

FRONTIER NEWS

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



President Bud Maytag is shown above left with Monarch Airlines founder Ray Wilson in November, 1961 at a Frontier 15th anniversary celebration. Bud, heir to the Maytag Company fortune, had bought controlling interest in Frontier in January, 1959 when he was 32 years old. He bought controlling interest in National Airlines in April 1962 and sold his Frontier holdings. Bud was the primary beneficiary of a fierce bidding war for National that culminated in it's purchase by Pan Am in October, 1980. He died aged 64 of prostate cancer on September 23, 1990 in Colorado Springs.

Ray left Frontier after being relegated to a relatively minor managerial role. He was not even consulted about the three way merger that created Frontier June 1, 1950. Five years later, Wilson, then Frontier's vice president of operations, sold his interest in the line and severed all ties with the airline. He became general manager of Loma Uranium Co., and later an adviser to the Colorado Public Utilities Commission on aviation matters. He died May 11, 1979 at age 78.



WINTER

2010

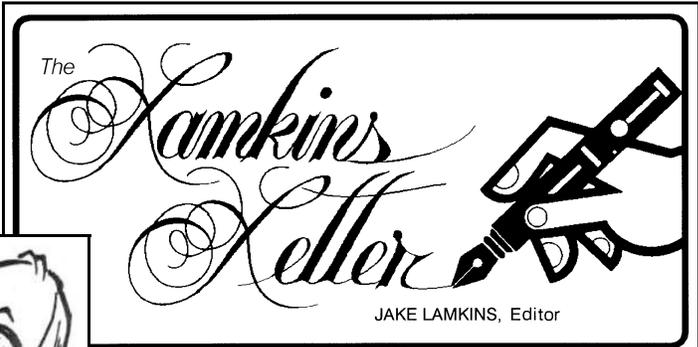
#38



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.



My apologies for the errors in the last issue’s table of contents. I had pre-planned the newsletter’s layout then the FLamily deaths just kept pouring in and I never got back to adjusting the table.

Seniority lists are goldmines of information as are company newsletters of all sorts. If you have some, I would love photocopies if I don’t already have copies. I can also use rosters and telephone directories and, especially, any CN lists. They don’t have to be original - legible copies work great. I don’t have any copies of the FL News from 1981 on - did the company quit publishing them? Contact me with what you have and I’ll check to see whether I have them. I’ll gladly extend subscriptions for needed copies.

Thankfully, there are not as many deaths to report this issue as the last. But time and wear continue to do their work. The only fair thing about life is that nobody gets out alive.

Computers are wonderful things, especially for data and files. For instance, there are 975 names in my FL obituaries and 3281 names in my FLamily (living FLolks) file. I am glad to share them and my other FL files. Check the back page for what I have so you can order them.

The back issues of the “modern” FL NEWS are posted at the FL website. Issues from the start (2000) through 2007 are posted and, unlike the print version, are in color.

**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.**



TABLE OF CONTENTS

Wilson & Maytag.....1
 Lamkins Letter.....2
 Reunions.....3
 Gone West.....4
 Notes From FLolks.....14
 I’ll Bet You Didn’t Know This.....18
 1958 FL route map.....19
 Air Traffic.....20
 FL Chronology.....22
 Life As A Pilot.....24
 Baggage Stories.....26
 The Cat In The Hat.....27
 Frontier Reports.....28

**REUNIONS TIMETABLE**

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

BIL REUNION

No info on a 2010 event.

Dee Martenson, adsanta@bresnan.net

Bob Voight, voightr@aol.com

DEN GOLF TOURNAMENT

Fri, Jun 18, 2010, at Park Hill Golf Course, 4141 E. 39th Ave.

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

DEN FLIGHT CREW GATHERING

Fri, Jun 18, 2010, site TBA

Bonnie Dahl, BCDahl777@msn.com

Ace Avakian, AceAvak@comcast.net

DEN REUNION PICNIC

Sat, June 19, 2010, at the Aurora Reservoir on East Quincy Ave.

Carolyn Boller, 303-364-3624, CKBoller@comcast.net

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

DFW CN/FL REUNION

No info on a 2010 event.

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

DFW FRONTIER BASH

No info on a 2010 event.

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

FTW CN/FL MECHANICS REUNION

Was Oct 24, 2009 at 12 noon.

Restaurant at Hicks Field - 10 miles north of Fort Worth.

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

FYV-FSM MEMORIAL PIGNIC

Aug TBA, 2010, 11am-5pm, FSM Burford Pavillion.

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

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

GJT REUNION

No info on a 2010 event.

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

LNK REUNION

No info on a 2010 event.

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

MCI FLIGHT CREW LAYOVER

No info on a 2010 event.

Contact:

Phil Stallings, RedRyder@tx.rr.com

JoDelle Davidson Burwell, jodelleburwell@comcast.net

Lisa Sachetta, lsachetta@yahoo.com

MCI REUNION

No info on a 2010 event.

Rose Dragen, 816-741-1995, mragen@juno.com

PHX PICNIC

Sun, Nov 7, 2010, 11:00 AM, Desert Breeze Park in Chandler.

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

Ginger Treptow, 480-813-4595, Peaches85233@q.com

SLC REUNION

Sat, June 19, 2010, 10 am to 6 pm at Walden Park 1070 W. 5450 S. in Murray

Don Anderton, 801-968-3225, danderton@quest.net

Stan Covington, 801-808-4264, stanorpris@msn.com

Bill Roberts, 801-558-9438, carn6470@msn.com

Paul Farris, 479-409-9997, paulamos43@yahoo.com

STL REUNION

No info on a 2010 event.

Ceil Ponder, 314-428-9759

Kathy Benoist, 314-729-1810

TUS REUNION & GOLF OUTING

Was May 17-18-19, 2009, 3 DAYS OF GOLF

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-Eules Road, North Richland Hills, TX

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

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@msn.com

REUNIONS NEWS

We had a great reunion (FTW CN/FL MECHANICS REUNION) at Hicks field - about 15 miles north of FTW on Oct 24. There were 22 mechanics, inspectors and stock clerks, plus quite a few wives in attendance. We had FLolks from MCI, OKC, STL and one from Mississippi. Hope I didn't leave any one out. We had a great time and look forward to next year.

-Bill Guthrie, aircraft mechanic, bill_guth3@yahoo.com

HIGH FLIGHT

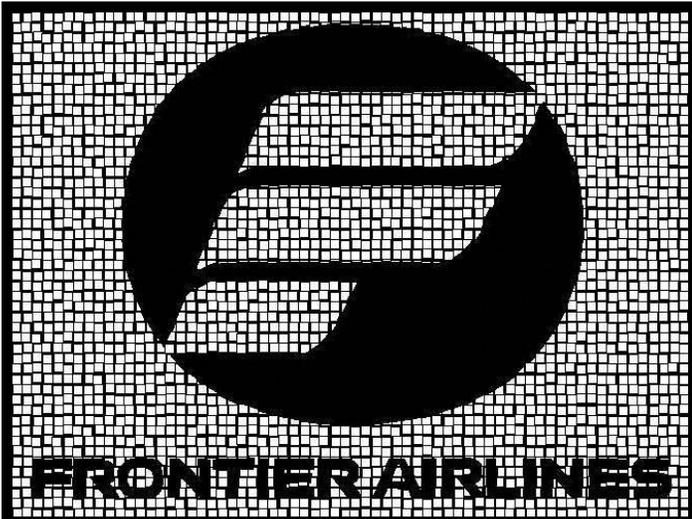
by John Gillespie Magee Jr., with FAA Supplement
Oh, I have slipped the surly bonds of earth(1),
And danced(2) the skies on laughter silvered wings;
Sunward I've climbed(3) and joined the tumbling mirth(4)
Of sun-split clouds(5) and done a hundred things(6)
You have not dreamed of -- Wheeled and soared and swung(7)
High in the sunlit silence(8). Hov'ring there(9)
I've chased the shouting wind(10) along and flung(11)
My eager craft through footless halls of air.
Up, up the long delirious(12), burning blue
I've topped the wind-swept heights(13) with easy grace,
Where never lark, or even eagle(14) flew;
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space(15),
Put out my hand(16), and touched the face of God.

