

FRONTIER NEWS

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

This issue completes nine years, 36 issues, since the News began anew. Thanks to the FLamily for their support.



Shown above are Jim Harris, Richard Horn and Art Lewis at the 2007 FYV-FSM FL PIGNic.

On page 13 of the last issue it shows a business card for Art Lewis. Any info on Art? I believe I hired Art as a station agent and he later became one of the Presidents Assistants. Quite a story involved in his hiring.

-Kerry Allen, kerryree@yahoo.com

(I would love to hear the story. I first met Art in STL about 1969 when he was a PA. He was really friendly and great with people. Art lives in Kansas City and he and his wife visit us most years at the FYV-FSM FL Reunion. The "blurb" that was to accompany Art's business card got lost in cyberspace. Or perhaps it was an editorial senior moment.)

Don't know if I'll get the sequence of events correct but here goes... It was after the merger, of course, with Central. We were hiring agents fast and furious. I was MKC manager and H. Lee Davis was my Assistant Manager that I brought up from FLG.

(Continued on page 21)



SUMMER

2009

#36



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.



Marian Wells Badgley sent a packet which has some good FL history in it. She was Bud Maytag's secretary and went with him to National Airlines in 1962.

This issue marks the 9 years' anniversary, #36, of the new Frontier News newsletter. It was named after the employees' newsletters that lasted from 1966-86 except 1969-71 when it was called the Arrow-Jet News. Before that, 1952-65, the employee newsletters were the Sunliner Times.

Thanks to you all for your contributions, support both financial and otherwise and all the words of appreciation and encouragement that make the new FL News what it is - a journal of FL history, employee networking and reminiscences.

Lots of FLolks ailing and many losing spouses. Space prevents publishing them all. I can barely keep up with the deaths in the FLamily - the single negative aspect of putting out the newsletter. But we must remember our friends and co-workers who have gone west.

**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
AND [HTTP://
WWW.KANSASCITYCREWBASE.COM](http://WWW.KANSASCITYCREWBASE.COM)
CAPT'N PHIL STALLINGS,
WEBMASTER, REDRYDER@TX.RR.COM
CHECK THE WEBSITES FOR FL NEWS,
NOTICES ON UPCOMING EVENTS,
PICTURES AND STORIES FROM THE PAST.**



COWBOY WISDOM

Your fences need to be horse-high, pig-tight and bull-strong.
Keep skunks and bankers at a distance.
Life is simpler when you plow around the stump.
A bumble bee is considerably faster than a John Deere tractor.
Words that soak into your ears are whispered..not yelled.
Meanness don't jes' happen overnight.
Forgive your enemies. It messes up their heads.
Do not corner something that you know is meaner than you.
It don't take a very big person to carry a grudge.
You cannot unsay a cruel word.
Every path has a few puddles.
When you wallow with pigs, expect to get dirty.
The best sermons are lived, not preached.

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REUNIONS TIMETABLE



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

BIL REUNION

No info on a 2009 event. Last reunion was Sat July 29, 2006.

Contacts: Dee Martenson, adsanta@bresnan.net

Bob Voight, voightr@aol.com

DEN GOLF TOURNAMENT

The 13th annual "Original Frontier Airlines" golf tournament was held Fri., June 19, 2009 at Park Hill Golf Course, 4141 E. 39th Ave., DEN, CO.

Contact: Bob Reisig, 303-920-2060, bojos2@gmail.com

DEN NIGHT BEFORE PARTY

Held Friday night, the 19th of June, 2009 at 7 pm. at 3280 S. Oneida Way, Denver, CO 80224

Contacts: Bonnie Dahl, BCDahl777@msn.com

Ace Avakian, AceAvak@comcast.net

DEN REUNION PICNIC

Was Sat. June 20, 2009 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

or Julie Dickman, 303-654-1116, DickmanRanch@aol.com

DFW CN/FL REUNION

No info on a 2009 event. Last held Friday, October 28, 2006,

Contact: Jim Ford, 817-268-3954, JEFord15@tx.rr.com

DFW FRONTIER BASH

No info on a 2009 event.

Contact: Rusty Lambert, 903-852-3970, RustyLGolf@cs.com

FTW CN/FL MECHANICS REUNION

No info for 2009. Last held Sun Jul 13, 2008 at Lakeview Marina near FTW.

Contact: Brady White, ontopavia@aol.com, 817-913-9313

FYV-FSM MEMORIAL PIGNIC

Sat, August 15, 2009, 11am-5pm, FSM Burford Pavillion.

Contacts:

Phil Green, 479-783-2981, SusiGreen0609@aol.com

Jake Lamkins, 479-879-8358, ExFAL@Yahoo.com

GJT REUNION

No info for 2009. Last took place Saturday, August 19, 2006.

Contact: Jim Wilds, JimWilds@netzero.net, 970-858-7577

LNK REUNION

No info for 2009. Last was on October 11, 2008. We had a great turnout and we hope to get everyone together again.

Contact: Cork Guenther, 402-798-2102, saylor@inetnebr.com

MCI FLIGHT CREW LAYOVER (See ad page 27.)

September 18-20, 2009, at Kansas City Airport Hilton.

Contacts: Phil Stallings, RedRyder@tx.rr.com

JoDelle (Davidson) Burwell, jodelleburwell@comcast.net

Lisa Sachetta, lsachetta@yahoo.com

MCI REUNION

No info on a 2009 event.

Contact: Rose Dragen, 816-741-1995, mdragen@juno.com

PHX PICNIC

Sunday, November 7, 2010, 11:00 AM, Desert Breeze Park in Chandler.

Contacts:

Cyndy Camomile, 480-831-1660, cynhoff55@yahoo.com

Ginger Treptow, 480-813-4595, Peaches85233@qwest.net

SLC REUNION

Held June 20, 2009, Saturday, 10am to 6pm. The address is 1070 West 5450 South.

Contacts: Marlene Jensen Francis: MARSJF@aol.com, 801-302-1098,

Stan Covington: stanorpris@cs.com, 801-808-4264,

Don Anderton: 801-968-3225, DAnderton@qwest.net or

Paul Farris: 479-770-6655, paulamos43@yahoo.com

STL REUNION

No info on a 2009 event. Last STL Reunion was Saturday, August 26, 2006

Contacts: Ceil Ponder, 314-428-9759

Kathy Benoist, 314-729-1810

TUS REUNION & GOLF OUTING

Was MAY 17-18-19, 2009, 3 DAYS OF GOLF at KENO SPRINGS

Contacts:

Gary Mackie, 713-419-2559, garmac007@yahoo.com

Rusty Lambert, 903-852-3970, rustylgolf@cs.com

FL RETIRED PILOTS

(The FL Retired Pilots Assn quarterly newsletter is available for a \$15 annual subscription. Contact Ace Avakian, 17 Oak Ridge Drive, Castle Rock, CO 80104-2129 or AceAvak@aol.com)

DFW

Luncheon, every odd month, 3rd Monday, noon @ Ernies, 8206 Bedford-Euless Road, North Richland Hills, TX

Contact: Jim Ford, 817-268-3954, JEFord15@comcast.net

DEN

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

Contact: Ace Avakian, 303-688-3852, AceAvak@comcast.net

or Jim Hanson 303-750-6478, BlackCatVP54@msn.com

SLC

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

Contact: Jack Schade, 801-277-5479,

CaptainJack20@juno.com

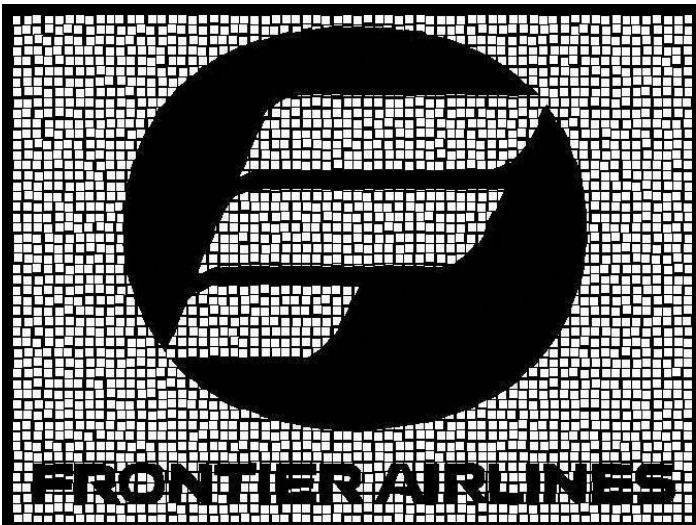
REUNIONS NEWS

TUS REUNION & GOLF OUTING: We had a small turn-out but we had three days of fun. Perfect weather and good booze have a mellowing effect. Attending were: Austin and Sharon Henry, Gary Mackie, Terry Quiggle, Eddie Bryant, Rudy Turner, Paul and Kate Allen, Bev Weed, Ray Ganski, Truman and Sharon Matheny, John Spivey, Ron Perkins, Gordon Periman and myself.

-Rusty Lambert, Rustylgolf@cs.com

SLC REUNION: It was a huge success!! Had about 80 people there and three that hadn't been before and we hadn't seen since the closing of FL. Everyone enjoyed the catered lunch of BBQ ribs and chicken, and the lunch was free due to the gracious donations of the former FL employees and their families. We are hoping next year will be just as enjoyable and fun. It will be on the third Saturday in June, same as the past five years. The 2010 date is June 19th. We hope everyone will mark their calendars and be there.

-Paul Farris, paulamos43@yahoo.com



GONE WEST

*We salute these FLiends on their final voyage.
They are not dead until we forget them.*

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

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 SPRING 2009 ISSUE

Zeke Atwood, BIL senior station agent, 4/11/09, age 80, cancer
Art Benson, DEN aircraft mechanic, 6/4/09, age 88
Royal "RJ" Burt, DEN TUS station manager, 3/22/09, age 85
Clyde Cisneros, DEN network control operator, 3/12/09, age 62
Gordon Cumming, DEN inspector & aircraft technician, 4/11/09, age 77
LeVerne Hanson, DEN cleaner, 2/2/98, age 80
Paul Haynie, DEN pilot, 6/23/09, age 73, aircraft crash
Marv Larson, DEN director-accounting, 1/25/09, age 85
Tom McCartin, DEN vice president-materiel, 6/18/09
Suzanne DeMier McGlashan, DEN flight attendant, 4/8/09, age 54
Don Marso, DEN pilot, 5/8/09, age 69
Gary Mitchell, DEN crew scheduler, Mar09, Need info
Dallas Mortensen, DEN director engineering & quality control, 5/27/09, age 77
Don Naile, HRO SGF station agent, 5/1/09, age 78
Bob Rich, DEN PHX pilot, chief pilot, 5/18/09, age 88
Bob Sanders, GSW cleaner, DFW DEN stock clerk, 4/3/09, age 74
Lowell Thomas, DEN board of directors, 8/29/81, age 89

ZEKE ATWOOD

1954 - 1986

STATION AGENT, SENIOR STATION AGENT, RKS SDY OLF BIL

After returning home from military and civil service in Germany on July 3, 1953 I rested up until August 1954 when I was hired by FAL on September 24, 1954. Then I went to Rock Springs, Wyoming to work until they opened the Highline route. On Thanksgiving day of 1954 I went from Rock Springs to Sidney, Montana to open the station and work.

On New Years Day of 1955 was transferred to Wolf Point to help open up that station. Then on April 3rd I transferred to Billings, arriving just in time for the 43 inches of snow on the ground.

The managers of these stations at this time were Jim Sabation - Sidney, Ken Berrett - Wolf Point and Billings - Mel Bernard, Gordon Bost, Ollie Brunz, Marv Pester, and Gene Martin (at the time of the bankruptcy).

(According to Gene Martin, Joe Barker was manager when FL went out and Larry Scofield was also manager between Ollie and Marv Pester. Jim Schneider was in there too somewhere.)

During my time with Frontier Airlines I was an agent up to about 1970 when I became a Sr. Agent until the end.

While with Frontier I injured my back three times. First time was in February, 1967 just after a light snow storm. I was moving the large power unit away from the aircraft. The second time was in 1977 when trying to remove a large 750 pound barrel of chains out of the front pit of the Convair and the third time when loading a 240 pound drill bit into the rear pit of the DC3. I was laid up and on workmans comp until 1986 when Frontier went into bankruptcy.

I then started my retirement in 1987 and have been since then to the present time. I had a total of 32 years, 11 months and was number 11 on the FL station agent seniority list.

-2003 BIL Reunion booklet

Lester "Les" Atwood passed away peacefully the morning of Saturday, April 11, 2009, after a year and a half long battle with cancer. While tired and exhausted with the challenges of the disease, we were blessed that Dad suffered no pain and was able to communicate well and express his love to family and friends. His spirit these last several months reflected his patience and persistence ... even his playfulness and joking as he kidded the nurses and doctors caring for him.

Born to Hyrum and Phyllis Atwood on Sept. 24, 1928, in the small coal town community of Sweets, Utah, Les was the son (of Hyrum) and oldest brother of a sister and three brothers (of John Brinley). He lived his early years in Price, Utah, entering the Army in 1945, where he spent time in Germany, eventually coming back to the States to start a career with Frontier Airlines in Wolf Point and Billings in 1954.

Dad spent 32 years with Frontier Airlines retiring in 1986. As kids, we understood him to be a "secret agent" - actually a "station agent" but secret agent held more mystery and intrigue for us. Dad's dedication to Frontier was evident though the years as he stayed with the company through various financial trials in the '70s and '80s. An injury forced Dad into early retirement in 1986 but fortunately the injury was recoverable and allowed him good and productive time in his retirement years.

Even after being diagnosed with diabetes in the late 1980s,

Dad showed persistence and determination in tackling the challenges of the situation and diligently monitored himself and kept himself as healthy as possible.

Les married Arlean Jean Bier in 1957 and shared his life with his daughter Kim and sons Terry, Bruce and Scott. As many of his generation did, he led a very stable life ... living in the same home since 1963. During our childhoods, Dad loved to bowl and participated in several leagues. We have fond memories of Dad as a baseball coach, a Cub Scout/Boy Scout leader and as a loving father and grandfather. We can all recall the tap, tap, tap of his leatherworking hammer as he created useful and artistic leatherworking pieces for family and friends.

After retiring, he was able to pursue a love of model-railroading with a layout in the garage that he shared with Scouting groups, friends, family and others interested in observing the miniature world he created. Dad enjoyed participating in the genealogy society in Billings. Dad also dabbled in a lapidary hobby. Dad had the patience to create some amazing jigsaw puzzles - many of which are proudly framed in his house and out in his railroading area.

Les is survived by his wife, Arlean of Billings; his daughter, Kim (and Steve) Kramer of Topeka, Kan.; and sons Terry (and Andrea) of Helena, Bruce (and Michelle) of Loveland, Colo. and Scott (and Edna Martin) of Billings. Other survivors include his sister Beverly (and Bill) Routh of Rock Springs, Wyo.; brothers John "Junior" (and Judi) Brinley of Kent, Wash., William "Bill" (and Eva) Brinley of Salt Lake City.

Services will be held at Smith Downtown Chapel, 925 S. 27th, at 2 p.m. Friday, April 17, with burial at Sunset Memorial Gardens at approximately 3 p.m.

Flowers will be accepted, but donations to the Boy Scouts of America in his name would be greatly appreciated also.

-Billings Gazette on 4/15/09

I don't know how he got his nickname. He was just always "Zeke" for as long as I've known him. First met him in 1967 when I transferred to Billings.

-Darrell Robson, dkrobson1@bresnan.net

SUZANNE DEMIER MCGLASHAN

1976 - 1986

FLIGHT ATTENDANT, DEN

A dear friend and fellow flight attendant Suzanne McGlashan passed away two weeks ago in California. She was married to a Frontier Captain, Herv McGlashan. Suzanne was 54 years old and must have started flying in the mid 70's after she had been crowned Miss Montana in the Miss USA pageant. Please add her to the list of dear ones we have lost.

