to back down a bit so you can escape.

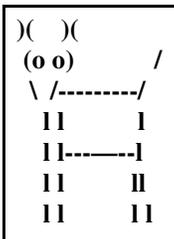
This was not a horse. This was a deer, so obviously such trickery would not work. In the course of a millisecond, I devised a different strategy. I screamed like a woman and tried to turn and run. The reason I had always been told NOT to try to turn and run from a horse that paws at you is that there is a good chance that it will hit you in the back of the head. Deer may not be so different from horses after all, besides being twice as strong and 3 times as evil, because the second I turned to run, it hit me right in the back of the head and knocked me down.

Now, when a deer paws at you and knocks you down, it does not immediately leave. I suspect it does not recognize that the danger has passed. What they do instead is paw your back and jump up and down on you while you are laying there crying like a little girl and covering your head. I finally managed to crawl under the truck and the deer went away.

So now I know why when people go deer hunting they bring a rifle with a scope so that they can be somewhat equal to the prey.

**-Ken Wientjes, Wientjeskj@cs.com**

*(Ken was a station agent 1968-86 in JAC where he still lives.)*





**FLAPS & GEAR DOWN - CLEARED TO LAND RUNWAY 25 – FSM**

**CALL THE HOTEL VAN – IT’S TIME TO PARTY**

**SAVE THE DATES!!!**

**KANSAS CITY CV-580 CREW BASE**

**“RETURN TO FSM” LAYOVER**

**SEPTEMBER 18, 19 & 20, 2009**

**WHERE: KANSAS CITY AIRPORT HILTON**

**The layover (party) starts at noon on Friday, Sept. 18<sup>th</sup>**

**There will be a layover Crew Room (as in the past)**

**Stocked with drinks**

**Pizza on Friday night - KFC on Saturday night**

**Shopping at Zona Rosa Shopping Center**

**for the spouses – Hotel van service**

**Contacts:**

**Kansas City Crew Base website: [www.kansascitycrewbase.com](http://www.kansascitycrewbase.com)**

**Capt’n Phil Stallings: [redryder@tx.rr.com](mailto:redryder@tx.rr.com) Cell: 816-668-6294**

**Flight Attendant JoDelle (Davidson) Burwell: [jodelleburwell@comcast.net](mailto:jodelleburwell@comcast.net)**

**Flight Attendant Lisa Sachetta: [lsachetta@yahoo.com](mailto:lsachetta@yahoo.com)**

**Capt’n Steve Tidler: [pilotdudes@comcast.com](mailto:pilotdudes@comcast.com)**

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

Air Mail Route Info, excerpt from 1978 book, 20 pages  
 AZ Brief To CAB 1946, 42 pages  
 AZ-Monarch Merger Application 1949, 52 pages  
 AZ-Monarch Merger Application 1950, 32 pages  
 AZ Stock Offer 1948, 23 pages  
 Challenger Airlines Employees Directory, 7/15/48, 25 pages  
 Challenger Airlines Prospectus, 9/3/47, 37 pages  
 Challenger Airlines Prospectus, 8/4/48, 40 pages  
 Challenger Airlines Stockholders Report, 9/30/49, 8 pages  
 CN ALEA Seniority List, 1/1/62, 9 pages  
 CN Corporate History, Boards of Directors 1944-67, 66 pages  
 CN Files on a CD, \$5  
 CN Inauguration Brochure, Dec 1954, 5 pages  
 CN Open House Brochure, Sep 1959, 5 pages  
 CN Packet, Articles & seniority list, 75 pages  
 Convair Aircraft Packet, Articles & charts, 73 pages  
 DC-3 A/C Roster (inc. predecessors) & Check List, 11 pages  
 DEN Accident (12/21/67) Report & news clippings, 11 pages  
 DEN station roster, 6/1/70, 5 pages  
 DEN station roster, 8/9/86, 12 pages  
 FLamily files on a CD, \$5  
 FL 1955 Timetable/Srty-Personnel Lists, 43 pages  
 FL AFA Seniority List, 2/1/81, 17 pages  
 FL AFA Seniority List, 2/1/86, 15 pages  
 FL ALEA Seniority List, 2/1/65, 7 pages  
 FL ALEA Seniority List, 1/1/66, 8 pages  
 FL ALEA Seniority List, 8/1/66, 10 pages  
 FL ALEA Seniority List, 1/1/74, 30 pages  
 FL ALEA Seniority List, 7/1/84, 55 pages  
 FL ALEA Seniority List, 1/1/86, 48 pages  
 FL ALPA Seniority Lists, 1955-72-81-85 37 pages  
 FL ALPA Seniority List, 10/28/67, CN/FL merger, 6 pages

FL ALPA Seniority List, 9/1/86, 11 pages  
 FL-CO Job Preservation & Litigation packet, 10/2/86, 66 pages  
 FL Files on a CD, \$5 each  
 FL History & Stuff on a CD, \$5  
 FL History, articles, photos, etc. , 49 pages  
 FL IAM Seniority List, 11/1/74, 22 pages  
 FL IAM Seniority List, 11/1/76, 26 pages  
 FL NEWS printed back issues, \$2.50 each  
 FL NEWS back issues copied on a CD, \$3 each  
 FL Newsletters, May & Aug, '69 introducing 737s, 20 pages  
 FL Obituaries on a CD, \$5  
 FL TWU Seniority Lists, dispatchers 1966-68 , 7 pages  
 FL's Death, articles & essays, 63 pages  
 GRI Accident (12/21/62) Report & news clippings, 15 pages  
 GXY Incident (11/24/71) Beech 99 engine lost, 16 pages  
 Ken Schultz' Obituary List (Rev. 3/22/08), 11 pages  
 MLS Accident (3/12/64) Reports, news clippings, 41 pages  
 MLS Accident (3/12/64) Reports on a CD, \$5 each  
 Personnel Roster, Stations-Sales-FAs, 8/15/63, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 9/15/63, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 10/15/63, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 12/15/63, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 1/15/64, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 2/15/64, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 3/15/64, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 4/15/66, 6 pages  
 Personnel Roster, Stations-Sales-FAs, 7/15/66, 7 pages  
 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  
 Quick Reference Directory, Nov 77, 13 pages  
 Quick Reference Directory, Jan 83, 18 pages  
 Telephone List, 6/12/67, 5 pages  
 Telephone List, 11/25/85, 6 pages

**A newsletter for the ex-employees, families and friends of the "old" Frontier Airlines: 1946 - 1986****A RED MARK on the label means your subscription has expired and this is your LAST issue. Keep us notified of address changes.**

FRONTIER AIRLINES

**ADS**

**Use Ads to find friends, sell items,  
 publicize meetings,  
 or just say howdy to the FLamily.**

**AD RATES**

**\$5 for 20 words. \$10 for 40 words,  
 \$15 for a business card, \$20 for 1/8 page,  
 \$40 for 1/4 page,  
 \$60 for 1/2 page and \$100 for a full page.  
 Subscriptions are \$10 per year.  
 All income goes to publishing the NEWS.  
 Please make checks out to Jake Lamkins.**

**JAKE LAMKINS, Editor - Publisher**E-Mail: [ExFAL@Yahoo.com](mailto:ExFAL@Yahoo.com)Website: <http://FAL-1.tripod.com>**1202 Scrimshaw Cove #4****Fayetteville, Arkansas 72701**

Presorted Standard  
 US Postage PAID  
 MailCo USA

Address Service Requested