FAA SUPPLEMENT to "High Flight"

Footnotes:

1. Pilots must insure that all surly bonds have been slipped entirely before aircraft taxi or flight is attempted.
2. During periods of severe sky dancing, crew and passengers

(Continued on page 13)



GONE WEST

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

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

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

DEATHS REPORTED OR UPDATED SINCE THE FALL 2009 ISSUE

Willie Edwards Ahrens, DEN flight attendant, 3/9/09, age 78
 Mervin Bagan, FTW lawyer, 4/10/82, age 62
 Sharon Berg, flight attendant, 8/18/09, age 65, cancer
 Lorie Brown, SLC, need info, 5/1/09, age 48, cancer
 Bill Cook, RIW WRL station agent & manager, 7/12/08, age 82
 Dave Coppock, ADM SWO WDG OKC station agent & manager, 10/11/09, age 84
 Garry Felzien, RKS LAX station agent, 2/11/06, age 62
 Manita Fowler, DEN accounting clerk, 4/14/06, age 90
 Dale Fultz, TOP station agent, 1/25/05, age 70
 Johnny Heffley, FTW radio mechanic, 10/12/09, age 75
 John Horvath, STL station agent, 7/29/09, age 71
 Eliot Johnson, DEN stock clerk, 3/16/04, age 84
 Errol Klein, DEN JAMTO manager & MKC sales representative, 11/23/08, age 71
 Gary Lee, INW MOT GFK station agent, 4/25/07, age 61
 Louis Leverone, DEN chairman of the board, 3/15/57, age 76
 Earl McGuire, DEN aircraft mechanic, 10/20/09, age 69
 Tommy Munns, DEN aircraft mechanic, 6/20/09, age 79
 Skip Pennyweight, MKC MCI SLC DEN pilot, 11/10/09, age 72, surgery
 Al Pierce, GSW DEN pilot, 12/6/09, age 75
 Lavonne Peterson, DEN SLC MKC flight attendant, 5/16/95, age 60, cancer
 Betty Snyder Stone, flight attendant, 11/27/09, age 81
 Ken Vradenburg, GSW DAL DEN pilot, 11/3/09, age 87, heart disease

BILL COOK

1949 - 1982

STATION AGENT AND MANAGER RIW WRL

I want to thank you for the FRONTIER NEWS. I sure do enjoy it finding out who has gone west and who is still with us. I worked for Frontier 1950 to 1982, 32 years RIW - WRL.

-Bill Cook on 11/8/04

(I got suspicious when Bill did not re-new his newsletter subscription and I saw FL items of his for sale at ebay.com.)

Email to ebay.com seller: I knew Bill Cook at Frontier Airlines when I worked there. I'm wondering if he has passed away since his pix are for sale.

-**Jake Lamkins, ExFAL.com**

Yes, he did pass away last summer. His daughter is a friend of mine and I am selling stuff for her

-**Nan, Wyoming**

WILLIAM H COOK Born 01 Aug 1925, died 12 Jul 2008, age 82, at 82401 (Worland, Washakie, WY) SSN issued in Wyoming

-**SSDI**

Don't know when he would have started but Bill had also been the station manager in WRL, until 1974 I'm thinking. I think that's when I got there, domiciled as a System Relief Agent for COD, VEL, and WRL.

-**Geoff Morneau, geoff.morneau@gmail.com**

(FL announced the discontinuation of service to WRL in the Dec 1981 FL News to be effective Mar 1, 1982. I assume that Bill retired when that occurred. He had station agent seniority date of 1/1/51, emp# 01550, on the 1/1/74 FL/ALEA seniority list. W. H. COOK: Date of hire 8/16/49, Date of classification 1/1/51 per 11/1/55 FL Station Personnel System Seniority List. I cannot find what position Bill filled before becoming a station agent but it probably was with Challenger Airlines since they served Wyoming.)

LAVONNE "PETEY" PETERSON 1961 - 1974

CHIEF FLIGHT ATTENDANT DEN SLC OMA MKC MCI

(I had been trying to get more info on Lavonne but it was complicated by her marriage after FL. I accidentally found her obituary in the Kansas City Star archives.)

OBITUARY: BARBARA LAVONNE CARTER, 60, Liberty, MO, died Tuesday, May 16, 1995. Funeral services will be 1 p.m. Saturday, May 20, with burial in Glenridge Cemetery. Friends may call 7-8:30 p.m. on Friday at the Church-Archer-Pasley Funeral Home in Liberty. Mrs. Carter was born July 25, 1934, in Lethbridge, Alberta Canada. She had lived in Liberty 19 years.

She worked for Frontier Airlines from 1961-1974 and held the position of Chief Stewardess for the Kansas City area. In recent years, she had worked as a switchboard and receptionist for the Ferrellgas Co. Survivors include her husband, Larry Carter, of the home; a son, Mathew Carter, of the home; and a daughter, Polly Carter, of the home.

-**Kansas City Star on 5/18/95**

MANITA FOWLER**1963 - 1977****SR ACCOUNTING CLERK****DEN**

Retirees: Manita Fowler, senior accounting clerk, retired in June after 14 years with Frontier. She plans to make her home in Utah.

-Frontier News, May/June 1977

MANITA C FOWLER, Born 05 Feb 1916, Died 14 Apr 2006 Age 90, At 84663 (Springville, Utah, UT), SSN issued in Utah **-SSDI**

(Shown as Manita C. Fowler on a Jul 1963 photo. She was 61 when she retired from FL. She buried a young son in 1951. Her tombstone found online but no obituary. She had an accounting clerk seniority date of 5/20/63, emp# 02909, 5th in seniority, on the 1/1/74 FL/ALEA seniority list.)

EARL MCGUIRE**1966 - 1986****AIRCRAFT MECHANIC****DEN**

Earl W. McGuire died unexpectedly October 20, 2009. He went to work for Frontier as a mechanic January 24, 1966. He worked until FAL's shutdown in August, 1986.

Earl was from Alliance, NE., and the Alliance Times-Herald published his obituary, October 23, 2009.

Wayne McGuire, 69. Broomfield, Colo. Wayne McGuire, 69 died unexpectedly on Tuesday, Oct. 20, 2009. The memorial service will be at 10 a.m. Monday, Oct. 26, at Rundus Funeral Home, 1998 W. 10th Ave., Broomfield.

The Memorial Service folder listed;

Earl Wayne McGuire

Born; October 21, 1939. Alliance, Nebraska.

Entered Eternity: October 20, 2009. Lafayette, Colorado.

Memorial Service: Monday, October 26, 2009. 10:00 a.m.

Rundus Funeral Home. Broomfield, Colorado.

Inurnment: Loveland, Cemetery. Loveland, Colorado.

There was no notice in any of the Denver-Metro area Newspapers.

-Ken Schultz, Wheat Ridge CO

SKIP PENNYWEIGHT**1967 - 1986****PILOT****MKC MCI SLC DEN**

I am doing well here,,its been a darn long winter thou and its still not over,,,Am planning on coming to the re-union in May,,will see how the irrigating and hay is coming along,,,,,

-Skip Pennyweight on 2/25/07

"Skip" Ernest Pennyweight passed away yesterday. Many of you know Skip from the early, original Frontier days. After the demise of Frontier, Skip went on to work for Continental, America West, Sierra Pacific, Morris, and Western Pacific Airlines.