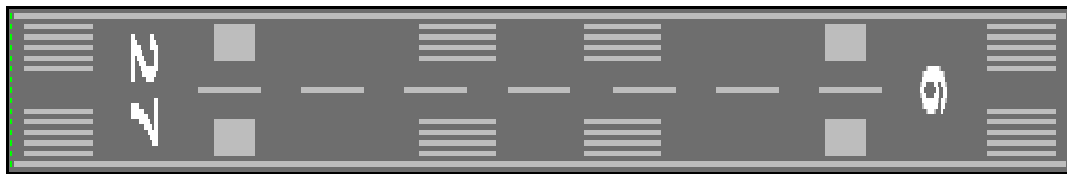
-Marcia Wolff, marcia.wolff@us.mcd.com

Miss Montana USA

Past Winners 1975 Suzanne Demier Great Falls, MT

-http://en.wikipedia.org/wiki/Miss_Montana_USA

OBITUARY: Suzanne Lee (De Mier) McGlashan was born December 14, 1954, the second of three daughters, to Beverly I. and Andrew M. De Mier, in Great Falls, MT. Suzanne attended Holy Family Grade School and Great Falls Central Catholic High School. Graduating in 1973, she attended Montana State University. In 1975, Suzanne became Miss Montana USA and



competed in the Miss USA Pageant in Niagara Falls, NY.

After the pageant, Suzanne was recruited by Frontier Airlines and began her 30-year career as a flight attendant and flight service manager. While with Frontier, Suzanne met her beloved husband Herv R. McGlashan, who was a first officer for Frontier. They joined their lives and families, in marriage July 27, 1984. Mark McGlashan was Herv's only son and became Suzanne's adored step-son.

Herv always called Suzanne "his angel on Earth". Suzanne was the kindest, most loving person any of us have ever had the pleasure to know. Her mother, Beverly, was always so proud to call her "daughter". Suzanne brightened our Mother's day, every single day, with her beautiful smile and gentle words.

We celebrate the spectacular memories and laughter, but feel a profound loss within our family and our community. She led an honorable life always embracing the down-trodden and the marginalized. Suzanne always put others first and did everything in her power to bring 'joy' to all, which she considered "the most important gift a person can give" to those whose lives we touch.

We extend our 'heartfelt' gratitude to everyone who has sent us their sympathy and reflections of Suzanne. She touched lives all over the world and all of you have lessened our pain with your thoughts and prayers.

Suzanne was a member of Sacred Heart Catholic Church, Palm Desert. She worked tirelessly, one-on-one with the elderly and provided love, communication, food, transportation and any services that were required to help people maintain quality of life. Suzanne's favorite charity was the "Eisenhower 5 Star Club", Palm Desert, CA.

Services for Suzanne were held Tues., April 14, 2009 at Sacred Heart Catholic Church in Palm Desert, Calif. In lieu of flowers, the family requests that memorials in Suzanne's name be made to Eisenhower 5 Star Club, Palm Desert, Calif.

-The Desert Sun in Palm Springs on 5/9/09

(S L MCGLASHAN - FA seniority date of 5/24/76, emp# 12679, on the 2/1/86 FL/AFA seniority list.)

GARY MITCHELL

1968 - 1986

CREW SCHEDULER, DEN

A mutual friend informed me today that Gary S. Mitchell of Aurora, Co. passed away in March of this year. Gary was a long time employee of Frontier and worked in Reservations and Flight Attendant Scheduling. Gary worked for Frontier until the doors closed. My information was that he passed away after a long illness. He did not want his obituary put in the paper but there was a private memorial. Gary wanted to be cremated and had a special place where his ashes were spread. I do not have any further information, but thought those of you who worked with Gary would like to know.

-Jeanne Hanson, JHanson839@msn.com

(G S MITCHELL - Crew scheduler seniority date of 11/1/68, emp# 05751, on the 7/1/84 FL/ALEA seniority list. Does anyone have more info on Gary?)

BOB RICH 1948 - 1980

MORE GONE WEST

PILOT, CHIEF PILOT, PHX DEN

Received word this morning that Bob Rich fell...broke a leg, etc and lungs filling with fluid, etc. and complications set in and he is not expected to live very long. He is in ICU and has refused artificial means of survival, etc. All we can do is Pray.

-Ace Avakian, ACEAVAK@comcast.net

I see in on the FL Club website that Bob Rich is doing badly. A few years ago I bought wings, a service pin and an shoulder bar on Ebay. They came with cards belonging to R E Rich, Chief Pilot, Phoenix Az. All with the old crescent logo.

I got in contact with pilot Ace Avakian and he gave me Bob's number at the nursing home as I was wondering how they ended up in northern Michigan. Seems Bob was from just a few miles of where I grew up and currently live. I still have the wings and bar with card on my desk. My thoughts are with Bob and hope for the best.

-Ron Abfalter, southarmstudio@hotmail.com

Regretfully to inform you of the Gone West of Capt Robert E. Rich...last night at approx 2300 MDT 5/18/09.

-Ace Avakian, ACEAVAK@comcast.net

OBITUARY: Robert E. Rich passed away on May 18, 2009. He is survived by his children, Robin, Patrick and Susan; granddaughter, Heather; grandsons, David, Chris and Michael; and great granddaughters, Riley, Madison and Lauren.

Robert was a WWII Veteran and a retired airline captain for Frontier Airlines.

In lieu of flowers, memorials in his Honor may go to the American Diabetes Association, www.diabetes.org.

-Denver Post on 5/22/2009

BIOGRAPHY: Mr Robert (Bob) E. Rich - Born July 24, 1920 and died on May 18, 2009 with his family by his side. Bob grew up in Holland, MI then enlisted in the Army Air Corp and became a fighter pilot and a trainer in WWII.

After his military duty he flew for many airlines such as Challenger but his true passion was flying for Frontier Airlines. He retired in 1980 from Frontier. After retirement he moved to Hawaii and lived a beautiful tropical life until 1991. At that time he moved back to Colorado to be near his family.

Bob lived a life that many would dream of. He succeeded in everything and the word "NO" was never in his vocabulary. He was a dreamer and his dreams did come true. May he rest with the skies now and fly to the places he was never able to fly to.

He was a remarkable man and not one easily forgotten. There is so much to his story that I am hoping some of you flyers who flew with him can share your stories. He loved the skies and now he is there again. May we all live the way Bob did. I love you Grandpa!

-http://www.MEM.com

As promised, here is the information on where the name Frontier came from. This letter alludes to an era of the DC-3s, and two of the Challenger pilots of that time period who flew them.

It was early Spring of 1950, much talk was in the air; there was to be a merger of Challenger, Arizona and Monarch airlines. Two Challenger pilots conversed of names that might be a desirable fit for the merger. A name suggestive of the mail and passenger flights into the pristine empire of the Rocky Moun-

tains, and that part of the country it would be blazing. When pondering the various titles that would be appropriate, the name Frontier popped up. Bingo! It would be a perfect fit.

The name Frontier Airlines was submitted to the hierarchy in Denver. When the merger had taken place, Frontier Airlines was the accepted name.

The two pilots in this story are Captain Bob Rich and Chief Pilot Scott Keller, who incidentally were never given due credit by the company for the appropriate name of Frontier Airlines. So now you know.

-Tex Searle, TexSearle@cs.com

Oh, Grandpa, how I miss you so. You were the joy in my life and will always remain in my heart. I will miss our hourly talks and our time in the convertible bug going places. You were not just my grandpa but like a father to me. May you forever live with much peace and happiness. I will always remember your quote to me "when it is too tough for everyone else, it is just right for us." Your memory will be passed onto the great grandchildren you loved so dearly. They will know you through me. I love you!

-Heather Rich Sipos, Bob's guestbook

(R E RICH - Pilot seniority date of 6/30/48 on the 9/1/72 FL/ALPA seniority list.)

DON NAILE 1957 - 1986

STATION AGENT, STATION MANAGER, HRO SGF

Another has gone west. Don was one of the two that took a ride from SGF to ICT in the bin of the aircraft 737. I think there are many good stories of animals & etc. that flew from FYV to HRO, and return also. Don was good to work with and always had a living story to tell. We will miss him.

-Bill Mertens, Springfield MO

OBITUARY: Donald Edgar Naile, age 78, Ozark, MO passed away May 1, 2009. Donald was born on July 21, 1930 in Salisbury, North Carolina where he spent his childhood years before attending college at University of North Carolina. After college, Donald spent four years serving his country during the Korean conflict as a 1st Class Airman/ Machinist and was honorably discharged in 1954.

He moved to Harrison, Arkansas after marrying his soul mate, Leretta, where he was employed by Frontier Airlines for the next 30 years. Donald loved the outdoors, gardening, canoeing, fishing, and farming. He raised two children and enjoyed a simple and loving family life.

After retirement, Donald and his wife moved to Willard, MO where he was employed at Springfield Regional Airport until he finally retired, living then on a small farm outside Willard. He later moved to Ozark to be closer to his children and grandson. He was a member of the First Baptist Church of Ozark.

Survivors include his wife, Emma Leretta Naile, Ozark; a daughter, Donna E. Naile, Highlandville; a grandson, Dalton J. Naile, Highlandville; a sister, Mildred Hall and her husband Sebrin, Garland, Texas; a niece, Sharon Gibson, Texas; and a nephew, David Hall, Texas.

Visitation will be held on Tuesday from 6 to 8 p.m. in Adams Funeral Home, Ozark. Graveside services with full military honors will be held at 10 a.m., Wednesday in Missouri Veterans

Cemetery, Springfield, with Pastor Bob Wright officiating. In lieu of flowers, memorials may be made to Boy Scouts of America.

-Springfield News-Leader on May 3, 2009

When I was City Manager in SGF, we had boarded passengers and all cargo one day when a passenger realized his luggage was incorrectly checked. He called this to the attention of the agent in the front galley (Bill Mertens) and Bill had Ed Ciskowski and Don Naile check the rear compartment and correct the tag.

Not realizing there were two agents in the aft compartment, both engines running, the captain advised the agent on the ear phones he had an aft cargo light. The agent laid down his phones and proceeded to shut the cargo door - not realizing two agents were inside. He returned to the front of the aircraft and dispatched the flight.

That is when sheer panic began for Ed and Don. They began pounding on the bottom of the floor and one of the 3 flight attendants heard the noise and reported it to the captain. He told her it was the tires hitting bumps in the ramp and not to worry.

Normally we loaded the aircraft so ICT did not have to work the aft cargo. However, on this particular day Marshall Duke had lost his I. D. badge and believed it was in the aft cargo pit.. He called ICT and asked them to check for it.

Well.....imagine what happened when four feet came flying out of the aft compartment when the door was opened. Actually they were not missed until one of them called and asked one of the SGF agents to call his wife and let her know he would be late getting home. The rest I want to forget...letters to FAA, etc.

-Sam Jones, Joplin MO

(D E NAILE: Station agent seniority date of 5/27/57, emp# 05971, on the 1/1/86 FL/ALEA seniority list. Don was hired at HRO when new service to STL went into effect the following month.)

LOWELL THOMAS

1963? - 1963?

BOARD OF DIRECTORS, DEN

Lowell Jackson Thomas (April 6, 1892 - August 29, 1981) was an American writer, broadcaster, and traveller best known as the man who made Lawrence of Arabia famous. So varied were Thomas's activities that when it came time for the Library of Congress to catalog his memoirs they were forced to put them in "CT" ("biographies of subjects who do not fit into any other category") in their classification.

Thomas was born in Woodington, Ohio, in Darke County, the son of Harry and Harriet (Wagner) Thomas. His father was a doctor and his mother a school teacher. In 1900, the family moved to the mining town of Victor, Colorado. There he worked as a gold miner, a cook, and a reporter on the newspaper.

In 1910, Thomas graduated from Victor High School. The following year, he graduated from Valparaiso University with bachelor's degrees in education and science. The next year he received both a B.A. and an M.A. from the University of Denver and began work for the Chicago Journal, writing for it until 1914.

While in Chicago, he was a professor at the Chicago-Kent College of Law, teaching oratory. He then went to New Jersey, where he studied for a master's at Princeton University (he received the degree in 1916) and again taught oratory at the university.

"The world's foremost globetrotter" took his radio show on his travels, broadcasting from the four corners of the globe. Once on the Spanish Steps in Rome he was asked by a fellow American, "Lowell Thomas, don't you ever go home?"

He was a fanatical skier, helping develop the Mont Tremblant Resort in Quebec and skiing near Tucson, Arizona.

Thomas died at his home in Pawling, New York in 1981, age 89. He was buried in Christ Church Cemetery.

-http://en.wikipedia.org/wiki/Lowell_Thomas

(Lowell Thomas was on the Board in the 1963 FL Annual Report. He was not on the Board in the 1965 FL Annual Report. Do not know the exact years of service on FL's Board. He was a University of Denver Notable Alumni.)

BOB SANDERS

1965 - 1982

CLEANER, STOCK CLERK

GSW DAL DFW DEN

Bob Sanders died yesterday, 4/3/09. He was a stock clerk in GSW DAL DFW that I hired at CN in about 1965. He lived in Breckenridge, Texas and the funeral will be 2 pm Monday. Viewing is Sun, 4/5/09, 6-7:30 pm at Melton Funeral Home in Breckenridge.

-Brady White, ontopavia@aol.com

The Death Notice for Stock Clerk, "Bob" Sanders (Bobby George Sanders) is in the Abilene Reporter-News, Sunday, April 5, 2009. He was living in Breckenridge, TX.

He went to work for Central Airlines as a Cleaner in December 1965 at GSW, and retired in July 1982 as a Stock Clerk in Denver. The Oct 1, 1968, IAM Seniority List shows a (Date of Classification) as Stock Clerk of May 14, 1967.

He is listed in The ARROW JET-NEWS, Jan/Feb 1971 as receiving his 5 year Service Award in December, 1970. He is listed in all of the IAM Seniority Lists through November 1, 1981, as a Stock Clerk in Denver.

-Ken Schultz, Wheat Ridge CO

OBITUARY: Breckenridge TX - Bobby George Sanders, 74, died Friday, April 3, 2009. Service 2 p.m. Monday at the Melton-Kitchens Chapel of Memories, with Rex Boggs officiating. Burial to follow in the Breckenridge Cemetery, directed by Melton-Kitchens Funeral Home. Visitation 6 to 7:30 p.m. today at the funeral home.

-Abilene Reporter-News on Apr 5, 2009

CLYDE CISNEROS

1972 - 1986

NETWORK CONTROL OPERATOR

DEN

(A correction to the posting last issue where I reported Clyde was a DEN station agent. If so, it was for a very short period: he was a network control operator nearly all his career. C E CISNEROS: Network Control Operator seniority, Group M, of 8/21/72, on the 1/1/86 FL/ALEA seniority list.)

Clyde E. Cisneros worked in Telecommunications as a Network Control Operator with me. His hire date was 8/21/72 and his employee ID# was 11110. His information is on a staff roster I have from 1981. I'm sure he was in Network Control until FL closed.

-Jean McDonald, jeanlmc@yahoo.com

ROYAL "RJ" BURT

1952 - 1983

STATION AGENT, SENIOR STATION AGENT, STATION MANAGER, DIRECTOR-GROUND SERVICES

FMN HSI BFF DEN TUS

OBITUARY: Royal J. Burt, 1923-2009, age 85, formerly of Altamont, passed away March 22, 2009, at his home in Salt Lake City. Royal was born April 17, 1923, to Royal J. Burt, Sr., and Sylvia Driggs Burt. Royal joined the Army in 1942, where he served in the 57th Air Service Group as an airplane mechanic. He was awarded the Asiatic Pacific Theater Service Ribbon, the Good Conduct and Victory Medals.

He was honorably discharged in 1946, and shortly thereafter met and married the love of his life, Wilda (Billie) Bell.

Royal retired from Frontier Airlines in 1977, Farmington, N.M., and later settled in Altamont to be near Billie's relatives. Royal was especially fond of his niece, Stacy Gilbert, her husband Brent, and their two sons, Steven (13) and Casey (8), whom he referred to as his, "Little Buddies." He spoke often of their accomplishments in school and sports, and was looking forward to seeing them receive their Black Belt in Karate.

Royal moved to Salt Lake City in 2005, where he was looked after and loved by his nephew, Jeff Wade, his niece-in-law Andrea, and their two daughters, McCall (18) and Gentry (15), whom he adored and loved to spoil every chance he got.

Royal was known to be 'quite the character,' but greatly enriched the lives of those around him. He will be missed and remembered always.

Survived by sister, Barbara Burt Nielsen (St. George, Utah), sister-in-law Grace Bell Larsen (Evanston, Wyo.); many nieces/nephews and great nieces/nephews. Preceded in death by parents; his wife and companion of 52 years, Billie; and sister, Anita Burt Smith (Nashville, Tenn.).

The family would like to acknowledge and thank the staff of The Wentworth/Coventry of Cottonwood Heights, and his nurse, Allison Coonrod/Alpine Home Health for their kind care and respect shown to Royal.

According to his wishes, he will be cremated and buried next to his wife in Altamont. There will be a family memorial at a later date.

-Uintah Basin Standard on 3/26/09

In case you don't have info: Royal Burt - FL hire date 1/6/52. As I recall, he was a station agent, then a senior agent FMN; then HSI manager, then BFF mgr; then DEN stn mgr, last TUS mgr. Attached obituary given me by Billie Burt's niece.

-Cal Reese, Sun City AZ

(Don Anderton also sent an obituary which had a photo.)

RJ Burt retired as station manager - TUS and moved to Green Valley, AZ. This was a year or two before the end of Frontier. Jim Mustain followed RJ at TUS station till the end.

-Ron Herring, Ron.Herring@msn.com

I remember RJ when he was the manager at Denver Station. When we were negotiating the agreement with ALEA we had to listen to a number of grievances specifically aimed at him. It got to the point that we laughingly said we were negotiating two contracts...one for Denver Station, and one for the rest of the system. The DENOO contract booklet would have a front and

MORE GONE WEST

back cover with blank pages in between. HA!!!

On the wall behind his desk at the station was a poster showing a large hairy forearm and fist: "Though I walk through the valley of death, I fear no evil for I am the meanest sonofabitch in the valley".

RJ was a good friend whom I thought to be a real pussy-cat deep down. Of course I never had to work for him.

-Bill Monday, BandBMonday@comcast.net

I would like to add that I considered R J Burt to be one of the finest individuals that I ever met and had the pleasure of working with, and one of the most honest men that I have ever met.

-Les Simpson, front_man10@msn.com

I worked for Royal Burt in DEN for several years. Didn't always agree with him but he was a good and fair manager. Lee Davis was the Ramp Manager at that time.

-Jim Meade, jmeade@mearstransportation.com

I worked for FL from March 14, 1960, until August 24, 1986, which just happened to be my 49th birthday. I started in BFF, which was a transfer station for CV-340s and DC-3s. Five flights in at the same time in the morning, and then the same thing that evening.

We all worked split shifts, and because of the crazy hours, the greatest majority of our social life was with our fellow employees and their families. I think that this had a lot to do with the tremendous feeling of "family" among the "old Frontier" employees.

The manager was Royal Burt, who could out-work and out-cuss the rest of us combined. The senior agent was Gary Bollschweiler (Obie), who was a great teacher and leader.

-Jim Wilds, JimWilds@netzero.net

Royal Burt was senior agent in FMN when I started 1957. He and his wife were among the finest people I have known. I learned a lot from Royal. If you ask him how to do something on a flight, he would always tell you. Then when the flight left he would come to you and say, "Go to the manual and look it up and tell me what you find." You would always remember it from then on.

He was strong as an ox - a tall, stout built individual. I have personally seen him load or unload an HR from a DC-3. Anyone who has loaded an HR knows it was not an easy job. He would do it by himself.

We had fun times. It was one of his great joys to grab me and stuff me in a trash can. My 5'7" 130 lbs. was certainly no match for him. Everyone got a great laugh out of it. We had parties at each other's homes and seemed to be one big family.

-Don Kime, glassman133@pixius.net

So sorry to hear of his passing. I feel lucky to have worked under him at DEN.

-Ron Abfalter, southarmstudio@hotmail.com

(R J BURT: Station agent seniority date of 1/6/52 on the 11/1/55 Station Seniority List. He was a FMN SSA on the 11/4/55 & 3/1/56 Personnel Rosters The 8/15/63 & 3/15/64 Personnel Rosters show Burt as BFF station manager. He was DEN station manager on the 4/15/66 & 7/15/66 Personnel Rosters.

The 1970 FL Phone Directory lists R.J. as Director-Ground Services at DENKZ. Burt was back as DEN station manager in the Nov 1977 & Nov 1978 FL Quick Reference Directories. He is listed at the TUS station manager in the Dec 1979, Dec 1980, Jan 1982 & Jan 1983 QRDs. The obituary is wrong listing a 1977 retirement from FL at FMN.)

DON MARSO 1968 - 1984 PILOT, DEN

Regretfully - I received a message from Bill Truax who received info from the family of Don Marso that he had Gone West on May 8th and had a funeral on the 14th.

-Ace Avakian, ACEAVAK@comcast.net

OBITUARY: Longtime Grand Junction resident Donald Joseph Marso, 69, died May 8 at home after a lengthy illness. He was born December 31, 1939 to Joseph and Florence Koch Marso in Canby, Minnesota. He graduated from Springfield High School in Springfield, MN and pursued a career in flight, first as a crop duster working from Mexico to Canada and then as a commercial pilot. He flew for Lake Central Airlines and later Frontier Airlines flying 737s. He retired from Frontier Airlines in 1984.

He enlisted with the United States Army in December 1962. He served as a helicopter crew chief with the 1st Cavalry Division in Vietnam. On August 26, 1967, he married Rebecca Ray and they had two sons, Samuel Anthony in 1972 and Mark Andrew in 1974.

He is survived by Samuel (Audrey) Marso of Grand Junction, and Mark (Lisa) Marso of Dallas, PA; brother, Harry (Ginny) Marso of St. Cloud, MN and sister, Marian Vogel of Footville, WI. He is also survived by nine grandchildren, Christopher and Matthew Marso of Kernersville, NC; Joseph, Thomas, Ava, and Max Marso of Grand Junction and Carter, Skylar, and Spencer Marso of Dallas, PA. He was preceded in death by both parents.

There will be a graveside service Thursday, May, 14 at the Veterans Cemetery in Grand Junction. In lieu of flowers, donations may be made to the Paralyzed Veterans of America at www.pva.org. Arrangements are through Callahan-Edfast Mortuary.

-Grand Junction Daily Sentinel on 5/12/2009

I had heard that Don finally Flew West thru Duane Phelps. Don's was a tragic story. He had been diagnosed with MS as I recall. Shortly after he flew to GJT on my jumpseat; it was to be his last Frontier flight.

George Graham and I went to GJT several times to visit Don. He was bedridden the last time we were there. So, he spent several years getting worse and was comatose for sometime before his Flight West. Don was a really good guy. He had a cherubic look with a perennial smile. Even knowing his fate, his attitude was one we should all strive for.

I am happy for Don, he's at peace now. Yet, I am so very sad for his family and the rest of us who have to say "So long - till we meet again" to this kind and gentle man.

-Billy Walker, BillyWalker@cox.net

When I first met Don he was in his wheelchair snooping around my Antonov AN2 Bi-Plane that was tied down on the ramp at the Hector Municipal Airport, just a few miles from his childhood home in Canby.

After conversing for a while about our careers he commented on how big the cargo door was on the old bi-plane. "You could easily fit a wheelchair through that opening" he hinted. "Don, I would take you for a ride in the AN-2 but that would be like riding in a bus. After being a Crop Duster, wouldn't you prefer to do some aerobatics and some simulated spraying?" I quizzed. His eyes lit up and we proceeded to raise him to the top of the

ceiling of my main hanger via a manual chain hoist that we used for lifting engines out of aircraft. We then lowered him into the Yak 52 (A Russian aerobatic trainer).

We took off and proceeded to do some fun maneuvers, but Don got quiet. I loosened my harness and looked back to see why he was not responding. His head was slumped over forward. I knew he did not want the ride to be over just because he could not hold his head up, so we joined the pattern to land and to make some adjustments.

But then a new problem arose. I could not get the throttle back far enough to land. Don told me over the intercom (voice activated) that the rear cockpit throttle was hitting his leg and there was nothing he could do about it. I added power and aborted the landing.

While in the pattern, I realized the solution. "Don, I am going to do a knife edge to the right after I turn final, that should cause your leg to fall away from the throttle." It worked!

I was able to land safely being mindful not to add any more than one third power or we would find ourselves in the same situation. Don and I discussed a fix for his posture. I tied a rope from his left knee to the right side of the aircraft.

That took care of the throttle problem then I removed the belt from my pants and fastened it to the back of his seat and around his chin. We did aerobatics and spray plane passes for about an hour. He was ecstatic about the ride, but then slept in his motor home for the rest of the day!

Don was an amazing person. He made the best of the hand he'd been dealt and never whined about his illness. I often use him as an example to others who think they've got problems. I'm sure Don told many about his rides with me, but I was the true benefactor of those times we spent together.

How can some one have such a great spirit knowing that each year will be more challenging than the one before. I am proud to call him my friend and stronger to have known him.

-Ed Newberg, Hector, MN

(D J MARSO: Pilot seniority date of 3/25/68 on the 9/1/81 FL/ALPA seniority list. His obituary says he retired from FL in 1984. Ed's story is inspirational!)

ART BENSON 1948 - 1986?

AIRCRAFT MECHANIC, DEN

The obituary for Art Benson is in The Denver Post, June 14, 2009. Art started to work for Monarch Air Lines on May 5, 1948, in Denver as a mechanic. He worked most of his career at Frontier as a welder in the Sheet Metal and Welding Shop. The Frontier News, June 1983, lists Art along with others as having celebrated 35 years with Frontier.

-Ken Schultz, Wheat Ridge CO

OBITUARY: Arthur A. Benson, age 88, passed away 6-4-09, in Loveland. Art and Helen (deceased) had lived in Denver most of their lives. After her passing, he moved to Monte Vista for 10 years and since lived in Loveland.

He is survived by his 2 daughters, Linda Benson of Denver, and Angela Benson Gendill and family of Loveland. Arrangements pending. Donations can be made to Food for the Hungry, 1224 E. Washington St., Phoenix, AZ 85034. Art's donor ID 41906196.

-Denver Post on June 14, 2009

(Does anyone know if Art retired before the bankruptcy?)

KING HERRINGTON 1958 - 1985, AIRCRAFT ME- CHANIC, LEAD MECHANIC, DEN

(King's obituary was in the Winter, 2009, issue. This article illustrates how unique and extraordinary were the people of Frontier Airlines.)

A TRIBUTE TO MY FATHER-IN-LAW

I finally officially met King Herrington sometime during the summer of 1972. Until that point he was just a voice that answered the phone in the small white house he'd lived in for 22 years at that point. I'd become quite fond of dialing his number, actually. I'd call two, three, sometimes four times a day. Not so much to talk to King...there was someone else in the house I was interested in. But, more often than not, it was his voice I'd hear when the ringing ended on the other end of the line.

"Hello", he'd say.

"Is Debbie there?", I'd ask.

"Hang on, I'll get her."

That was it. The extent of our relationship was 9 words exchanged between two total strangers...repeated over and over again, several times a week. Never varied much...not a "How about them Broncos?"...or "Did it snow much on your side of town last night?"

Just right to the point...both doing our job. Him answering the question and me trying to get past the operator as quickly as I could.

When we finally met, it was obvious to both of us that we were from two very different places in life. I was a long haired kid with stars in my eyes, holes in my bell bottom jeans, flip flops on my feet, and Crosby, Stills, Nash and Young in my eight track player. He was a hard working man with his feet firmly planted on the ground. Those feet, by the way, could usually be found in a pair of steel toed boots, accompanied by green work pants and a matching shirt. Not a lot of flash, but heavy on consistency. He didn't have an eight track, but if he did you'd probably find Lawrence Welk blaring through the speakers.

We were very different. About the only thing we shared in common was a fondness for his oldest daughter, Debbie. I'm not sure what he thought when he got his first glimpse of the guy that would later become his son-in-law. Whatever it was, he thankfully kept it too himself.

Sometimes it's hard to appreciate different. It's taken me a lifetime to fully appreciate the value that King's life brought to my life and our family. I've always respected him, but in the last few years I've come to really cherish the qualities in my father-in-law that I see being naturally reproduced in his kids and grandchildren.

King Herrington was a part of what Tom Brokaw lovingly calls the "Greatest Generation" in his book by the same title. A generation that quite literally saved our nation and shaped our values so that we and our children can celebrate the freedoms that we so often take for granted.

King was born in 1921 on the plains of Eastern Colorado. His mother, Bessie, was a school teacher and his father, Leonard, was a farmer. King and his younger brother, Sam, and younger sister, Betty, came of age during the Great Depression, a time of economic despair unrivaled in our history. Added on top of that was the great dust bowl of the 30s, when so much dirt covered eastern Colorado, western Kansas, and northwest Oklahoma,

MORE GONE WEST

that Timothy Egan wrote a book calling it the "Worst Hard Time".

King and his friends watched as families lost businesses, jobs, family farms, and finally, hope. Then when things started to turn around, the great war broke out in Europe. When the Japanese bombed Pearl Harbor, Americans lost a sense of innocence and security that comes from knowing that those things just don't happen in our homeland.

In 1942 King answered the call to help save the world from what Brokaw calls the two most powerful military machines ever assembled. His part was building and repairing the planes that were crucial in preserving our freedom. Against all odds, his generation succeeded and the world narrowly avoided the consequences of domination by an evil tyrant.

So King and his friends came home - wise beyond their years. A wisdom born of the times they lived through.

Shortly after that he met and married Willa Mae (Polly) Fickel. They bought and moved into their first and only home almost fifty-eight years ago and immediately began to produce little Baby Boomers. First Terry, then Debbie, then Kristy, and finally Nancy, God's wonderful surprise, who could be found on daddy's lap most times I came to visit. The Germans and Japanese were nothing compared to the assault those girls could put on a father's heart and pocket book. He acted tough, but cratered pretty quickly when the pressure was on.

Through out his life, King stayed true to the shared values of his generation, the greatest generation: Duty, honor, faith, and personal responsibility.

He joined Aurora 1st Assembly of God Church in 1952 and never shopped for another one. He worked for Frontier Airlines for 27 years and never took a sick day. He was faithful to his God, his wife, his family, his country and his work. He didn't make a big deal of it...he didn't need a medal...he just did it. That's what was expected and that's what was given...not just most day's, but every single day of his life.

He wasn't perfect, nobody is. But if God graded on a curve, let's just say I wouldn't want him in my class.

When King got close to retirement, he started collecting things. All kind of things: Tools, arrowheads, railroad nails, rattlesnake tails and barbed wire, just to name a few. His collecting led to cataloging, and cataloging to displaying, and displaying to competing...until King's collections became famous throughout the Southwest. He'd load up a few boards of barbed wire displays into the camper truck and he and Polly would go to a show in some small town that celebrated the fencing of the American West. Invariably he would bring home the "best of show" prize along with more than a few tools or pieces of wire that he had negotiated a poor unsuspecting newbie out of. He even made an industry out of reproduced wire. He would find a picture of a rare piece and then go home and manufacture a replica in his workshop that collectors would gladly part with some hard earned cash for. King was always happy to take their money, more for the sport of it than anything else.