As the only pilot retirement from Western Pacific, Skip settled with the FAA as an air carrier inspector in the Denver office. Skip joins his wife Jan in the heavens.

Per his request there will be no service. His ashes will be scattered in the San Juan mountains of western Colorado. In lieu of flowers and cards Please say a prayer/thought for the aviators who have preceded Skip in their journey West.

-Ace Avakian, aveavak@comcast.net

OBITUARY: Ernest R. Pennyweight, age 72, of Montrose, passed away on Tuesday morning, Nov. 10, 2009, at the Montrose Memorial Hospital. Arrangements are under the direction of Crippin Funeral Home & Crematory, Montrose, Colo.

-Montrose Press on 11/11/09

(E R PENNYWEIGHT: Seniority date 7/5/67 per the 9/1/72 & 9/1/86 FL/ALPA seniority lists. Skip was FO on the Beech 99 flight on Nov 24, 1971 in which the engine fell off the aircraft near Greeley. The prop penetrated the cabin and narrowly missed Skip's foot.)

LORIE BROWN**SLC**

OBITUARY: Lorie June Brown, 48 of Woodbine, died May 1 at her home after a short battle with cancer. She was born March 25, 1961, to Kenneth and June (Burr) Brown in Marengo, Iowa. She was raised in Tiffin, Iowa and attended Clear Creek High School in Tiffin.

She moved to Salt Lake City, Utah and worked for Frontier Airlines. Lorie then moved to Denver and managed the Wall Street Deli. She then moved to Iowa and lived east of Woodbine, and she purchased her home in Woodbine in 2004. She was a bartender at the Rocket, Billy Gees and the Corn Palace.

Lorie loved people. She enjoyed collecting Elvis and Jeff Gordon memorabilia, working jigsaw puzzles and Sudoku grids. Lorie was preceded in death by her father and her nephew, Nathan Simpson. She is survived by her special friend, Wayne Finken of Woodbine; mother, June Brown of Chesapeake, Va; three sisters, Joyce (Butch) Hansen of Chesapeake, Va, Karen Rudy of Draper, Utah, Kim (Charles) Kruse of Parnell, Iowa; one brother, Kevin (Jennifer) Brown of Arcadia, Fla; and aunts, uncles, nieces and nephews; and other relatives and friends.

-Logan Herald Observer on 5/13/2009

(Have not been able to verify Lorie's position or years at FL. Send any information you have on her.)

(Continued from page 13)

14. Aircraft engine ingestion of, or impact with, larks or eagles should be reported to the FAA and the appropriate aircraft maintenance facility.

15. Aircraft operating in the high untraversed sanctity of space must remain in IFR flight regardless of meteorological conditions and visibility.

16. Pilots and passengers are reminded that opening doors or windows in order to touch the face of God may result in loss of cabin pressure.

(This article sent by pilot Jack Schade who flew with Challenger/Frontier 1947 - 1981 and celebrated his 88th birthday earlier this year. Email Jack at captainjack20@msn.com and say hello. The article is formatted to FAA standards with multiple page references in no logical order. All who have dealt with FAA directives, procedures and directives will recognize the style right away and feel at home.)

JOHN HORVATH
1967 - 198?
STATION AGENT
STL

OBITUARY: John Paul Horvath, 71, of Hazelwood, Mo., formerly of East St. Louis, Ill., born July 27, 1938, in East St. Louis, Ill., died on Wednesday, July 29, 2009, at his residence.

John worked as a cargo handler for Frontier Airlines until his retirement. He had served in the United States Army.

He was preceded in death by his parents, John and Mamie, nee Cobb, Horvath; his brother, James M. Horvath; and his sister, Marilyn Horvath.

Surviving are his brother, Robert L. Horvath of Freeburg, Ill.; and his nieces and nephews, Kristy Trent, Bobby Horvath and Michael Horvath.

Condolences may be expressed to the family online at www.kasslyfuneral.com.

Visitation: Friends may call from 4 to 8 p.m. on Wednesday, Aug. 5, 2009, at Kassly Mortuary, Fairview Heights, Ill.

Funeral: Funeral services will be held at 10 a.m. on Thursday, Aug. 6, 2009, at Kassly Mortuary Chapel, Fairview Heights, Ill., with Father Clyde Grogan officiating. Interment will be in Mount Carmel Cemetery, Belleville, Ill.

-Belleville News-Democrat on August 2, 2009
(J P HORVATH: Seniority date of 6/10/67, emp # 03741, on the 1/1/74 FL/ALEA seniority list. John worked the AF house when I was in STL 1968-70. He was in a bad car wreck around that period. He does not appear on the 1984 seniority list.)

WILLY EDWARDS AHRENS
1953? - 1956

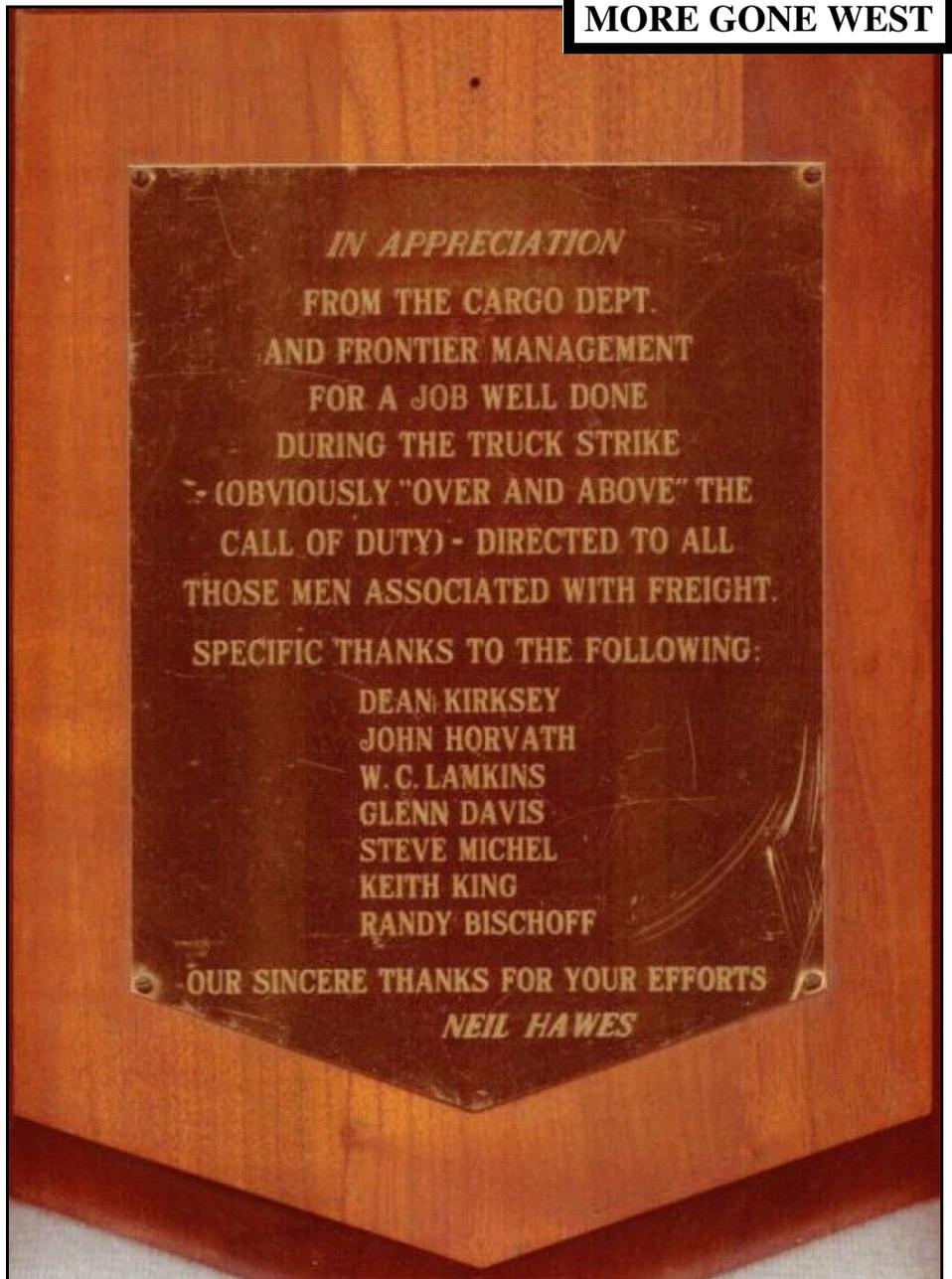
FLIGHT ATTENDANT
DEN

OBITUARY: Willie Lee E. Ahrens "Billye" Willie Lee (Billye) E. Ahrens went to be with her Lord and Savior March 9, 2009. She is survived by her loving husband of 53 years, John H. Ahrens, their only child John Dietrich Ahrens, his wife Elizabeth Anne, and her brothers and sisters Truie, Jennie, Henry, Bill, Bob, and Tom.