King could make anything. He was one of the few men I know that considered a purchase from the hardware store a waste of time and money. Why buy it, when you can make it...out of what you have laying around at the time? Amazing. That's a gift I'll never have.

A few years ago King's peers inducted him into the Barbed Wire Hall of Fame. His collections are known as being among

the best in the world. Think about that for a minute. About the best most of us can expect is to be good at what we do. A few actually become very good. A select few become extremely good. And only a handful of people that you will meet in a lifetime will ever become the best in the world at anything. King Herrington was one of them. The best in the world.

A couple of years ago I brought my boys to spend a week in Colorado. Toward the end of our stay, they talked their grandfather into pulling a few display boards out of the garage and telling the story behind the fencing of the West. I watched in amazement, as for over an hour the Michael Jordan of barbed wire held court and shared his passion with another generation. It's a priceless memory that they will carry with them forever.

As it became apparent in the last few years that King's health was failing and his time on earth was approaching an end, we all began to treasure even more deeply the gift that God had allowed us to share for these 87 years. When our family would come to Colorado for a visit, as the time for us to leave would approach, you knew that he knew... You could see it in his eyes, and hear it in the quiver of his voice...this might be the last goodbye. There was a sadness that he felt that came with the knowledge of his own mortality.

Today, we have that look, I see it in your eyes...and our voices struggle to keep from betraying the sadness that we feel. He's gone. There are pieces of him that will remain in our hearts everyday, and glimmers of his personality that we see in our children and grandchildren.

-Greg Surrat, Mt. Pleasant SC

MARV LARSON 1950 - 1985 DIRECTOR-REVENUE ACCOUNTING, DIRECTOR-RECEIVABLES, DEN

Jim Montgomery called me last week and it appears that Marv Larson died in January at his home. His neighbor found him fully dressed in bed. I tried looking for a obit but only found DOB and DOD.

-Carolyn Boller, ckboller@comcast.net

Marv Larson started to work for Monarch Air Lines in April, 1950.

The Sunliner News, August 1956, reported the promotion of Marvin Larson to the position of Budget Supervisor. Larson will make periodic reports for the departments, indicating expenditures made and balances of allocated funds remaining. Larson has been with Frontier since April, 1950, starting as a Cost Accounting Clerk. He has been an active member of Frontier's Sunliner Club; and was team-captain of Frontier's bowling team last year. Marvin Larson received his B.S. in Accounting from the University of Colorado in March, 1950. Prior to attending C.U., he served in the Air Force as Supply Sergeant in the United States and Pacific theater.

The Sunliner News, February-March, 1961, printed a full page report of the FAL Credit Union Annual Meeting, with photos of members in attendance. [Photo of Marv Larson, Chairman of C.U. Supervisory Committee].

The Sunliner News, June/July, 1965, "FIFTEEN YEARS OF SERVICE by Manager of Accounting, Marvin E. Larson is commemorated with a ruby studded pin presented by William M. Groody, Treasurer for Frontier."

FRONTIER QUICK REFERENCE DIRECTORY (QRD).

1969, Revenue Accounting Director. Marvin Larson; Jan 1970 and July 1970, Revenue Accounting Director. Marvin Larson; Aug 1974 - Oct 1976. General Accounting Director. Marvin Larson; Dec 1980 - Jan 1983, Director - Receivables, Marvin Larson.

ARROW-JET NEWS May-June 1970. SERVICE AWARDS - 20 YEAR SERVICE PINS. Larson, M.E., Acting Director of Statistics, DEN.

FRONTIER NEWS May/Jun, 1975. "QUARTER CENTURION -- Congratulations on completing 25 years of service are extended to Marv Larson .. Director of general accounting, by Executive Vice President Glen Ryland. ..."

A retirement party for Marv was held June 7, 1985, at the Airport Village Inn, 6160 Smith Rd. Denver.

The most recent SSDI lists Marv's death as January 25, 2009. The official death date of January 25, has also been verified by a relative of Marv living in Minnesota (Death Certificate). There was no obituary published in any of the newspapers. Marv is buried in Oak Grove Cemetery, Harris, MN. A Celebration of Life for Marv was held February 17, 2009, at the Blossoms Restaurant in the Heather Gardens Townhome Complex in Aurora.

-Ken Schultz, Wheat Ridge CO

(Marv was 85 and not related to Marv Larson, the pilot, who's alive and living in Augusta, Montana.)

GORDON CUMMING 1968 - 1985? MAINTENANCE INSTRUCTOR, TECHNICAL SPECIALIST, AIRCRAFT TECHNICIAN, INSPECTOR, DEN

Just happened to see this obit in today's Denver Post. Gordon Cumming passed away April 11, 2009. I remember the name, however I don't remember him. Maybe Ken knows more.

-Ernie Van Winkle, looneybird@msn.com

OBITUARY: Gordon Cumming, 77, passed away April 11, 2009 after a long illness due to complications of a stroke. Gordon was born June 22, 1931 in Houlton, Maine. In August of 1953, he married Joyce Gray, also of Houlton. Their first child, Sandra was born in 1955 and soon after they moved to Denver, Colorado. Gordon and Joyce had their second child, son Greg, in 1957. During their nearly thirty years in Denver Gordon held various positions with Continental and Frontier Airlines. Joyce was a school teacher at Meadow Elementary.

In 1987 Gordon moved to Phoenix, Arizona to work as an Aircraft Instructor for America West Airlines. Soon after Joyce retired from the school district she joined Gordon in Phoenix. In December of 1990 Gordon retired from America West Airlines. He and Joyce enjoyed their retirement together in the Phoenix area. Gordon and Joyce were always members and supporters of their church and of several charities. He was a Good Man, Husband and Father. Gordon will be missed greatly. He is survived by his wife, Joyce and son Greg of Kirkland, WA. He was preceded in death by his daughter, Sandra. A Memorial Service will be held for family and friends at Arizona Community Church, 9325 S. Rural Rd. in Tempe, Arizona, on April 16th, 2009, 11:00AM. Refreshments to follow. The family suggests memorial contributions to the American National Kidney Foundation.

-Denver Post on 4/15/2009

Gordon Started to work for Frontier in May, 1968, and is listed in the FL Quick Reference Directories of 1969, Jan 1, 1970 and July 1970

as a Maintenance Instructor under the Operations and Maintenance Administration Department (M.E. O'Neil V.P.) - Training, - as a Maintenance Training Instructor. He is listed in the Frontier News, June 1973 as receiving a 5 year service award as a Technical Specialist. The Frontier News of July/Aug 1978 lists him receiving the 10 year service award as a Aircraft Technician. The IAM Seniority list of Nov 1, 1978 lists Gordon as a Technician with Date of Classification (DOC) of Nov 1, 1976. The IAM Seniority List of Nov 1, 1978 also lists him as an Inspector with a (DOC) of Aug 22, 1978. The IAM Seniority Lists of May 1, 1979 thru May 1, 1985 list him as an Technician (Not as an Inspector). He is not listed in the May 1, 1986 IAM Seniority List.

-Ken Schultz, Wheat Ridge CO

DALLAS MORTENSEN

1958 - 1986

MANAGER-RELIABILITY & FAA LIAISON, DIRECTOR-QUALITY ASSURANCE, DEN

Obit of Dallas Mortenson in this mornings Denver Post. Passed way 5-27-09.

-Ernie Van Winkle, looneybird@msn.com

OBITUARY: Dallas C Mortensen, 77, of Westminster, passed away May 27, 2009. Survived by wife Marilyn, daughter Christine, granddaughter Casey, son Robert, son-in-law Patrick. Memorial, 2 p.m. Wed 6/3/09 at Westminster Christian Church, 3575 W. 96th Ave. Westminster, CO.

- Denver Post from 5/31 to 6/1/2009

Dallas started to work for Frontier as a mechanic in Denver on June 23, 1958, in Aircraft Overhaul. He transferred to Burbank, CA. as part of the crew to perform a Block Overhaul of Frontier's Convairs during the conversion of Frontier's CV-340's to CV-580's at Pacific Aeromotive Corp's (PAC) facility in Burbank, CA.

The Sunliner News, May-June, 1964, has a photo of the overhaul crew (Including Dallas). In 1966 Dallas transferred to the Quality Control and Engineering Department as a Technical Specialist.

In June 1968 he was promoted to Superintendent of Maintenance Programs and Publications and on the November 1969, Quality Control and Engineering personnel roster is listed as Manager of Programs and Publications.

The Employee Quick Reference Directories (QRD) list Dallas as: Manager of Engineering & Programs & Publications; August, 1974; Manager of Reliability; November, 1977; Manager of Reliability and FAA Liaison.

The FRONTIER NEWS, APRIL 1980, Reported Dallas as Director of Quality Assurance. The QRD's of January 1982 and January 1983 report Dallas as Director of Quality Assurance.

Dallas was Director of Engineering and Quality Control in 1986 thru the bankruptcy shutdown in August 1986.

-Ken Schultz, Wheat Ridge CO

LEVERNE HANSON

1973 - 1983

CLEANER, DEN

MORE GONE WEST

OBITUARY: LeVerne Roger Hanson, Airline employee, 80 of Aurora, retired airline employee, died Monday. He was 80.

Services were Wednesday at Bethany Lutheran Church. Interment was in Christ Lutheran Cemetery in Cottonwood, Minn.

He was born Sept. 28, 1917, in Westby, Wis. On Jan. 15, 1939, he married Esther Marie Espeland in Marshall, Minn. She preceded him in death. Hanson retired from Frontier Airlines. He served in the Army during World War II. His interests included sports and Norwegian heritage.

He is survived by three sons, Roger, Boulder, Luther, Greenville, S.C., and Rick, Thornton; two daughters, Deanna Beatty, Aurora, and Donna Erickson, Tamarac, Fla.; 11 grandchildren; and four great-grandchildren.

-Denver Post on 2/7/98

Leverne Roger Hanson is listed in the IAM Seniority lists from 1975 - May 1, 1983, as a Cleaner, working in the Heavy Check area. His date of Classification (Date of Hire) is May 21, 1973. He is also listed in the SSDI as Leverne R. Hanson.

-Ken Schultz, Wheat Ridge CO

LEVERNE R HANSON Born 28 Sep 1917, died 02 Feb 1998, age 80, at 80231, Denver, CO, SSN issued in Wisconsin

-SSDI

TOM MCCARTIN

1971 - 1984

DIRECTOR-MATERIEL, VICE PRESIDENT-MATERIEL, DEN

The obituary for Tom McCartin is in the Denver Post, Sunday, June 21, 2009.

The FRONTIER NEWS, March, 1974, reported; T.J. McCartin has been elected to the newly created position of Vice President - Material. In this position, he is heading up all Purchasing, Production and Inventory Control, and Stores functions. McCartin has been Director for Material for the past two years. He joined Frontier in October 1971, after serving with Collins Radio Co. in Dallas for four years as Director - Material, and prior to that in various management positions with Dresser Industries also in Dallas. A native of New York City, he was graduated from Hofstra University. He was employed with Sperry Rand Corp. in New York City and Charlottesville, Va., in various purchasing positions for ten years.

-Ken Schultz, Wheat Ridge CO

OBITUARY: Thomas "Tom" McCartin passed away June 18, 2009. Survived by his wife of 54 years, Patricia, children Tom (Pat), Brian (Jackie), Mary (Tony) Barrera, Chris (Agnes), Tim (Salli), Ann (Bob) Bowers, and Nancy, sisters Dorothy White and Jean Glynn, and 13 grandchildren. Tom was a World War II Veteran serving in the U.S. Submarine Service. A proud Irishman, New York City native and graduate of Hofstra University, Tom served as a NYPD officer and then worked in the electronics industry for over 20 years. He began his aviation career with Frontier Airlines in 1971 as V.P. of Materiels, until he retired in 1984. Tom then consulted in the aviation industry until just a few years ago. Funeral Mass, Wednesday, June 24, 11:30 AM, both to be held at St. James Catholic Church, 1314 Newport St., Denver. Burial and Naval Military honors will take place at Fort Logan National Cemetery. In lieu of flowers, donations can be made to St. James School Grounds Renovation Project.

-Denver Post on 6/21/2009

PAUL HAYNIE

1961 - 1986

PILOT & CARTOONIST, DEN

I just heard from Joe Able that Paul Haynie was lost in a plane crash this morning (6/23) in Cottonwood, AZ. I spoke with Paul at one of our QB gatherings a while back. He had been flying a Cessna Citation some as well as working on his RV experimental aircraft. Apparently, he was riding with another pilot when the mishap occurred.

-Billy Walker, BillyWalker@cox.net

With great sadness I learned yesterday that Capt. Paul Haynie was killed in a home built plane while giving instruction near his home in Cottonwood, AZ. Paul just turned 73 ten days ago. He

is survived by his wife, Lisa, his mother, his two sons and their families and his mother in law and father in law.

-John Winter, winterjosh@aol.com

Paul's services will be held 6/27, Saturday at 10 AM at Verde Baptist Church in Cottonwood, AZ. Interment will be on Monday but I don't know the time yet. I spoke with Lisa a few moments ago and she is understandably distraught trying to sort thru this sudden and sad change to her life.

If you care to send a card:

Lisa Haynie, 2275 W Roper Ln, Cottonwood, AZ 86326

-Billy Walker, BillyWalker@cox.net

(Paul did the great cartoons in the Frontier Magazine. No obituary at press time. The article below is from the Nov 1973 FL NEWS.)

Pilots Commended for Quick Action in Crisis

Frontier pilots Captain Paul Haynie and First Officer Joseph Patterson, who safely landed a Convair 580 in Denver on Nov. 4 after the plane collided with a flock of geese, shattering a windshield, have been honored for their capable and brave handling of the situation.

The plane was enroute from Denver to Cheyenne at 8:30 p.m. when the collision occurred over Greeley. A number of the birds or geese, estimated to have weighed from nine to 14 pounds apiece, hit the windshield at one time causing a portion of it to shatter and the rest to be obscured. Captain Haynie had only a small clear area in the left corner of his

windshield to see through. Despite limited visibility, adverse weather, freezing temperatures and wind inside the cockpit, the pilots were able to land the plane safely. None of their 27 passengers was hurt.

Members of Frontier's management honored Captain Haynie and First Officer Patterson at a luncheon and presented them with commendation awards and checks for their exceptional handling of a critical situation in adverse conditions. The *Denver Post* also recognized the quick action and bravery of the pilots by naming them to the newspaper's Gallery of Fame.

After the incident, Mrs. Emmett J.

McGowan of Decatur, Ill., grandmother of one of the passengers on the flight, wrote a letter to the company also commending the pilots.

"I wanted to congratulate your airline and also your two wonderful Captain and Co-Captain Haynie and Patterson in the manner they handled their crisis... when the geese smashed their plane's cockpit window," she wrote. "I am so grateful to you how nicely you took care of my granddaughter and your ground hostess in looking after her so nicely and keeping her Sunday night in Denver. I had seen Jane off at O'Hare in Chicago and, needless to say, I will be eternally grateful to your airline."



CONGRATULATIONS. Vice President and Manager of Operations William Wayne, far left, and Richard Orr, Regional Manager of Operations, far right, were on hand at a luncheon held for First Officer Joseph Patterson, left, and Capt. Paul Haynie. Frontier honored the pilots with special commendation awards and checks for their exceptional handling of a critical situation.

Re Rocky Mountain News (*emailed after RMN - DEN Post merger announced*): That was just like fresh coffee in my FL days. The gate agents had a standing agreement to go flying on FL280 (SLC-DEN-ICT-ATL) and raid the seats for the RMN. We always scored, and had a daily copy in the bag room break area at ICT. Always good gossip about what was going on in the FL - UA - CO turf war battle over Denver. I still cannot believe that FL and CO are gone from DEN, and UA is really not much larger than they were in common markets when FL shut down and CO left town.

At least once per month I would fly to GEG to visit, and SOP would be to get off in DEN, peruse gates for OP Newspapers (Other People's). I would leave DEN on FL561 armed with 1 each Rocky Mt News, Denver Post, and USA today. The paper was so crappy on the USA today, by the time we were abeam HDN the pages were rolling up due to the airconditioning on board. Soon after the deluxe hot breakfast with omelet, baked tomato, and red potatoes with a serving of fresh pineapple was served. Now mind you this was coach in row 19 with my Marlboro Light choking everyone. (I am a purist now: 25 years non-smoker, healthy and everything.)

Yes those were the good ol days. Now its bring food on board, or you flippin starve to death.

Later in life I went to work for America West. We used to serve little snacks on the night flights to Las Vegas. They would come in cases of about 100 and have some sort of cheese whiz food, a cracker or breadstick for dipping, salami injected with formadade to increase the shelf life to "forever". I recently flew Alaska, and they sold a simular Carbo/Sodium fix for \$5 and it contained a larger portion of the same....ugh. ..They just need to post the calory count on these onboard treats.

-Dennis Casadoro, Casadoro1@comcast.net
(Dennis was a 1978 - 1986 PHX ICT RKS MSP station agent.)

I was directed back to the FL website to read the blog of the individual who was on board flight 1549. It's been a long time since I've been on the website. I spent an hour or better just going through all the links and remembering. Is Paul Farris still living in LIT? Is Kenny Gray still living in LIT? He worked in LIT transferred to DFW and was furloughed to DEN. He was still in DEN when I took the early out. Kenny was really good friends with Herb Redcloud and I heard years ago that Kenny moved back to LIT.

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(Dennis was a 1978 - 1986 PHX ICT RKS MSP station agent.)

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I was surprised to learn of the death of Eldon Blake, a good friend of mine. Anyway it was really nice re-living some of the past and I really enjoyed Mojo's photos. I'm currently living in Denver, CO and have been in the finance field (real estate, mortgage, commercial) it seems like forever. I really loved working for Frontier; it is one of the highlights of my life.

-Michael Torrez, mjt1118@yahoo.com

(Michael was a DEN station agent and senior station agent. Ken Gray was from FSM and still lives there. Paul Farris lives about 10 miles north of FYV in Lowell, Arkansas. The last I heard about Herb was he lived in Aurora. Yes, Eldon went way too early as have many others.)

Came up with your name on "Old Frontier" website. I'm cleaning out a lot of scrapbooks and have found some articles on the "Old Frontier" that might be of interest to you and your fellow Frontierites that work on the FL website, and will be glad to send them to you if you are interested.

Notes From FLoks

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

I went to work for Barney Foster in the Purchasing Department of Frontier in December of 1953. When Bud Maytag came on board in 1958 I became his secretary and also served as Assistant Corporate Secretary. As you know, he took all his management group to Miami in 1962 to run National Airlines and we were all there until PanAm came in 1980.

I still keep in touch with some of my friends from the Frontier days and everyone enjoys the pictures and info on the FL website and it brings back a lot of good memories.

-Marian (Wells) Badgley, mwbadgley@bellsouth.net

(Marian sent a very interesting packet of FL memorabilia which I will use for the newsletter, website and research.)

I was hired by FAL in Nov. 1966 by Pete Lamkin, one of the nicest people I know. However our class date was moved out to April 67 due to equipment scheduling. Spent all my FAL time in DEN except for 3 months in SLC in early 72. I started at FAL as a CV-580 FO, then 737 FO, then CV-580 Capt.

I entered the Training Dept. at FAL in 1977 as a CV-580 CK Airmen, then B-737 CK Airmen and finally MD-80 CK Airmen. When CAL took over FAL in 86 I was Manager of Flight Standards in DEN. I had the SAD task of helping shut down the FAL operation.

I started at CAL as the B-737-200 Fleet Manager in HOU and also checked out on the 737-300 as a CK Airmen & became an FAA Designee on both the 200 & 300. In 1989 I became the 747 Fleet Manager & 747 FAA Designee. Late 1992 I went to Hawaii as the Asst. Chief Pilot for the 747 Operation. In early 1994 my Secretary and I became the only ones left in the Hawaii Chief Pilot Office.

Stayed there until mid 96, returned to 747 Training in HOU and started preparing for retirement which came Dec. 31, 1998. You know how that 60's rule got us old farts.

My Wife Darlene & I are living in Estes Park, CO. which is our Main Home Base. We are there 7 months of the year and in Surprise, AZ for 5 months of the year. AZ is from Dec. 15th until May 15th. In AZ we live in Sun City Grand, in Surprise, AZ (Gods Waiting Room aka Viagra Ville). You know us old farts like warm WX.

-Bob Folken, bf747@hotmail.com, 1966-86 pilot

I went to a fund raiser on April 15 for Penny Hansen, former FAL flight attendant, who is battling cancer. At the fund raiser I ran into Ginger Newberger, now with UAL, Merri Bryant, flying for CAL, Cherie Siler now a FA with new Frontier, Kelly Egelhart, FAL FA who lived through CAL accident in 1987, Andy Anderson former FAL FA who is a famous artist in Denver and also Carleen Peters, former FA who works for DEN hospital.

I need another copy of the FL newsletter, I gave mine to ex-FAL Marcie Duty (Lubben) so she would know about picnic. I just returned from a week in Amsterdam checking out all the sights and seeing tulips at Keukendof, what a spectacular spring garden! It is possible to travel on retiree status and sit in First Class both ways out of IAH then back to DEN.

Kathie Fahrenholz was the FA working the flight and she was our tour guide. I ran into Marcie Duty & Bob Nalevanko, ex FAL flight attendants, as I was traveling.

-Bonnie Dahl, bcdahl777@msn.com, 1962-86 FA

(Bonnie was a FL FA 1962-86 then a CO FA until 8/30/08 when she retired after 46 years as a FA. Quite a record!)

(Last month on page 10, FL pilot Scott Hein related being scared silly by Billy Walker. This is Billy's response.)

You have a delightful knack at writing. Good effort albeit there were a couple of things you omitted that I recall affected my decision to shut down the engine.

First, the door warning light didn't just illuminate - it blinked on and off. Secondly, the pressurization rate needle fluctuated in synchronization with the door light blinking. You are correct; I did not wish to have the contents of the forward baggage compartment go thru four very large blades of our 1800 RPM Aero Products slicer & dicer... And, you left out the absolutely squeaker of single-engine landing.

Whereas I regret my decision causing you any consternation, especially on your first flight as an airline pilot, just think of the tale you'd perhaps be telling had we not shut down the engine. Nah, lets don't even go there...

-Billy Walker, BillyWalker@cox.net

I ran into a former FL guy you might know. He said he didn't remember you but would be interested in the FLamily! His name is Norm Teltow and he said FSM had been home. He did not know there were still FL functions going on.

I'm a cop and was at his business at Front Range Airport (he paints aircraft) and I stood there dumbfounded while he told a customer how he once started a DC-3 with a 120' rope and a belt loader.

-Gary Smith, garysmith22@tds.net, 1976-86 station agent

I do not remember Norm Teltow. I am sure he was not there when I was in FSM. I left FSM when the airline was still Central! However, the incident of starting a DC-3 engine with a rope is something I have done(once). The rope is wound around the engine spinner, and then pulled with a vehicle, turning the engine and presto, the engine is running. I don't remember if the aircraft had a bad battery or a bad starter. This was the left engine on one of those one engine stops (PRX), so the right engine ran the whole time we were working on the left. It worked though!

-Joe Max Johnson, joejanj@sbcglobal.net

(Joe Max did it all 1951-86 as station agent, station manager and transportation services analyst in PRX FSM DEN GUC JLN ALS RNO. I'm working on an article about unusual engine starts. Send me your stories.)

I started with Central Airlines in 1964 at MHK. I worked there for 9 months, transferred to FSM, and came on board with FAL at the time of the merger. I went to JAC I think in 65 (actually, it was 1969.) and managed the JAC Lake lodge - in Sept I was promoted to Sales Rep. for MO-ARK-IL-FL-NYC-IND. As you can see I traveled a great deal. I flew in and out of FYV several times, when the University flew FAL. I also flew as a charter rep.

There was three of us that developed the commitment program for FAL in STL Sales office and the airport. I was asked to transfer to DEN GO by Hank Lund, then VP of FAL. I stayed at the GO till 1972 at which time I resigned to start my own company and continue till this day at Colorado Tire & Service Co.

I also manage Gold Metal Paint Co. at Front Range Airport, painting aircraft. I live in Aurora Co, and I also have my own plane and fly quite a bit in Colo as well as OK ARK TEX NM. Please keep me plugged in to the activities at FAL.

-Norm Teltow, Norm1943@aol.com

Since moving to Australia, my life has been a whirlwind of excitement and challenges. I have added Australian and Fijian licenses and command instrument ratings. I also became a permanent Australian resident and settled my family northeast of Brisbane in Queensland. I've flown captain on 737s, corporate MD-82s and checked out on the CV 580. There have been many ups and downs - but you only live once.

-Mac af Uhr, Brisbane AU

(Mac was a DEN pilot at the bankruptcy with nearly a year seniority. He also writes for AIRWAYS magazine and has an article in the June 2009 issue about his last flight with Alaska Airlines in 2007 and an August article about the CV580. Both terrific reads.)

I plan to write my history with Frontier one of these days and all the people I had the opportunity to work with and get to know.

I started with FL in May, 1955 in RKS. Larry Jereb was station manager with Bill Kirkwood, Ray Aho, Bob White, Bob Cady as agents. We had an RON DC3 from DEN so we got to do everything.

Was RIF'd to INW in Aug 1955 - Don Boderman was station manager with Don Blanford, Rex Marble, Red Smith as agents and Al Mosely as SSA. Had an RON DC3 from PHX there, so once again got to do everything except INW had a fuel man so we didn't have to fuel.

Transferred to SLC in Dec 1955 and worked there until the closedown. I worked as an agent, SSA, STCA and also Asst Manager for nine years. Lou Berets was station manager but also worked for Dick Lohbeck, Duane Phelps and Harold Maxwell. Some of the oldtimers - Tom Morris, Meredith Dexter, Jim Crosley, Bruce Anderson, Russell Boice, Jeanette Sumrall (TCA), Dex Alger (sales manager), Sydney Soyka (CTO), Jim Lether, Gary McCarrell, Gary Bollschweiler, Stan Covington, Mike Caldwell, Don Brady (lead mechanic), Scott Keller (chief pilot), Angelo George (mechanic), Gary Horne (mechanic), Chester Fitch (mechanic), Ray Duffek, Clem Church, A.G. Smith, Gene Swingler and Merle Beeler. Worked with many more, but the memory dims with age.

-Don Anderton, danderton@qwest.net

I joined FAL in Sidney MT November, 1963, just a month after getting married. Left Sidney about 4 years later due to a reduction in staff. Moved to GTF and was there until the end.

-John Goldsmith, westgatecenter@live.com

I moved to Texas in 1998 with United Airlines. Retired in 2003 from United. Opened two coffee shops - closed them in 2006. I am now working at our church (First Baptist Church Magnolia).

-Chuck Caruthers, Magnolia TX, DENAF manager

I sold new homes for 8 years and am now planning to work for the Magnolia School System in the fall.

Our children are well: Meghan - Graduated Houston Baptist University with a Bachelor's in Political Science and Economics. Graduated Baylor Law School and is now working for Noble Energy (in house counsel). She was married to Danny Eilers this past November 1st. Morgan - Graduated Baylor University in 3 years with a degree in Religion. She is now attending Truitt Seminary on the Baylor Campus. She will get a double masters - one in Divinity and one in Social Work.

I enclosed the information on the children since everyone knew them. Hope all of you are doing well!

-Judy Caruthers, Magnolia TX, DEN management

More Notes From FLolks

My first flight on FL was in the mid 1950s. I had joined a small group of good friends and we had driven from the SF bay

area via Reno & Salt Lake City to Dinosaur National Monument (which straddles the Utah, Colorado border) to take a Sierra Club Float Trip on the Yampa & Green Rivers through this Beautiful National Monument. After our week long trip, all of my friends still had more vacation time but I had to get right back to Oakland & my job with my Father.

My friends took me out to board a late evening DC-3 flight from Vernal, Utah to Salt Lake City where I would board a early morning UA flight to OAK.... Up to the moment I boarded this "FL" flight. I had never heard "word One" about this airline & I recall getting a huge kick out of the one station agent on duty who seemingly wore a lot of different hats in checking passengers in and getting this flight airborne on to SLC.

In my wildest imagination, I never for an instant guessed that possibly 10 years later I would be "Thrilled & Delighted" to be that one station agent in a remote class "C" FAL station, boarding passengers and wearing all of the hats that a one agent operation required!!

My second flight was in June 1963 (a round trip) from FLG to DEN when I was hired as a reservationist in Frontier's DEN CRO by it's manager, Guy Lewis.

My job at that time which was darn tough to leave was being a boatman & guide on rubber raft trips through the Grand Canyon on the Colorado River. I was based in Page, Arizona. On every raft trip we would float by the scene of the June 30, 1956 TW/UA crash site which was about 1000' above us on a canyon plateau. It was always a very somber sight & remains so today !! *(A UA DC-7 and a TW Connie collided resulting in 128 fatalities. Rescue & salvage HQs were established at FLG and FL manager Cal Reese & crew assisted.)*

My career with Frontier actually started on July 4, 1963. I can still hear Guy Lewis bemoaning the fact that he had to start an absolute greenhorn on a Double Time Holiday!! Thus began my love affair with FAL and the grandest assortment of people that I have ever worked with and have been able to call wonderful personal friends in my entire life!!

-Bob Pearson, penobscotbob@myfairpoint.net

As a reader of "The Frontier News", I would like to submit the following story that happened early in the FAL history.

HOW TO UPSET THE PRESIDENT

In 1949 I was hired as a secretary by Donna Meyers in the Monarch Airline Operations Department. I loved working for Monarch and soon became friends with many gals including Timmy Ray, the switchboard operator. She was a lot of fun and not easily intimidated by anyone.

The days were getting extremely busy and very long around the time of the merger between Monarch and Challenger Airlines. One day, however, everyone seemed to disappear during the lunch hour which, was extremely rare. (We knew they were having lunch at the Beacon Supper Club!)

Timmy and I were the only ones around. We were chatting when a call came in and I could hear Timmy say, "Good Morning, Mr. Darr. No, Mr. Darr, Mr. Wilson is not in. No, Mr. Nettleblad is not in and Mr. Edwards is out to lunch." Timmy repeated this phrase with a few other names and could tell that Mr. Darr was getting agitated. "Isn't any one there", he shouted, then added. "Who's running the show?"

"Well, Mr. Darr," said Timmy. "No one is indispensable you know!" The line went silent.

I'm the proud wife of Leo Schuster and we're both retired. Leo and I were married in 1951 and I quit Frontier shortly after that because someone told me I had to or Leo would lose his job. I can't remember who told me that married couples were not allowed to work at Frontier but I believed him or her. I later wondered about John and Donna Meyers and wished I'd looked into the matter.

-Rosemary Schuster, rschuster@comcast.net

We really enjoyed the article on Al Feldman. They just don't make them like that anymore. I will be sending you an article soon which I hope will be okay.

-Leo Dorsey, Grand Junction CO, 1955-83 pilot

(FL stories are always welcome. Please type if possible so I don't have to transcribe them. I have a computer program that "reads" typed text. Leo was a 1955 - 1983 pilot and has some great stories, I'm sure.)

I noticed in my recent "SportAir" magazine, page 30, an article about DC-3 Flying with Frontier Airlines. "The Golden Years of Flying", a soft bound book 228 pages, go online at www.ASA2Fly.com. I can recall flying from Denver to River-ton and Cody in a DC-3 (in my younger years)!