Billye was born on February 12, 1931 in Walhalla, South Carolina. As a teenager, she lived on the family ranch near Douglas, Wyoming. After graduating from high school, she was a stewardess for Frontier Airlines.

She married John in 1956. They spent most of their blessed life together in Colorado, Texas, and Arizona. She will be remembered as a loving and devoted wife and mother, faithfully caring for those she loved before herself.

Visitation will be held on Friday March 13, 2009 at 10:00 am



The Cargo Appreciation plaque was awarded to the STL station agents working air freight in early 1970. The individuals did not get a plaque - just one plaque was displayed at the STLFF office. It was a very hectic time - we were bursting at the seams with air freight. While making a STL station visit in 1982 when I was ALEA Master Chairman, I found the plaque in the trashcan at the freight office. No one wanted it so I rescued it and still have it.

with service and burial to follow at 11:00 am at Mountain View Memorial Gardens, 7900 E. Main St., Mesa, AZ.

In lieu of flowers, the family requests that contributions be made to the Alzheimer's Association, Phoenix, AZ 85006.

-The Arizona Republic on March 11, 2009

(The Dec 1953 Sunliner Times has an article about stewardess Willie Edwards. The Nov 4, 1955 FL Personnel Roster lists W. L. Edwards, Stew, living in Aurora, CO. Willie is such an unusual girl's name this must be Willie Lee E. "Billye" Ahrens in the obituary. She would have quit FL when she married in 1956. Send me any additional info about Willie and/or Billye and her time at Frontier.)

KEN VRADENBURG
1954 - 1981
PILOT
AMA GSW DAL DFW

Last Wednesday, Oct. 28, Ken's implanted cardioverter defibrillator {I.C.D. for short} kicked him, not one time but TEN times before they could get him to the hospital and under medication to help his failing heart. With medication he held on but Friday morning we almost lost him again.

His kidneys failed so his heart was under more stress, they started dialysis, with some improvement Saturday with dialysis plus two pints of blood. Today he is improved, he is in ICU and plans are to repeat dialysis tomorrow & add one more pint of blood. I have lots of family and they are very supportive, but we could use your prayers. Ken's heart is very weak and he is still very ill. I will keep you updated on his condition.

-Lee Vradenburg, kenleev@sbcglobal.net

Ken passed away peacefully on 11-03-09 at 11:55 p.m. We know he is at rest and we are the ones who miss him so much it hurts.

We will celebrate his life with a memorial service at 2:00p.m. on Sat, Nov. 7th at St. Paul United Methodist church 852 West Bedford Euleess Rd, Hurst Texas, 76053. Please join us in this celebration.

-Lee Vradenburg, kenleev@sbcglobal.net

OBITUARY: Kenneth C. Vradenburg, 87, (1921 - 2009) slipped the surly bonds of earth to meet his Maker on Tuesday, Nov. 3, 2009. Memorial service: 2 p.m. Saturday at St. Paul United Methodist Church, 852 Bedford-Euleess Rd. W., Hurst, 817-284-7181. In lieu of flowers, donations be made to St. Paul United Methodist Endowment Fund or charity of choice.

Ken was born Dec. 23, 1921, to C.H. and Gertrude Vradenburg of Webb City, Mo. He graduated from Austin High School and attended the University of Texas at Austin.

He served his country in the Army Air Corps in World War II and the Air Force during the Korean War. He was awarded the Distinguished Flying Cross and five Bronze Stars during the service to his country.

Retiring after 28 years as a senior flight captain for Frontier Airlines, Ken and his wife, Lee, traveled, played golf and enjoyed their growing family.

He made great lifelong friends, as well as embracing family with his love and energy. His primary interest always centered around family.

Music was always an important part of his life, starting with the Austin Civic Orchestra as a violinist and the barbershop groups that he sang with starting in 1959 through 2007. He was also an avid reader and a renaissance man.

He was preceded in death by his first wife, Kay; and sons, Kris and Greg Vradenburg.

Survivors: Wife of 31 years, Wanda Lee; sister, Beverly French; son, Randy Vradenburg and wife, Pat; daughter, Koweba Sprinkle; stepdaughter, Lin Pence and husband, Patrick; stepson, Michael Wisner and wife, Tatyana; stepdaughter, Anita Dell and husband, Ron; stepson, Joe Spry and wife, Donna; grandchildren, Lisa, Greg Jr., Alyssa, Christine, Amanda, Joe, Brandon, Megan, Kirill, Katie, Kenny, Tiffany and Kara; and five great-grandchildren.

-Fort Worth Star-Telegram on November 6, 2009

DAVE COPPOCK
1951 - 1982
STATION AGENT & MANAGER
ADM SWO WDG

Coppock-50th: Mr. and Mrs. David Coppock celebrated their 50th anniversary by attending their granddaughter's wedding May 15 at MGM Grand Hotel, Las Vegas.

David and Ruth Coppock were married May 15, 1954, at Washington Avenue Baptist Church.

He worked for Central Airlines and then Frontier Airlines as a station agent in Enid. He retired after 32 years in September 1982. She is a homemaker.

Their children are David Michael Coppock, Rebecca Coppock-Barnes, Zachary Coppock, Mark Coppock and Patrick Coppock.
-ENID NEWS on 5/25/04

OBITUARY: David William Coppock. The funeral service for David William Coppock will be 2 p.m. Thursday, Oct. 15, 2009, at Ladusau-Evans Funeral Home chapel. Rev. Terry Chick will officiate. Burial will be in Memorial Park Cemetery.

David was born Sept. 19, 1925, in Pawnee, Okla., and passed away Sunday, Oct. 11, 2009, in Enid. The grandson of Cherokee Strip Land Run pioneers, David grew up in Enid, where he became Oklahoma's youngest licensed pilot in 1941 and soloed for the first time that same year. When he was 17 years old, he lied about his age in order to enlist in the Navy during World War II. Serving on the rescue tug ATR-71, David spent World War II in the South Pacific rescuing U.S. Naval ships that were crippled by the Japanese during battle.

While home in Enid on college break, he was driving through town with his best friend, Jack Haworth, when they saw Jack's sister walking home from her job as a telephone operator. Jack suggested they give her a ride home and David met Ruth Haworth. David and Ruth were eventually married.

He had several jobs that enabled him to use his love of flying, including performing in air shows that required him to perform aerial acrobatics and flying high-line patrol for OG and E inspecting high-line wires throughout Oklahoma. He then worked for Beech Aircraft delivering planes to their new owners from Montana to Louisiana.