-Bob Boyd, robertlboyd@earthlink.net

Yup, That is a GREAT read! Likely, you flew with Captain Tex in and out of Riverton, a hub back in the DC-3 days.

Captain Tex Searle is on his 2nd printing of this sure-to-be-a-classic! As great an author as he is, Tex is even greater to fly with. Cheryl and I had many trips with Captain Tex back in the salad days of the old Frontier! He was the best of the best! ...and there's even a story about one of my more "interesting" flights into Jackson Hole eons ago. It is called "All in a Day's Work!"

Frontier left an amazing legacy in aviation safety. The old Frontier flew 40 years with the safest record in the world-wide history of civil aviation based on the most stringent measurement – that of the number of take-offs and landings. We had flights up to 21 scheduled landings in a single day with no autopilots on any of the propeller driven aircraft (DC-3s and Convairs). I used to fly a trip of 17 landings day in/day out from SLC to ELP. You get pretty proficient hand-flying! I was truly blessed to have the mentoring that helped me survive a 40 year career. And, I still pass along some of what was passed to me.

Frontier flew in an out of black holes and mountain valleys in mostly older aircraft using antiquated navigational systems such as the 4 course ranges and "H" markers. Frontier flew from Canada down to Old Mexico and from coast-to-coast....Safely! Frontier lost but a single fare-paying passenger when an old DC-3 lost a battle to low level icing in an imbedded thunderstorm near Miles City, Montana. Considering, the airports we serviced and the terrain we flew over along with the mountain peaks and passes, our wonderful old airline has a history to be immensely proud of. In a world of pilots, Frontier had an amazing number of Aviators that made this all possible. We had excellent maintenance, ground support personnel, and even a few good managers! Well, one or two anyway!

-Billy Walker, BillyWalker@cox.net, 1967-86 pilot

(Tex' great book was reviewed in the last newsletter. He and his publisher have generously approved use of some of the stories on the FL memorial webpages. Imagine what a great book it would be if all the FLolks wrote down their stories.)

My name is Egon Holm, I am a Scandinavian, living in Denmark. I am 64 years of age, now retired, and very interested in classic airlines and their history.

What puzzles me, is the route, Frontier Airlines took, from Denver to Durango in 1950, when Frontier Airlines was born. The stop before Durango seems to have been either Monte Vista (MVS) or San Luis Valley (ALS).

In my Flight Simulator, I took the trip over the mountains, and I could not find any pass lower than almost 11.000 feet. Now flying around in an altitude of about 12.000 feet with no pressure cabin is very uncomfortable for the passengers, and also the DC-3 was not happy about it.

So which way did the pilots go from Alamosa to Durango? Could there be some very young flight officers or pilots from the 50-ties still alive? Or is there any record of the exact route over the mountains? I believe that one of the merging airlines who formed the Frontier Airlines, namely Monarch Airlines had this route before the merging took place in 1950.

You might believe a question like this is weird, but to me it is of great interest, since I use a lot of time before my Flight Simulator, flying the old classic aircrafts.

Hoping to hear from you

-Egon Holm, Denmark, kirgon@post.tele.dk

Hi Egon, Nice hearing from you. I worked for Frontier Airlines from 1964 until 1986 when they went out of business. I have several 1950 Frontier timetables and we had two flight daily from Denver to Durango.

They flew Denver-Colorado Springs-Pueblo-Alamosa-Monte Vista-Durango and back the same way. Flight 131 left at 7:00 am and arrived at Durango at 9:56 am. Flight 133 left at 4:30 pm and arrived at Durango at 7:26 pm. The flight from Alamosa to Monte Vista was only 14 minutes. The altitude of the three airports was MVS 7770, ALS 7539, DRO 6685.

I have pilot friends who flew for Monarch and Frontier and will ask them about the flight route and terrain.

-Jake Lamkins, ExFAL@yahoo.com, 1964-86 station agent

Our flights originated in Denver and from there went to Colo Springs to Pueblo. This was on Federal airways. Now from Pueblo, we went out of controlled airspace and used our own company "H" markers.

We flew at 13,000 feet to go through La Veta Pass which was 9872 on the floor and 24 miles either side of mountains above 14,000 feet. This was accomplished by the use of our "H" markers that we used on 'Oral Null' feature. (This I'd have to have a half book to explain) but anyway after La Veta we had another marker at Fort Garland and then to Alamosa which has an elevation of 7550 feet above sea level. Then to Monte Vista (elevation 7710 above sea level) and 24 miles from Alamosa.

From there our route went through La Manga Pass to Durango. All navigation was on 100 watt, low frequency "H" markers that we, again, utilized the oral null feature because the radio's on ADF feature were unreliable, especially at night. Our route(s) continued to Farmington, Gallup to Albuquerque on the south end; or to Durango, Cortez, Montrose, Grand Junction, Price, Provo, Salt Lake City on the north end, and /or back to Durango, Monte Vista, Alamosa, Pueblo, Colo Springs, Denver.

I hope this gives an idea of our route pattern. And again, frankly, I could write a book on how to navigate on 'Oral Null' on a 100 watt, low frequency, omni directional, "H" marker.

-Ace Avakian, ACEAVAK@comcast.net, 1948-86 pilot

Hi Egon, I am forwarding the email from Monarch/Frontier Airlines DC-3 pilot Ace Avakian. He's a remarkable man who flew in World War II before he had a automobile drivers license. He flew for Frontier for 38 years.

When he dreams about flying, he says, it's always in a DC-3.

The H markers he mentions were the pioneering navigational aids installed by Monarch/Frontier throughout the Rocky Mountains. They were radio transmitters that the DC-3s were able to use for navigation.

Some additional websites with supplementary information are at:

<http://www.sangres.com/features/lavetapass.htm>

<http://ghostdepot.com/rg/mainline/la%20veta%20route/laveta%20pass.htm>

<http://www.robertbody.com/learn/colorado-passes.html>

-Jake Lamkins, ExFAL@yahoo.com

(I posted this exchange on the FL Club and it generated a lot of interest.)

Wow, what a great email from half way across the planet. Makes you think that Frontier will never die:) We were so lucky to be part of such a great history with so many memories and know the spirit will live on!!!

-Judi Fenton Plumer, jjplumx2@yahoo.com, 1978-85 station agent

Interesting narrative, Ace but I think you left out a couple of items. Mr. Holm states: "Now flying around in an altitude of about 12,000 feet with no pressure cabin is very uncomfortable for the passengers, and also the DC-3 was not happy about it."

What about supplemental oxygen use above 10000'? It seems like I remember that they said the crew sucked on oxygen from a pipestem source but the passengers could get along without for the short time they were at the higher altitudes. And the R-1830 engines ran all right at that altitude although they were a little puny!

-Frosty Frost, Frosty1@hughes.net, 1958-86 pilot

What an amazing question and answers with so much history! Ace, how can you remember every minute detail of that route? I can't remember what I had for dinner last night! Seriously, this is as you said Jake, a great example of the great pilots and other personnel we had working for FL that to this day continue to amaze me. Thanks to all of you for the great work that kept us all safe, happy, and proud!

-Donna Harrison, yell0wr0se@hawaii.rr.com, 1970-86 FA

I worked for FAL from 1950 until 1955. During that time, I was a station agent at FMN, a Relief Station Agent at DEN, SLC, GJT, PUB, ALS, MVS, DRO, CEZ, GUP, INW, PRC, PHX, CFT, SAD and SVC. I also worked as Station Manager at NOG. As I remember, the aircraft flew directly from MVS to DRO. The pass between MVS and DRO is known as Wolf Creek Pass.

-Ed Baker, bimbo1924@hotmail.com, 1950-55 station agent

Great hearing from you, Ed, and know you're still hanging in there. Station agents in your day had to be fast on their feet! Tell us how you agents worked both ALS and MVS back then. I can just see the shocked faces of passengers who saw you open the door at the next stop.

-Jake Lamkins, ExFAL@yahoo.com, 1964-86 station agent

I can recall many times when the temperature would be above 60 degrees, that we would have to drive from MVS over to ALS to load on our payload (mail - freight, etc) due to the 7770 ft

elevation at MVS which made the air too thin to land and takeoff.

-Ed Baker, bimbo1924@hotmail.com, 1950-55 station agent

Thank you very much for taking the time to answer my request. We flightsimmers like to bring things back to the time of the aircrafts we are flying in. Like so many others, I am in love with the Douglas DC3, and I have scenery in my flight simulator simulating the old Stapleton Airport in Denver, where the apron is crowded with classic prop-liners. I guess the boy inside you never grow old. I also got hold of a fare-table (ticket prices) from 1947. I have multiplied the fares there by 1.5 to get an estimate of the fares, when FAL started in 1950, but i am not sure about this multiplication factor.

-Egon Holm, Denmark, kirgon@post.tele.dk

Try La Manga @ 10230 feet and Cumbres Pass @10022 feet. These two passes are between Antonito, CO and Chama, NM. I was one of the radio guys that maintained FAL owned "H" markers at Antonito and Chama. During summer months we could drive over these passes but during the winter it was over Wolf Creek Pass or go south to near Santa Fe and either find a way to Alamosa or Farmington. For those that remember the little panel trucks we drove getting to these "H" markers during the winter months. We carried and used chains and shovel many times getting through snow and drifts to make our required monthly visits to these markers. There are many untold stories about these trips. Where were the interstates then? Loved it though.

-Leo Schuster, leoschuster@comcast.net, 1949-86 avionics technician and maintenance director

(See the Spring 2008, #31, issue for more info on the H-markers and the FLolks who made aviation history installing and maintaining them.)

My name is Michael Whitney (ID#14026). I joined FAL in FAR when NWA Pilots went on strike in 1978 and was then laid off. I later transferred to MSO, got married and transferred to LAR when I got laid off, then to OMA when LAR closed, then to SLC, then to DEN, then finally to EUG before the shutdown.

I have worked beside and befriended FAL employees at BZN while I was with NWA (1968-1978) and still remain friends with several of them.

-Michael Whitney, mwhitney@bendbroadband.com

My name is Mike Barney. I was a station agent in Grand Forks, ND and Sacramento, CA from 79 to 86.

My wife and I moved to Louisville, KY to be closer to our kids. I've lost track of Frontier and would like to get back. I saw they have my very old email address in the listing. Our new address is mijebarney@insightbb.com.

-Mike Barney, mijebarney@insightbb.com

Just visited the FAL website and see that you are still doing a terrific job of keeping it updated and interesting new info. When is the next reunion and where??? I have not been in contact with many ex-FAL personnel but would love to visit those of us who are left.

Just an update on myself - I left TUS in late '86 to join TranStar Airlines as Manager @ LAX. After TranStar's demise, I worked for CO (Sue Wilson) in Dining Service @ GO in HOU and then opened Flight Kitchen for CO @ LAX in 1988. Hired by SWA as Manager @ LAX, then to RenoAir @ LAX and later Director of Customer Service (Stations) when AA bought us out.

Really didn't want to work for AA so I retired to open an

More Notes From FLolks

aviation/airline giftshop in El Segundo, CA near LAX for 5 yrs 2000-2005. In Aug. 2000 recruited by IBC Aviation Ser-

vices to manage their cargo handling division @ LAX handling Alaska Air Cargo, Midwest Express, Midway, (new) Frontier, Horizon. Retired in April- 2005.

Wife & I have home in Yucca Valley, CA where we spend our winters and also a home on Tablerock Lake @ Cape Fair, MO where we spend summers - May to mid October. So far my health is good. Hope you are healthy and stay that way !!!

-Jim Mustain - FCaviator@peoplepc.com (First Class Aviator was name of our store)

(Jimmie L. Mustain - Station agent seniority date of 7/8/59, TBN, on the 1/1/62 CN Agent Seniority List. He was STL assistant manager in the late 60s and early 70s. MEM station manager, per Nov 1977 & Nov 1978 FL Quick Reference Directories and DEN manager-aircraft provisioning, per Dec 1980, Jan 1982 & Jan 1983 FL Quick Reference Directories. He was TUS station manager at the bankruptcy.)

I am Jerry Bauer, FAL employee # 0836, hired on with FAL May 30. 1959 worked in VTN for 2 years AIA for 9 or 10 years and then on to BFF as a relief agent to SNY for about 2 years then from BFF to LBF with the same position and then regular agent in LBF for about 10 or 11 years until 1983 then took Senior Agent in LNK until 1986 when we all said good-bye to our great Airline.

I was out of work in 1986 for 3 weeks then went to work for America West for another 5 years and then started my own business in LNK doing repair and reconditioning on used cars around on the car lots...made a living for the next 20 years then sold that and retired and moved back to LBF...it just seemed like that was home and have been here for 3 years now.

-Jerry Bauer, jerry.doretta@msn.com

(VTN was Valentine NE, a FL city in the early years.)

I worked for Frontier Airlines in Denver, CO. as a Aircraft Technician from 11-04-77 to 11-14-86. After the bankruptcy I worked for Continental Airline in Denver from Dec. 1986 to Aug. 1989. Then moved to Owasso, OK and went to work for American Airlines in Sept. 1989.

I just retired from American Airlines Dec 31, 2008 and enjoy our five granddaughters and do some golfing and travel. Enjoyed the Frontier website. I enjoy your Frontier News so much. However, my special memories will always be with Frontier Airlines.

-Russ Meyer, Owasso OK

My mom was a stewardess for Central Airlines in the early to mid 50s (my dad and I are the reasons she had to quit!). Anyway, I was wondering if you knew any of the old gang that she might have flown with or could see if anybody remembers her. Her name is Lela (Mae) Edge and she lived in Oklahoma City.

From what I hear, she just loved being a stew (still has her old uniform, wings, etc.) and many of the pilots were her buddies.

One of her favorite stories is that she carried around a bunch of old silver dollars in her purse and every time they landed, she'd say something to the effect of "Well, I guess I'll have to spend some of my silver dollars on (insert name of whatever she was buying, here)!" and almost every time, one of the flight crew would give her some cash and say, "Here Edge, but you gotta pay me back on payday!"

I have no idea if she ever paid anyone back, but I have the silver dollars in my coin collection to this day!

For her birthday a few years back, my dad took one of her old Central decals (*like the one below*) and had it silkscreened onto t-shirts for all of us. She loved it!

-Sam Mead, MeadS@missouri.edu



Some of the three letter city codes the airlines used within the U.S. was rather unusual and most I could figure out. But one I could never figure was Ft. Leonard Wood, MO. (TBN) It is the Waynesville Regional Airport. Do you know?

-Bill McKee, wfmckee@sbcglobal.net, 1964-86 station agent

(There was a radio navigational aid near there called Tribune. Quite often, you'd hear crews call IR or give times to Tribune. I always tried to find out how airports got their 3 letter codes. It was a memory aid for me. Louisville was called SDF because it was Standiford Field as Knoxville was TYS from Tyson Field. Orlando was MCO from the old McCoy AFB and ORD from Peach Orchard Airport on which O'hare was built. O'hare was named from a Chicago WWII aviator hero whose father was one of Al Capone's inner group.)

I was a flight attendant for the real Frontier Airlines from 1977 to 1986. My husband was a Frontier pilot (Phil Wolff) from 1978 to 1986. We were flying together on a layover in California when scheduling called our room and told us to get on an airplane and fly to Denver because the airline was shutting down. WOW!

We both cried and felt that we were not just losing our careers but our Frontier Family as well. Thank you for all that you do to keep us together - if only in cyber space.

-Marcia Wolff, marcia.wolff@us.mcd.com

So interested in reading the latest Frontier News and, in particular the article and comments about Donna Myers. I went to work for FAL in 1953 and Donna was there then. Maybe she was just helping out in Flt. Control or Operations. I don't recall how far into 1954 she was around.

-Marian (Wells) Badgley, mwbadgley@bellsouth.net

Stories and pictures of TWA's old Connie recall a wonderful era in the industry that we'll never see again. But as modern as those Connies were at the time, some of us cursed them anyway.

At the old ABQ terminal, TWA used gate 1. FAL and CAL used gate 2 right behind it. TWA always had a late evening flight that overnighted and it was left parked at the gate. Each morning the mechanics would preflight it at the gate while we worked our own flight at gate 2.

The Connies were notorious for blowing oil, especially on

warm-ups and we would get soaked with the stuff as we worked our own flight. It was a chore to keep our plane's windshield clean and the boarding passengers protected during that time; but most annoying of all was having at least one shirt ruined a week.

There was another problem at the old terminal, too. The public announcement speakers in the building weren't wired very well. The speaker over the door to the restaurant often picked up our radio communications with flights coming in from the south. Somewhere north of T or C, one of our DC-3s lost an engine and radioed proper notifications to all concerned. The entire episode was broadcast over that one speaker into a full lobby of people who gave it rapt attention. Imagine.....

Then there was the time when one of our 737s radioed that it would need a ground air compressor for engine start on departure. Unfortunately, the Captain used the vulgar slang term for the service and that too came out on the speaker. Mercy!!

-Mac McElhaney, waymac@itlnet.net, 1958-85 station agent

Have you seen this one? <http://www.youtube.com/watch?v=p9swUJNOujw&feature=related>

-Frank Monheiser, monliah@yahoo.com, 1966-86 station agent

(Must see video about Emily Howell Warner - Legend of Aviation! Great piece about Emily!)

I worked for Frontier as a flight attendant from 1971 until 1985. We have retired to the Port Angeles, WA area after traveling for a year in our RV. The beauty of the area had been a draw to us for years and we are thrilled to be living here. We found other Frontier friends here and get to visit often.

I am sending subscriptions for myself and a long time friend that is also a retired Frontier flight attendant, Kathy Campbell Caradori. She was the first fellow Frontier employee that I met when I moved to Dallas from Denver after flight school. She lives in Omaha now and we keep in close touch. I was fortunate to be able to attend her son's wedding last summer. She is as beautiful and young as ever and I want to share your wonderful newsletter with her. I know she will love it as much as I do.

Thank you again for the memories and news of our Frontier friends.

-Carla Sonius, gcsonius@msn.com

I tried to arrange my schedule so I could attend the reunion on the 20th, however, it just wasn't possible. Good luck at the picnic and tell everyone "Hello" from Carolyn (Seymour) Deeming.

I worked at Frontier from 1976 to 1984. I started out working for Clyde Longhart in Avionics (where I met my husband Roy). I was promoted to Scheduler, then moved to the terminal where I was Secretary to Curt Bourg, in Customer Service.

Roy passed away two years ago from pancreatic cancer.

-Carolyn Deeming, carolyncdeeming@aol.com

(Wife of Roy Deeming, 1947-85 aircraft mechanic and manager - avionics who died Sep 6, 2007 at age 84.)

Sorry I am late getting my check to you. I put it in the mail yesterday and when I got home I checked my mail and found your reminder card. Sorry you had to spend money on the postage. I think I gave you my new e-mail address after changing over to DSL.. In case I didn't it is harbo@q.com.

FYI, Bob has been in a nursing facility, here in Loveland, for a little over two years.

-Harriette Ullrich, harbo@q.com

(Wife of Bob Ullrich, aged 79, who was a 1962 - 1986 pilot)

(REUNION NEWS - continued from page 3)

DEN REUNION PICNIC: In spite of rainy, overcast and very windy day, we had 187 dedicated FAL folks show up the picnic. We did a raffle for many great items including a GPS system, \$200 in cash, a couple of framed pictures of the 737 and the CV580 signed picture by Richard Broome, and some other useful items. Our meal was Bennett's BBQ and of course we ate plenty.

A lot of the regular attendees came and some who have attended off and on over the years. Larry Johnston, son of Wayne Johnston, brought some items from the 60s for sharing, Lanette Duncan, Kathy and Chuck Farenholz brought books of pictures of employees of years gone by. Interesting stories to be told.

Our committee had ordered T-shirts with a history of the airline on the shirts and we have some still available if anyone is interested. The cost is \$10 per shirt.

While next year is the 24th anniversary, we are already talking about the 25th in 2011. Our plan for 2010 is to host on the 3rd Saturday of June. We can't book our reservations until after the 1st of the year so in January we will know for certain.

Hope all the other FL picnics had a great time and big success.

-Carolyn Boller, ckboller@comcast.net

DEN GOLF TOURNAMENT: The 14th annual "Original Frontier Airlines" Golf Tournament was held on Friday June 19, 2009 and was a huge success. We had a total of 50 golfers consisting of former Frontier employees, family members, and friends.

1st, 2nd, 3rd, & 4th places won prize money, we also had 7 contest holes for gift certificates, and a drawing for prizes that were donated by organizations and friends. Everybody won something and said they enjoyed the day, the weather was perfect, the best we've had all month.

Among the players were: Bob Reisig, pilot; Howard Logan, pilot; Keith Sleater, pilot; Ernie Van Winkle, dispatcher; Bette Poppers, wife of pilot Dave Poppers; Jim Phenix, dispatcher; Archie Showell, pilot; Joanne Griffin, flight attendant; Peggy Sauer, flight attendant; Tom Shriner, pilot; Dan Cady, pilot; Gus Stearns, pilot; Greg Sterns, son of Gus Stearns; John Bell, pilot; Chuck Hammarstrom, pilot; Trey Allen, pilot; Charlie Beville, pilot; Dick Martin, pilot; Barbara Martin, wife of Dick Martin;

Jack Burt, pilot; Gerry Balfanz, pilot; Jerry Jahnke, agent and Fal tower controller; Skip Lane, husband of Linda Lane, flight attendant; Leo Schuster, field maintenance; Rusty Lambert, pilot; George Vega, pilot; Mike Daciek, pilot; Mike E. Daciek Jr., son of Mike, Sr. and pilot for Continental; Randy James, scheduler; Dick Henderson, dispatcher; Marty Mortenson, scheduler; George Sims Jr., son of pilot George Sims; Bob Parker, pilot; Craig Libsack, pilot. Best Regards to all,
-Bob Reisig & Joanne Griffin, bojos2@gmail.com

NEW MEXICO RATTLESNAKES

by Captain Tex Searle, TexSearle@msn.com

This story was related to me by an agent at Alamogordo. I am unable to recall the agent's name, nor do I know the crew involved in this story. They may recognize themselves when reading these narrative events.

As the Convair 580 approached Alamogordo for landing, the crew called in range for a wind and altimeter check. As they received no answer they called a second time. Still there was no

Larry, Phil & Jake invite you to the 41st FSM FYV FL MEMORIAL (since 1986) PIGnic

Saturday, August 15, 2009

Burford Pavillion

Near the FSM airport

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

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

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

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

FL t-shirts for sale for \$10.

For info and/or directions:

Phil Green, FSM, 479-783-2981,

SusiGreen0609@aol.com

Larry Thomas, FSM, 479-452-8174,

LEThomas39@msn.com

Jake Lamkins, FYV, 479-879-8358,

ExFAL@Yahoo.com

answer.

The agent did hear their call but there was a problem. It was dark and as he had walked to the little weather station to record the readings he was startled to hear rattles loud and clear from one mad rattlesnake. He froze, not daring to move and not sure of the rattler's location, but as related, it was close, real close.

Deciding he wasn't the bravest of the brave playing blindman's buff with rattlesnakes, so alone with his venomous companion he waited in the black night. When hearing the sound of the 580 approaching from the north, there was hope it would land even without radio contact, and hear his cries for help. When seeing the landing lights bright and clear, there was heart felt relief.

Unable to make radio contact in a clear night with calm winds, and several passengers aboard wanting to deplane at Alamogordo, the captain made the decision to land. After landing and parked on the ramp, no activity was noted by the crew. When the 580 crew deplaned. they heard cries for help, and the mystery of why the Alamogordo agent kept radio silence was soon solved.

I myself would surmise flashlights would be a requirement when walking out to the little weather station in the night. Then again, a big fat rattler was discovered by the Alamogordo agents all curled up warming itself in the sandbox in broad daylight.

Who was it said. "A mandatory job requirement - keep your eyes open and step lively."



VETERANS of 25 years of flying at Frontier, Dallas based captains (from left) George Ceshker, John Leslie, Les Harper, Del Booth and Dick Cottingham picked up their diamond wings Sept. 3. Ceshker also celebrated his retirement Oct. 6.

The above item is from the Dec 1975 FL News. **George** is 93 and lives in Richland Hills, TX. He just renewed his FL News subscription. George's FL years were 1950-1975. **John** is 83 and lives in Cleburne, TX. He flew 1950 - 1985. **Les** is 93 and lives in Dallas. His FL years were 1950-1977 and he too renewed his subscription a few months ago. Regretfully, Les lost his wife, Donna, last year after over 63 years of marriage. **Del** died 5/10/07, age 90, at Seattle, WA. He flew 1949-1977. **Dick** passed away 12/7/06, age 90, in Ft. Worth, TX. His FL years were 1949-1976. They are a remarkable group distinguished by their longevity and flying experience. Just another reason on a long list of why FL was so special and will never be duplicated again.

ART LEWIS (Continued from the front page)

Lee and I had a history of when to shine shoes, when to go home and get uniforms pressed, etc. that all worked out satisfactorily. During our interview process Lee was doing some initial interviews and I was talking with some applicants on the phone.

On this particular day I received a call from Art asking if I had reviewed his application and I indicated that I had. Art was somewhat apprehensive and finally let me know that he was a Baptist Minister. I advised him that didn't make a difference to me and as a matter of fact it might aid him in his development with Frontier as it gave him experience in his dealing with people.

Then he said, "I am black!" Without hesitation I asked him "...what difference does that make?" His apprehensions seemed to dissipate and we discussed at length the fact that he was a black male and that I absolutely had no reservations about that subject and that it would have no bearing on his qualifications.

Art came in for a interview and as usual Lee talked with him first and I was in the next office and could hear Lee talking to him and the conversation went something very much like this. "If you want to be hired, you had better go home and shine your shoes before you talk with Mr. Allen or you won't get to first base!"

As I remember the situation Art returned home, shined his shoes and returned. We hired him for a station agent's position. I'm sure you remember it included air freight, ramp, ticket counter, passenger service, weight & balance (all of it) at that time. Art was, according to my recollection, the first black employee on Frontier Airlines. He was a very conscientious and loyal employee. I was proud to have him as a fellow worker.

He was interviewed and accepted as a President's Assistant and the reports I received were that he did a very credible job in that position. I lost track of Art from that point on. I hope that his life has been very successful. I was proud to call him a friend.

-Kerry Allen, kerryree@yahoo.com

(A phone visit with Art found him doing well considering he's 79 years old now. He doesn't recall the exact dates but he lost some seniority while he was a President's Assistant. When that program ended about 1970, he returned to being a station agent at MKC then MCI until the bankruptcy. He said he had a great career at FL and has no regrets at all.)

Fly FRONTIER

ESOP LOST LIST

Wells Fargo Bank in DEN is still seeking 1100 former FL employees who are due money from an ESOP lawsuit. Heirs of deceased employees are due their share of money.

Scan the list for yourself and friends. Let friends know they have money coming.

Phone Wells Fargo at 1-303-863-6258 to file a claim.

More info is also on the FL website at <http://FAL-1.tripod.com>

D. D. Adams
Linda Sue Adams
T.M. Adams
L. Alexander
J.I. Alger
Karen L. Allen
Tom C. Allen
Wiley E. Allen
A.G. Ameter
James Edward Ancell
D.G. Anderson
G.L. Anderson
G.R. Anderson
R. H. Anderson
Michael J. Anello
N.E. Angelo
N.R. Ansbach
E. Anton
Francine M. Appel
Carolyn Archer
D.S. Archer
A.P. Arini
B.A. Arnot
L.K. Aspaas
L. Aukerman
J.M. Baca
P.S. Bachman
Betty L. Bailey
K.A. Bailey
Forrest H. Baily Jr.
D.J. Baker
E.S. Baker
G.F. Baker
H.C. Baker
James R. Baker
T.S. Baldwin
N.L. Ball
Roger W. Ballast (died)
Patricia Barcus
Dale A Bargmann
Hubby E. Barker (died)
R.B. Barks
M. Barletta
P.A. Barlow
E. Barnett
C.M. Barry
Sharon K. Bart
Carol Ann Bartley
E.C. Bastar (died)
J.E. Bauer

Phillip L. Bausch
R.F. Baxter
J.M. Bay
J.C. Bays
Jewel B. Beach
Victoria A. Beals
G.A. Beck
Edward Becker
Patrick Beckham
J.R. Becky
C.T. Beddow
R.D. Behrens
Cynthia Ann Bell
E.W. Bell
Foy D. Belvin
D. Berry
John P. Betka
Charles E. Beville Jr.
Lloyd L. Bibo
M. Bieker
Michele Bigi
D.E. Bingham
M. E. Birch
David L. Bird
J.A. Bird
Norma V. (Blair) Wong-Larkin
R. Blair
J.A. Blankley
P.M. Blann
R.R. Bliesner
E.J. Bloom
J. Bloom
J. Blumenhein
M. Blythe
A.A. Bochert
N. Bock
H. Bolden
Billy M. Bonds
M.S. Borden
T.M. Boren Jr.
L.A. Bost
J.K. Bostic
R.R. Boudreault
L.K. Bowen
M. Bowen
S.L. Bower
Opa K. Boyd
G.M. Boyer
J.M. Boyle
G. J. Bradley

William E. Bradshaw
R.M. Brannan
P.K. Brasel
D.R. Breazeale
Loretta Breckenridge
Charles L. Brenizer
Robert C. Brewer
W.W. Brickman
L.D. Bridges
G.D. Brinkman
W.A. Brodie
E.J. Bronowski
Melvin L. Brooke, Jr.
Jerry W. Broom
A.F. Brown
D.L. Brown
H. Brown
J.M. Brown
Robert E. Brown
Sonja L. Brown (died)
Shirlie P. Bryan (died)
W.J. Bryan
James D. Bryant
Michael F. Bumstead
B. Bundy
D.G. Burbank
Sherrie Ann Burdette
C.L. Burgess (died)
E.M. Burgess
Kenneth Lee Burgess
A. Burns
Dale K. Burns
P.E. Burns
J.L. Burt
R.A. Butler
Abram Byck (or Dyck)
M Byrd
Dennis M. Caito
Becky A Callahan
Patrick C. Callihan
Clarence W. Cannon
R. Canseco Jr.
B.H. Carlson
M. Carlson
S. Carlson
T.W. Carlson
T. D. Carmichael, Jr.
M.E. Carr
Vivian J. Carr
R. D. Carrel
David E. Carter
K. E. Cartwright
W.J. Case
Clinton R. Casey (died)
Carl E. Cash
R.A. Cash
D. Cass
Robert J. Castro
S.L. Caulfield
B.L. Caylor