In 1950, he was hired by Central Airlines as a station agent eventually working for Frontier Airlines as a station manager here in Enid for 32 years, retiring in 1982. Through the years, David never lost his love of flying and used his airline employee benefits to fly his family literally around the world free. His wife, Ruth, and their five children traveled with him from Hong Kong to London with frequent trips to the South Pacific where he had spent World War II.

He is survived by his wife of 55 years, Ruth; his four sons, Mike Coppock, Zack Coppock and Pat Coppock, all of Enid, and Mark Coppock and his wife Anne Sturdivant Coppock of Fayetteville, Ark.; his daughter, Becky Coppock Barnes and her husband Brian Barnes of El Dorado, Kan.; two grandchildren; four stepgrandchildren; and one great-grandchild.

-Enid News on October 14, 2009

(The 5/18/53 CN seniority list shows D. W. Coppock based at SWO with 10/22/51 seniority date. The 1/1/62 CN seniority list shows him as WDG station manager. Station agent seniority date of 10/22/51, emp# 01564, on the 1/1/74 FL/ALEA seniority list. Dave retired when FL dropped service to WDG in 1982.)

ELIOT JOHNSON
1948 - 1958?
SR STOCK CLERK
DEN

Posted at the FL Club: Eliot Johnson flown west. I found an obituary in the PIT newspaper that Eliot Johnson, age 84, who had worked with FL had died. Does anyone recall him? It said he went with US Airways after FL.

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

Eliot Johnson is featured in the September, 1952, Sunliner News on page 2, with an article titled, Eliot Johnson Gains Mountain Climbing Fame. The September, 1953 Sunliner News, pg. 1 reported "MORE EMPLOYEES JOIN FIVE-YEAR CLUB". This would make Eliot's date of hire in September, 1948, with Monarch Air Lines.

Apparently he left Frontier in 1955 - 1958 since there is no listing of his name in the 1958, 10-year awards.

I recall Eliot making pitons on his day's off in 1950 in the welding shop to support his mountain climbing hobby.

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

ELIOT R JOHNSON, Born 23 Jun 1917, Died 16 Mar 2004, Age 84, At 15108 (Coraopolis, Allegheny, PA) SSN issued in Pennsylvania.

-**SSDI**

ERROL KLEIN
1960 - 1971

STATION AGENT, JAMTO MANAGER,
SALES REPRESENTATIVE, DEN MKC

OBITUARY: Errol H. Klein, 71, of Denver, passed away suddenly on November 23rd, 2008. He is survived by his loving wife of 49 years, Virginia, daughter, Kelly Baca of Denver, son, Todd (Jenn) Klein of Highland Village, TX, granddaughters, Amber and Natalie Baca, Kahlyn and Brooklyn Klein and grandson, Justin Klein and great-granddaughter, Alexis Baca.

Born and raised in Denver, Errol graduated from South High in 1955. After working for Frontier Airlines in the 60s, he ran his own business and then retired after working for Safeway for over 15 years. He will be deeply missed by all of his loving friends and family. Funeral service to be held Wednesday, November 26th at noon at Horan and McConaty, 1091 S. Colorado Blvd. Denver Post on November 25, 2008

I noticed that Errol Klein died last year. Errol was a salesman for Central in KC and when the merger (CN/FL Oct 1967) took place he then worked for me as a Sr. Sales Rep in KC. I was the Regional Sales Manager with offices in the Muehlebach Hotel.

Errol was a good person and did a great job working for me. Errol stayed on as Sr. Sales Rep and left in late '71 going back to Denver. He was part of the cut back we experienced and I lost

JOHNSON
ELIOT R.

Age 86, of Moon Twp., formerly of Crescent, passed away on Tuesday, March 16, 2004; husband of Mariorie S. Johnson; father of Lorna Phillips and husband Donald, and Malcom Johnson; also four grandchildren and two great-grandchildren. Founder of Crescent-Shousetown Area Historical Assoc.; member of Sharon Community Presbyterian Church, Senior Men's Club, Monongahela River Buffs and Beaver County Historical Research and Landmarks Foundation. Employed by Frontier Airlines and US Airways, a WWII US Navy veteran. Memorial service Tuesday, March 23, 2004 at 2:00 pm, Sharon Community Presbyterian Church, 522 Carnot Rd., Moon Twp., PA 15108. In lieu of flowers, memorials in his name to West Hills Food Pantry, c/o Sharon Community Presbyterian Church. Arrangements, by COPELAND'S, Moon Twp.

Please sign the guest book at post-gazette.com

MORE GONE WEST

several sales people because of it.

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

ERROL H KLEIN, Born 07 Aug 1937, Died 23 Nov 2008, Age 71, At 80209 (Denver, Denver, CO), SSN issued in Colorado

-**SSDI**

(ERROL H. KLEIN: Station agent seniority date of 1/21/60, based DEN, on the 1/1/62 CN Agent Seniority List)

SHARON BERG
FLIGHT ATTENDANT

OBITUARY: Sharon Berg, Coleharbor, died at her home in Albuquerque, N.M., on Aug. 18, 2009, after a long battle with cancer. Her memorial service will be held at 11 a.m. Friday, Aug. 28, at Lord of Life Lutheran Church Fellowship Hall, 1143 N. 26th St., Bismarck.

Sharon was born Nov. 20, 1943, in Bismarck, to Albert and Norma Berg. She graduated from Bismarck High School. She received her bachelor's degree from North Dakota State University and two master's degrees from the New Mexico Institute of Technology.

Her working life included a stint as a flight attendant for Frontier Airlines and she owned

a construction company in New Mexico most of her working life.

Sharon loved to travel and to entertain. She was well known for her cooking skills. She had a strong love of animals and owned many throughout her life. She felt that an animal should never be gotten rid of just because they were inconvenient. Sharon was known for her intelligence, her quick wit and sense of humor, as well as her beauty. Sharon married Dr. William Blair and later in life, she married her old friend, Bill Nieland. Sharon is survived by her husband, Bill Nieland; her daughters, Lisa Blair, Garrison, and Christine Allen, Olathe, Colo.; and four grandchildren, Rachel Blair, Nathan Allen, Joel Allen and Seth Allen.

-**Bismarck Tribune on August 20, 2009**

(Could not find her on any of the rosters and seniority lists I have. Does anyone have information on Sandy?)

GARRY FELZIEN
1969 - 1986
STATION AGENT
RKS LAX

Just found out that Garry Felzien passed away Feb 11, 2006 at 62 years old. He was employed by Frontier from 1968 till the end. I knew him from working with him at RKS and believe he transferred to one of the Calif stations when Frontier closed the RKS station. He was living in Smyrna Ga when he passed away. I have been unable to locate any obituary on him.

-**Jim Purdy, jpurdy@aol.com**

GARRY L FELZIEN, Born 28 Dec 1943, Died 11 Feb 2006,

Age 62, At 30082 (Smyrna, Cobb, GA), SSN issued in Colorado.

-SSDI

(G FELZIEN: Station agent seniority date of 1/29/69, emp# 02775, on the 1/1/86 FL/ALEA seniority list. I found him in the SSDI and looks like he was in LAX area when his wife died in 1996. I found her obituary but not Garry's so far. Does anyone have more information on Garry?)

LOUIS LEVERONE

1952? - 1954?

CHAIRMAN OF THE BOARD

DEN

DIRECTORS: Hal S. Darr, Emil N. Levine, Glenn C. Taylor, Ray M. Wilson, Fredrick W. Bonfils, Louis E. Leverone, Walter Walker, Del E. Webb, Lo W. Linville, William Felton, C.A. "Mac" Myhre, E. B. "Ted" Slocum.

-1952 Annual Report, Frontier Airlines

Louis E. Leverone - New chairman of Board. He is from Chicago and President of Nationwide Food Service Inc. of Chicago.

-Sunliner Times on April 1954

OBITUARY: Louis E. Leverone (1880-1957). Mr. Leverone was chairman of Frontier Airlines and a director of the Michigan Avenue National Bank of Chicago, President of Nationwide Food Service, Inc. from 1945-57.

Born April 29, 1880 at Wakefield, Mass., Brother of Nathaniel Leverone. In sales field with Western Electric and leather companies from 1904-12. With Stein, Hirsh & Co., Chicago, 1912-20, and vice-president and general manager of Stein-Hall Mfg. Co., 1920-42.

From 1929-35 he was chairman of board of Automatic Canteen Co. of America, and a partner of Canteen Co. since 1939. From 1942-45 he was general manager of Canteen Food Service. He is also the owner of Leverone Nursery, Half-Day, Ill.

Active in aeronautical associations and safety groups and vocational guidance organizations.

-Several internet websites

TOMMY MUNNS

1948? - 1949?

AIRCRAFT MECHANIC

DEN

OBITUARY: Thomas "Tommy" Brice Munns, 79, of Steelville, Mo., died March 13, 2009. A memorial in his honor will be at 12:30 p.m. Saturday, June 20, 2009, at the Hotel Gold Crown located on Centennial Airport in Denver, Colo.

He was born June 27, 1929, in Greeley, Colo., to Kenneth Clifford Munns and Mary Eleanor Valona Wolfkiel Munns. He served in the Army Air Corps as a jet engine mechanic and was honorably discharged in 1951. Tommy devoted his life to flying and maintaining aircraft working for many aviation organizations including Continental and Frontier Airlines.

He married Bessie Barbara Bowman and raised three children. Tommy flew and maintained the first generation of business and corporate aircraft. In 1971, the family relocated to Cody, Wyo., where he flew for Husky Oil Co. While in Wyoming, Tommy refined his passion of restoring old Piper Cub aircraft to mint flying condition, and many found service in the Alaska Bush.

In 2005, the FAA awarded Tommy with the Wright Brothers Master Pilot Award and the Charles Taylor Master Mechanic Award. Both awards are bestowed for lifetime achievements in aviation, requiring a minimum of 50 years experience. Tommy is one of a few that have received both of these prestigious FAA awards. Over his lifetime, he flew many types of commercial aircraft, logging tens of thousands of flight hours.

A devoted husband, father and pilot, he will be sadly missed by his wife, Kitty of Steelville; daughter, Jeanne Marie Munns Swartz of Anchorage; two sons, Clifford Brice Munns of Gastonia, N.C., and Thomas Malcolm Munns, Leonardtown, Md.; six grandchildren and one great-grandchild; other relatives and many friends.

-Denver Post on June 7, 2009

Tommy Munns does not appear on any personnel lists that I have. I have contacted several retired mechanics that recall Tommy Munns, and the consensus is that he worked for Monarch Air Lines about 1948/49, not Frontier Airlines. Monarch was in the process of overhauling the three Arizona Airways DC-3's.

A common practice of Airlines at that time was to "Lay off" all of the mechanics needed after a major overhaul was completed. (Example; I was hired in April, 1950, [Monarch Air Lines] during the overhaul of the last Arizona Airways DC-3, and then "Laid Off" on November 15, 1950, after the overhaul was completed.) by Frontier Airlines (Inauguration of Service, June 1, 1950). Tommy was not (working/employed) by Monarch / Frontier in 1950 during the time I was employed as a mechanic, or later.

-Ken Schultz, Wheat Ridge CO

BETTY SNYDER STONE

1950s?

FLIGHT ATTENDANT

DEN?

OBITUARY: Betty June Stone, 81, of Fountain Hill, PA, died on Friday, November 27, 2009 at VNA Hospice at St. Lukes in Lower Saucon Township.

She was the wife of the late Robert Lewis Stone who died in 1985. Born in New Tripoli she was the daughter of the late Paul E. and Lilly (Hamm) Snyder.

Betty began her working career as an airline stewardess for Frontier Airlines for many years. She enjoyed all the traveling and later became a travel agent for Stony Hill Travel in Connecticut. She later worked for several travel agencies in Connecticut and Arizona. She truly loved the adventures of traveling worldwide.

Betty enjoyed singing with the Allentown Municipal Opera Company and treasured her Square Dancing with her husband.

Survivors: Daughter, Kimbra L., wife of Thomas J. Ellex of Fountain Hill, PA sons, Bryan D. Stone of Bethlehem Township and Jonathan R. Stone of Brooklyn, New York, her sisters, Miriam Sims and Arlene Wojcik both of Woodstown, New Jersey, her granddaughter Ashley and her two great-grandchildren, Zayne and Amalia. She was preceded in death by her brother Sandy Snyder.

-Allentown PA Morning Call on Dec 2, 2009

(Betty was 81 when she died so her birth year would have been 1928. She probably flew with us in the early 1950s. Post any info you have.)

GARY LEE**1967 - 1986****STATION AGENT
INW MOT GFK**

OBITUARY: Gary Lynn Lee, 61, of Grand Forks, ND, passed away peacefully Wednesday, April 25, 2007, at his home under the care of his beloved wife, Jeananne, family, and hospice.

Gary was born on December 28, 1945, in Williston, ND, the son of Lynn and Dorothy (Wegley) Lee. He graduated from Williston High School and the UND Williston Center. On February 5, 1966, Gary was united in marriage to Jeananne McCahan. Gary & Jeananne lived in Williston and Minot, ND, where Gary worked for Frontier Airlines and in Grand Forks, ND, where he worked for SATO Travel.

-Grand Forks Herald on April 27, 2007

Posted at the FL Club: More death in the FLamily. I found this obituary while websearching: Gary Lynn Lee "Gary lived in Williston and Minot, ND where he worked for Frontier Airlines and in Grand Forks, ND, where he worked for SATO Travel." Gary was 61 when he died Apr 25, 2007. Post any info you have about Gary.

-Jake Lamkins, ExFAL@yahoo.com

I worked with Gary Lee at Grand Forks in 1979 and early 80. He was a station agent there with FL before he went to SATO. He was a very laid back agent and was very patient with me when he was training. He used to say I was "owly" which is apparently a midwestern term for cantankerous. My wife and I are saddened to hear of his passing but it was a pleasure knowing him.

-Mike Barney, mijebarney@insightbb.com

(G L LEE: Station agent seniority date of 1/10/67, emp# 05190, on the 7/1/84 FL/ALEA seniority list. He is on the 1/1/86 list with retained seniority in group E of 18 yrs 5 mos 10 days. So he went into a non-union position, perhaps SATO manager, in mid 1985 but was FL til the end.)

AL PIERCE**1961 - 1981?****PILOT****DEN**

Al Pierce Passed away this morning. I don't have any information about the funeral arrangements, but will let you know when I get more information

-Weldon Finney, weldonfinney@sbcglobal.net

This just in from Weldon Finney

The final arrangements for the funeral service of Al Pierce are:

VISITATION:

Wednesday Dec. 9th 6:00....to9:00 pm
Mount Olivet Funeral Home
2301 North Sylvania
Fort Worth

SERVICE:

Thursday Dec 10th 1:00 pm
Legacy Church of Christ
8801 Mid City Blvd.
North Richland Hills

INTERMENT:

Bluebonnet Cemetery

MORE GONE WEST

Colleyville

Cards and letters should be directed to:

Al's Wife.... Barbara Ann Pierce

609 Hickory Ct., Hurst, Texas 75054

-Phil Stallings, redryder@tx.rr.com

OBITUARY: Al Pierce (1934 - 2009) 75, passed away Sunday, Dec. 6, 2009. Funeral: 1 p.m. Thursday at Legacy Church of Christ. Interment: Bluebonnet Hills Memorial Park in Colleyville. Visitation: 6 to 8 p.m. Wednesday at Mount Olivet Funeral Home.