Karen Chalk
M.A. Chambers
James F. Charbonneau (died)
D.D. Chastain
Susan Chaviz
Susan Cheatham
R. Cherry
Edward J. Chladek
Allen D. Christensen
Don D. Christensen
C.M. Christopher
D.L. Chumley
Albert F. Ciferri (died)
C.E. Cisneros (died)
F.R. Clark
John T. Clark
J.O. Clark
J.P. Clark
L.E. Clark
Larry M. Clark
Linda Nadene Clark
Sharon Clark
Raymond C. Clason
Jerry A. Clay
P.B. Clifford
J.F. Clipper
C.G. Coakley
L.M. Cobb
C.L. Coe
Richard M. Coffman
Joe D. Cole
J.R. Cole
A. Collins
D. Collins
G.R. Cometa
L.K. Conant
S.W. Conner
Dana K. Cook
G.W. Cook
W.E. Cook
Richard L. Coon
F.J. Cooper
Donald S. Cope
F.O. Cope Jr
Ronald Cornelison
Art Coronado
Stanley G. Covington
Carolyn N. Crabtree
John P. Crabtree
W.S. Craney
Thomas E. Crary
J.A. Creasey III
M.J. Crim
K.P. Crosby
George W. Cross
Sandra Crowe-decd
F.A. Crowell
Robert A. Cruickshank
Richard L. Crum
Richard T. Cummins (died)

| | | | |
|--------------------------|---------------------------|----------------------|--------------------------|
| D. Cupp | T.A. Edwards | M. Gatlin | D.A. Harty |
| S.G. Curry | J.A. Eisenhart | J.K. Gauer | L. Hartzell |
| Phillip Duanne Curto | D.G. Ellenwood | C.A. George | R.J. Harvey |
| G. Cusimano | L.A. Elliott | D.L. Gerber | W.M. Hassinger |
| C.Z. Dahl | R.A. Elliott | B.L. Gibson | M. Valaire Hatcher |
| K. W. Dahle | P.L. Ellis | D.T. Giers | R.G. Havens |
| D.C. Dailey | G.J. Elquest | H.C. Gile | George W. Hayes (died) |
| I.B. Dallas | Merrial I. Elrod | Robert J. Given | Wayne S. Hays |
| Raymond J. Damato (died) | Michaela Elston | Robert E. Glasgow | B.W. Hayward |
| D.G. Daniel | Jack N. Emerson | S.W. Gleason | D.L. Heil |
| M.E. Dann | R.J. Engert | David S. Goad | John E. Hemphill |
| D.L. Dann | E.L. Enright | Edward J. Gonzales | Carl W. Henderson (died) |
| G.J. Dardano | Dale L. Epperson (died) | V.E. Gonzalez | Harvey L. Hendrix |
| W. D. Daubert | G. Erickson | William Goodrich | P.A. Hendrix |
| Lois E. David (died) | R. Lowell Erickson | T.J. Goodwin | R.F. Henley |
| Harley E. Davidson | S.L. Erickson | M.D. Graham | R. Herbert |
| Dale A. Davis | K.A. Euell | S.T. Grant | M.L. Hernandez |
| J.E. Davis | L.E. Evans | USB Grant (died) | R.C. Herring |
| Shirley A. Davis | J.A. Everett | R.W. Grasse | Ted R. Herring |
| H.L. Day | C.L. Fahrenbruch | R.L. Graves | L. Herron |
| W. Day | Jay Fargo | William D. Graves | C.E. Hexum |
| M.S. Dea | R.E. Farnam | K. Gray | D.L. Hicklin |
| K.W. Dedon | J. W. Farrar | F.E. Graybeal | K. Higginbotham |
| Billie Sue Degirmenci | M. Patricia Farrell | Henry J. Greathouse | Kay L. Highburger |
| D.A. Delgado | P.S. Faul | B.C. Green | L. Hill |
| P.R. Delisi | T.E. Faulk | J.L. Green | P.F. Hill |
| C. Dellinger | Deborah Fawson | Lanny R. Green | R.W. Hill |
| D. O. Denson | E. R. Ferris | T.W. Green | John C. Hilton (died) |
| S.A. Deshazo | A.B. Field | E.S. Greenfield | D.H. Hingst |
| G.M. Despaigne | Robin A. Field (died) | M.B. Greenway | B.F. Hinkley |
| Danny Devore | Jimmy L. Fields | Ronald W. Gregory | R.L. Hinkley |
| J.H. Dickens | J.L. Finley | C.L. Griebing | D.L. Hladik |
| Keith K. Dickerson | B. Flanigan | E.L. Griffin | George E. Hobbs |
| R. Dickey | K.D. Flaskerud | Lyn D. Griffith | Shirley J. Hobbs |
| W.L. Dikeman | M.I. Flores | C.E. Groetzing | Dana Erik Hoch |
| V.H. Dilley | D. Flynn | B.L. Groom | M. Hoegh |
| D.A. Dingerson | J. Follmer | Ludwig Gross | Eileen D. Hoelscher |
| Robert R. Dirksen (died) | B.S. Foster | L.F. Gurbuz | T.A. Hofer |
| E.B. Disselbret | T.H. Foster | Rueben E. Gutierrez | K.W. Hogge |
| M.J. Dobbie | L.S. Fox | Anne M. Gwin | L.L. Holbrock |
| Gwendoly Dobbs | P.J. Fox | V.D. Haag | P.R. Holger |
| David O. Dodd, III | W.K. Fox | R.S. Hackett | J.B. Holland |
| Mark K. Dooley | J.R. Francis | L.R. Hadley | Clarence E. Hollins |
| K.E. Doran | Anne M. Franco Marshall | P.D. Hager | D. Homer |
| D.J. Dorn | J.M. Frandsen | B.J. Haldeman | N.J. Hoover |
| W.K. Dorsey | Sandra K. Frantz | Jeannie R. Halverson | D. Hord |
| David L. Doty | L. Frazier | J.R. Ham | Thomas G. Horsman |
| J Dove-Wyatt | L.J. Frederickson | R.D. Hamilton | C. Hostetler |
| Richard L. Dowden | Toshie M. Fresquez (died) | W.F. Hamilton | M. Houck |
| Richard Draddy | A.J. Fuller | R. Hamm | T.W. Housholder |
| Robert L. Drake | C. Fuller | T.A. Hampton | J. R. Howard |
| C.L. Drysdale | M.M. Gable | L.A. Hankins | Milton Howard |
| B.R. Duncan | Salvatore Galea | L.A. Hansen | B. Howell-Wilson |
| Calvin Duncan | Ben Gallegos | R.S. Hanson | M.R. Hudson |
| Frank E. Early | R.R. Gallegos | James V. Hardten | C.P. Hughes |
| G.R. Easterling | S.P. Gallegos | Marie J. Hardwick | Larry G. Hughey |
| John Edens | Harry M. Gardner | M.R. Harnisch | Larry T. Hunt |
| N.R. Edson | Brice M. Garner (died) | Charlene Harper | M.E. Hunt |
| Kenneth Edwards (died) | Lucy M. Garvin | A.L. Harrell | Thurman O. Hunt, Jr. |
| Roger S. Edwards | D.H. Gasiocrowski (died) | Thomas L. Harris | J.M. Hunziker |

| | | | |
|----------------------|------------------------|------------------------------|-------------------------|
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| T.M. Hurd | C.L. Kennedy | William E. Livingston | W. McGuire |
| Larry M. Hutcherson | K.C. Kennedy | J.A. Lobato | R.P. McKean |
| J.L. Hyatt | John R. Kenney | M.S. Lochmiller | S.A. McKee |
| S.L. Hyppas | Richard A. Kennon | J.N. Loflin | D. McKenna (died) |
| Jimmy L. Irons | Arthur M. Key | Abijah Longwedel | J.M. McKinney |
| G.T. Islas | James D. Keys | L.M. Lorenzen | S.K. McLaughlin |
| E. Iverson | E.G. Kiernan | Barry F. Lorez | Alma G. McMohon |
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| G.W. Jackson | D.E. Kirksey (died) | B.L. Lundy | D.S. McNeal |
| C. Jansen | James D. Klaue | S.K. Lustig | Betty L. McPhee (died) |
| J.J. Jason | H.E. Klint | R. L. Lutkeiwicz | J.L. McVicker |
| James W. Jennrich | D. Klipp | B. Lyman | R. Medinger |
| Janice A. Jernegan | D. Kloke | John C. Lyons | C.L. Meininger |
| C. Jesser | C.J. Koby | M. Lytle Jr. (died) | R.E. Melendez-Duke |
| H.T. Jetter | V.R. Kookan | J.L. MacDonald | S.M. Melius |
| Dennia A. Jetter | Joseph L. Kramer | B.J. Mack | J. Mendelsberg |
| T. Jimerson | S. Krause | K.J. Madrid | F. Merrill |
| James L. Johnson | D.E. Kreider | D.W. Maham | P.J. Michaud |
| Cecil O. Johnson | Lyle D. Krueger | G.E. Maillet | Steve D. Michel |
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| Charles L. Jones | R. Laskoski | Gilbert Martinez | Connie Lee Mitchell |
| H.E. Jones | J.D. Latta | Lorraine J. Martinez | P.R. Mitchell |
| Irene J. Jones | Aubrey D. Laurence | S.L. Martinez | Lawrence B. Modrow |
| J.F. Jones | Eva J. Lawless (died) | Albert G. Mas | J.H. Montgomery |
| J. Jones | C. Lawrence | Thomas S. Matsumoto | R.E. Montgomery |
| Jonnie M. Jones | N.L. Lawrence | R.Y. Matthews | G.R. Moore |
| L.K. Jones | R.W. Lawrence | D.A. Mattox | J.W. Moore |
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| J.A. Kalbach | L.D. Leary | M.S. Mawer | Thomas M. Moore, Jr. |
| P. Kalcsits | R.R. Leavitt | D.A. Maxey | Carol D. Morgan |
| P.S. Kaplan | K. Lee | H.E. Maxey | Shirley M. Moritzky |
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| C.J. Keller | Gerald E. Lesan | L. Kathleen McCormick (died) | Marty M. Mulkey |
| H.F. Keller | L. Leshar | D.R. McCoy | Ronald E. Munson (died) |
| Beverly J. Kellerman | C. Lewis | G.M. McCready | M.A. Murie |
| L.M. Kelso | Guy L. Lewis | R.C. McCune | D. Murphey |
| E. Maurice Kempner | R.M. Lewis | H.R. McDonnell | C.J. Murray |
| A.M. Kennedy | David E. Little | B.R. McElrath | C.E. Myers |

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|------------------------|----------------------------|---------------------------|---------------------------|
| G.M. Myers | M.T. Perez | P.P. Robert | Patricia Jean Sharp |
| J.E. Myers | Russ C. Perkins | J.T. Roberts | C.W. Shaw |
| E.L. Nagle | T. Peschel | S.E. Roberts | M. Sheid |
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| O. Gene Nash | L.L. Peterson | S.D. Rodgers | Richard Shirling |
| Kenneth D. Naylor | Meredith A. Phelps | T. Rodman | S. Shore |
| G.A. Nelson | P.E. Phillips | Jack T. Rogers | T.R. Shore |
| G.R. Nelson | S.J. Pierce | R.F. Rogers (died) | J.B. Showalter |
| N.R. Nelson | E.R. Piercy | Billy J. Rose | Margaret E. Shur |
| H. M. Newland | A. Pinkham | H.A. Ross | J.A. Sickler (died) |
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| Angela M. Nichols | P. Pletan | C.A. Roy | C. Siler |
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| R.W. Nichols | V. Barry Poole, Jr. | C.P. Ruch | Dale D. Simonin (died) |
| A. C. Nicolaidis | M.C. Pope | D.E. Russell | T.W. Simpson |
| R.A. Nielsen | J. Portugal | Freida L. Russell | Robert Lee Sims |
| Robert E. Nisbet | G.L. Pottorf | M.A. Russell | Rosanna Sims |
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| W.J. Nowak | L. Preece | Edward L. Salathe | Rudy L. Skeen (died) |
| M. Nungester | Daniel H. Price | Robert L. Salazar | J.D. Sledge |
| Michael D. O'Brien | Billie Ray Purvis | V.H. Salazar | J.C. Slusser |
| V.L. O'Connell | Clara G. Pyle | S. Sample | Shirley Small |
| Lela O'Connor | E.D. Ragan | S.D. Sanborn | M.A. Smicker |
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| C. Ober | Eleanor V. Randall (died) | B. Sato | G.L. Smith |
| Dee L. Oberg | R.A. Randall | M.A. Saul | L.E. Smith |
| J.L. Oberhelman | H. Rankin | T.C. Scheffler | P.D. Smith |
| William M. Ockerman | J.P. Rapps | A.M. Scherrer | Robert M. Smith |
| John Odenthal | Perrys A. Rasmussen (died) | Eva M. Schiele | V. Smith |
| R.P. Ogden | A.L. Ray | D.J. Schiff | William Elmo Smith |
| Ronald P. Olinger | K.K. Raymond | Karen M. Schlick | K.M. Smoger |
| S.D. Ollerhead | Walter C. Rea (died) | W.H. Scholtthauer (died) | Jo Ann C. Snell |
| G. C. Olson | J. Reavis | Orra J. Schluter | Franics L. Snider, III |
| Gayle R. Opperman | Sidney E. Redd | Bernadine Schmale | E. Soliz |
| D.M. Osborn | Kim F. Redecker | Joyce E. Schmid | A.M. Soriano |
| S.M. Otterpohl | B.E. Reed | M.R. Schmidt | G.L. Souther |
| Danny Ray Overturf | Pamela J. Reed | Beatrice M. Schmiedbauer | Glenn C. Spakes |
| C. Owens | B. C. Reeves | M.S. Schneider | Jaynie Spence-Vette |
| G.T. Owens | Sandra Reger-Beach | Ronald Schneider | Fred R. Spencer |
| W.A. Owens | T. Reilly | Tery M. Schoening | Ramon Z. Spiars |
| J.M. Oxford | D. W. Renz | B.J. Schollmeyer | Thomas A. Sponsler (died) |
| W.C. Pabst | R. Reveles | T.H. Schrage | Royce P. Stanley |
| T.L. Page | B. Reynolds | C.A. Schroeder | Florence Starks |
| William A. Parker, Jr. | A.S. Rice | E.L. Schroeder (died) | Deborah Stayton Cottle |
| Paul M. Parsons | David M. Richards | S.K. Schroeder | C. J. Steele |
| James O. Patterson | Michael A. Richardson | B.W. Schrunk | J. Steele |
| W.A. Patterson | S. Riddle | M.E. Schuett | J.R. Steimel |
| Joseph L. Pattisson | L.E. Ridgely | James P. Schulte | G.L. Steinbach |
| J.W. Patton | L.D. Riedesel | M. Schwein | P.J. Stern |
| C.W. Paxson | B.L. Riley | M.B. Scribner | J.M. Sterrett |
| P.R. Payne | J. Riley | D.E. Searles | Pattie E. Stetson |
| Kay C. Pedersen | Thelma Riley | S. Seay | Robert L. Stevens |
| Valerie G. Pederson | R.L. Rist | Norman W. Sexton | William P. Stevenson |
| E.P. Pellerin | B.G. Rivera | L.D. Seybold | John H. Steward |
| C.W. Pennie | R.L. Rizzuti | D.H. Shaffer | David H. Stewart |
| Herman E. Pennington | H. Robbins | William M. Sharkey (died) | J. Stewart |

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| C.J. Stiles | R.E. Thompson | T.W. Wassertheurer | Jack D. Williamson |
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| C.R. Taylor | C.A. Ver Plank | C.H. White II | P.K. Yanaga |
| L. Taylor | M.E. Vogel (died) | D.W. White | M.P. Yancey |
| Lester Keith Taylor (died) | R.L. Vonada | L.E. White | M. Yantis |
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| P.A. Thacker | F. W. Waldren | Judi K. Whitney | Jim L. Zalesky (died) |
| Milton W. Thayer | C.L. Wallace | W.D. Whittaker | Jerry L. Zapp |
| Leroy L. Theimer | Lee A. Wallace | Doyle D. Whillhite (died) | K.A. Zeldin |
| G.C. Theobald | James N. Walraven (died) | E.W. Williams Jr. (died) | Larry D. Zentz |
| G.L. Thiem | Steven James Walton | E.H. Williams | W.A. Zoller |
| Clyde W. Thomas | Mary B. Ward | J.A. Williams | |
| Danny R. Thomas | William L. Wardell | Hulon Joe Williams | |
| Jill Thomas | D.E. Warner | J.L. Williams | |
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