Al was a fighter pilot in the U.S. Marines. Once he returned home, he went to work for several different airlines as a pilot. Al and Barbara owned the first independent snow ski shop in Texas. He retired from the airlines as a captain.

Survivors: Wife of 36 years, Barbara Pierce; daughters, Tracey, Shannon, Tobie, Debbie and Cindy; son, Angus Baker; 15 grandchildren; three great-grandchildren; and brother, Jack Pierce.

-Fort Worth Star-Telegram on December 8, 2009

That's the first time that I heard about Al. I knew him for many years.

-Tom Zorumski, dcocho62@gmail.com

Al was a good person and I'm glad I had a chance to know him during our airline years. I'm sorry I never had a chance to visit with him again after those years. He was highly respected as a pilot but more importantly, as a person who seemed "up" when many of us weren't. My heartfelt condolences to Al's wife and family. He will be missed.

-H. A. "Frosty" Frost, Frosty1@hughes.net

I saw Al for the first time since the fall of FAL about 3 weeks ago in DFW at the pilot's luncheon. A little lighter and stuck in a wheelchair he told me that he hoped to be out of the wheelchair soon. Otherwise he was the same gentleman with the sharp mind and quick wit. We were always based in different domiciles but I saw him enough on the road to call him a friend. It is the beginning of winter and as Ace Avakian says, 'the leaves are falling'. This 'leaf' will be sorely missed.

-Ron Gallop, av8r@kc.rr.com

Al and I never flew together since we were at different bases but got to know him at connecting points and layovers. Really enjoyed his friendship after we retired as we took several RV trips together. Great person with a compelling sense of humor. He will be missed but not forgotten.

-Gene McCaleb, ann_gene@hotmail.com

As an old CN/FL ramp rat, This is a sad day for all of us. Al was one of the greats. Took ski lessons from him many years ago. God bless Barbara and the rest of the family. Al will be missed by us all. Have a safe trip WEST.

-Bill Kirkley, bkirkley@flash.net

Another one of the really good ones to fly with has departed. My condolences to Barbara and the family.

-Tom Hollister, tomterrif76262@yahoo.com

Al: God speed Westbound. You were a good man, a great friend and an excellent pilot. Barbara Ann, I know that Al was much more than that to you and the rest of his beloved family. My thoughts and prayers are with you during these most difficult days.

-Jack Gibson, capthootjeg@earthlink.net

(A A PIERCE: Pilot seniority date of 2/9/61 on the 9/1/81 FL/ALPA seniority list. He is not on the 9/1/85 list. Does anyone know when he left FL?)

DALE FULTZ
196? - 1964?
STATION AGENT
TOP

Posted at the FL Club: More death in the FLamily, I found this obituary while websearching: Dale Fultz - "He settled in Topeka, Kan. where he worked for Frontier Airlines for many years."

I have a Dec 1964 CN Skywriter article about Dale in TOP but have not found anything else. Dale was 70 when he died Jan 25, 2005. I do not find him on the 1/1/74 FL/ALEA seniority list.

-Jake Lamkins, ExFAL@yahoo.com

OBITUARY: Dale Fultz, 70, of Bagley, Minn., father of Aurora residents Shari Vincent and Marci Weaver, died Tuesday, Jan. 25, 2005 at Clearwater County Memorial Hospital in Bagley, MN. Funeral services were held Saturday, Jan. 29 at Grace Chapel with Rev. Don Winters officiating. Burial was in Minerva Township Cemetery in Bagley with military rites by Irvin Blix American Legion Post #16 of Bagley.

Mr. Fultz was born Jan. 13, 1935 to Clarence and Mabel (Nass) Fultz in Bagley where he graduated from Bagley High School in 1953. He attended Oak Hills Bible College one year. He entered the U.S. Air Force in 1955 and was honorably discharged in 1958.

He settled in Topeka, Kan. where he worked for Frontier Airlines for many years.

He married Sharron Johnson on Oct. 1, 1966 in Merriam, Kan. They settled in Bagley in 1982 when he worked for Fredrickson farms and drove a school bus for schools in Clearwater County.

He enjoyed basketball and was a referee for many years. He also enjoyed hunting, fishing and traveling. He was a member of Grace Chapel, served as a deacon, song leader, Sunday school teacher and youth leader.

Survivors include his wife; three daughters, Shari (Chris) Vincent of Aurora, Lori Fultz-Piechowski of St. Joseph, Minn. and Marci (Gabe) Weaver of Aurora; four grandchildren, Samantha and Benjamin Vincent and Jessica and Caleb Piechowski; five brothers, Amos (DorisAnn) Fultz of Bagley, Clayton (Jeanette) Fultz of Sierra Vista, Ariz., Doyle (Doris) Fultz of Bagley, James (Janet) Fultz of Minneapolis and Paul (Betty) Fultz of Warner Robbins, Ga.; four sisters, Alverda (Bob) Grover of Largo, Fla., Ardyth Swenson of Columbia Falls, Mont., Wanda (Leonard) Durbin of Colorado Springs, Colo. and Julie (Don) Lambert of Enid, Okla.

-Farmers Independent of Bagley, MN dated Feb 2, 2005

(Need info on when Dale worked for CN/FL, where besides TOP and when he left FL.)

MERVIN BAGAN
195? - 1952
LAWYER
FTW

August 20, 1958: CAB Member Harmar D. Denny today announced "With the deepest personal regret" the resignation of his Assistant, Mervin F. Bagan, effective September 15, 1958. In accepting the resignation, Colonel Denny stated that Mr. Bagan's plans for the future will be announced at an early date.

A native of Estherville, Iowa, Mr. Bagan entered service with

the CAB as a Trial Attorney on the staff of the Bureau of Air Operations in April, 1952. He was named Assistant to Colonel Denny in July, 1955.

Before coming to Washington in 1952, he was associated with Central Airlines, Inc., in Ft. Worth, Texas, and the Treasury Department as an Internal Revenue Agent.

Mr. Bagan is a graduate of the University of Notre Dame with degrees of LLB (cum laude) and is a Member of the Bar of the State of Iowa. During the war, he served as a Lieutenant in the U. S. Navy Amphibious Forces and actively participated in the invasions of Normandy, Southern France, Luzon and Okinawa. Mr. Bagan resides with his wife and seven children in Silver Spring, Maryland.

-Civil Aeronautics Board online

MERVIN F BAGAN, Born 02 Jul 1919, Died 10 Apr 1982, age 62, At (VA), SSN issued in Iowa

-SSDI

(Not much info on Mervin - send any info you have.)

JOHNNY HEFFLEY
1952 - 1953
RADIO MECHANIC
FTW ACF?

John Paul "Johnny" Heffley, Sr. John Paul "Johnny" Heffley, Sr., beloved husband, father, grandfather, brother, uncle, and friend, passed away on Monday, October 12, 2009.

Johnny was born to Floyd and Bessie (Dickey) Heffley on February 7, 1934 in Mt. Judea, Arkansas. At the age of 3, his family moved to Texas.

After graduation from Collinsville High School in 1952, he worked at Central Airlines in Ft. Worth as a radio mechanic. In 1953, he enlisted in the United States Army and was stationed a short time in Germany, France & Luxembourg.

Following his honorable discharge, he attended the University of North Texas. On June 5, 1959 he married Sarah Morales at Immaculate Conception Catholic Church in Denton.

Mr. Heffley worked for Moore Business Forms for 15 years as a Graphic Artist, Forms Design Supervisor & Assistant Manager Sales Promotion. In 1974, he went freelance and worked as a self-employed Commercial Artist for 25 years before retiring.

Johnny enjoyed singing and playing his banjo at the Denton Courthouse-on-the-Square on Saturday mornings. Weekday evenings he played his banjo with a small band at various nursing homes in Collinsville, Pilot Point, and Gainesville and on Saturday nights at the community centers in Mountain Springs, Celina, and Van Alstyne.

Visitation is 6 - 8pm Thursday, October 15, at DeBerry Funeral Directors in Denton, TX. Funeral service, officiated by Father Victor Cruz, is 1 p.m. Friday, October 16 in the chapel of DeBerry Funeral Directors. Burial will be at Roselawn Memorial Park. Pallbearers are his son, Scott Heffley, his grandsons Ross Hammond, Christopher Hammond, and John Paul Heffley, III, and nephews Ken Stanley, Jr. and David Bishop.

John is survived by his loving wife of 50 years, Sarah, and his children Julie Hammond, Cindy Heffley, John Paul Heffley, Jr. and wife Jan, Scott Heffley and wife Barbara; eleven grandchildren; sisters Lois Brock and Anna Cline, and brother Gerald Heffley.

-Denton TX Record Chronicle on Oct 14, 2009

(Not much info on Johnny - send any info you have.)



Carol Diane Johnson

Carol Diane Johnson, 23, a Denver-based Frontier stewardess, lost her life in a four-car accident near Dillon, Colorado, early in January.

Carol joined Frontier and graduated as a stewardess May 1, 1970. She attended school in Omaha, Nebraska, and graduated from the University of Nebraska, class of 1969.

Sympathies from each Frontier employee go to Carol's parents, Mr. and Mrs. W. E. Johnson of Omaha.

YOUNGEST FLOWN WEST

Celeste Reid, MLS station manager, 4/17/81, age 21, aircraft crash
Dorothy Ruth Reif, flight attendant, 3/12/64, age 22, DC-3 crash at MLS
Carol Johnson, flight attendant, Jan71, age 23, auto accident
Dan Gough, pilot, 3/12/64, age 25, DC-3 crash at MLS
Ray Horrell, SLC reservation agent, Feb85, age 25
Charlie Gayles, DEN manager-spares planning, 8/8/81, age 25
Wayne Johnston, DEN payroll manager, 12/5/64, age 26
Gayle Bussinger, MLS station agent, 3/12/64, age 27, DC-3 crash at MLS
Jay Shah, DEN mechanic, 2/13/80, age 27, ramp accident
Dan "Smitty" Smith, DEN station agent, 9/2/86, age 28?, motorcycle wreck
Bernie Kersen, DEN mechanic, 3/15/72, age 28
Will Pliska, MCI reservation agent, 9/7/76, age 29
Barbara Petty, flight attendant, Mar74, age 31, heart failure
Bill Kilian, DEN station agent, 11/24/76, age 31, killed by gun in luggage
Jimmy Fanning, FSM DEN cleaner, Jun84, age 32
Duane Dillard, pilot, 11/19/74, age 32
Christine M. Denning, marketing rep, 12/13/79, age 32
Morris Leach, DEN mechanic, 6/30/58, age 32
Harold Worrell, DEN mechanic, Apr84, age 32
Andy Anderson, aircraft mechanic, May89, age 33
Joe Hill, pilot, 2/24/59, age 33, cancer
Dennis Klock, pilot, 2/28/79, age 33, air crash
Rick Cochran, 12/21/67, age 33, DC3 crash at DEN
Don Jansen, TOP station manager, May68, age 33, auto accident
Marty Favor, MCI mechanic, 5/6/66, age 33
Dave Allison, DFW station agent, 7/11/80, age 34, motorcycle wreck
Dale McLaughlin, flight attendant, 8/2/85, age 34, DFWDL crash
Dale Epperson, aircraft mechanic, 11/25/82, age 34
Fred Van Weerd, SLC cleaner, Oct72, age 34, heart attack
Charlie Hirsig, founder-Summit Airways, 1/15/45, age 34, aircraft crash
Rocky Crane, pilot, 12/21/67, age 34, DC3 crash at DEN
Denny Meyer, pilot, 1/18/78, age 34, Otter crash at PUB
Jim Booth, DEN JAC RNO station agent, 6/12/82, age 35, cancer
Dale Glenn, pilot, 1/18/78, age 35, Otter crash at PUB
Jack Griffin, pilot, 10/4/74, age 35, aircraft crash
Doug White, DEN mechanic, 4/9/77, age 35
-Total 36 FLolks age 35 & under have flown west.

Passage of regulatory reform bill good news for Frontier, our passengers.

Legislation to reform the airline regulatory system passed both houses of Congress and was signed by the President in mid-October, creating a new industry environment in which both the public and Frontier will be winners.

Effective the first of next year, the new law gives us greater flexibility to decide where and when to fly and how much to charge for our service. New regulations will give the public benefits of a freer marketplace and increased competition.

Frontier was a leader in endorsing regulatory reform which, according to President Al Feldman, will be good for our company, our employees and our passengers. "This law opens up a broad array of new route authorities for us," commented Feldman, "which we will pursue aggressively while working diligently to maintain a competitive position in our existing route structure."

In the meantime, normal CAB procedures will continue on our applications for these routes: Spokane-Vancouver, St. Louis-Washington, D.C., Denver-San Antonio, Denver-Boise, Phoenix-Salt Lake City, Denver and Salt Lake City-Oakland, St. Louis-Louisville, Tucson-San Diego and Albuquerque/El Paso-west Mexico. In the latter case, we are seeking permanent rights to Mazatlan and Guadalajara as well as authority to fly to ten additional points in Mexico.

Also included in our route filings are requests for authority to extend our service from Salt Lake City to Eugene (Ore.), from Billings to Helena (Mont.), from St. Louis to Birmingham (Ala.), and from Oklahoma City to Shreveport (La.). The new flights would be linked to our existing nonstop service from Denver to Salt Lake, Billings, St. Louis and Oklahoma City, offering one-stop service between Denver and Eugene, Helena, Birmingham and Shreveport.

THE RIW UFO

by Captain Tex Searle, TexSearle@msn.com

You may not have heard or seen this story in print as the participants were scared and upset as to what this had turned into, and the commotion it caused in the quiet town of Riverton, Wyoming. Because of that commotion those familiar with the plan were sworn to secrecy, and were not to reveal who, where, or what. The participants in this story are no longer residents of this earth, and even now may be knocking on St. Peters door asking to be let in, and swearing they are sorry for the dastardly deed that took place in Riverton.

Of those involved in this venture and now having departed from this earth, and with this significant event having taken place over fifty-years in the past; I would suppose the statute-of-limitations would prevent the Riverton, Wyoming Sheriffs Department from issuing warrants for the participants. and demanding they be extradited from paradise back to the state of Wyoming.

The moon had not risen as the participants gathered in the dark of the night at the Riverton airfield to proceed with their creation. Enough helium was leaked into the large weather balloon giving it the required buoyancy to lift off with a payload consisting of one large battery powered lantern with red lens and nothing more.

The slight breeze coming from the northwest would gently power the large balloon over the more populated areas of Riverton. With the plan coming together the release of the balloon was called for. The balloon was launched into the night to ascend slowly into skies that are not cloudy all day. The participants made themselves comfortable on the brow of the bluff to observe their creation. In the sky the lantern light reflecting its red glow off the round lower bottom of the balloon served as an unidentified flying object (*UFO*) in the sky.

As the participants observed their proud creation making its way over the town of Riverton, they began to notice vehicle lights racing through the streets - they thought this is great. Then flashing lights from law enforcement vehicles began to appear - they thought this isn't so great. Then fire engines with flashing lights appeared racing through the streets - they thought this is awful. Switchboards were jammed with those expressing their goodbyes. Porch lights blinked on as the town citizens poured into the streets to observe this live *UFO* whom they just knew would be preparing some sinister plan for the sad demise of the Riverton townspeople.

Meanwhile the participants stared at this unexpected commotion of the town citizens with horror; not the kind of reaction they had expected. Moreover, there likely would be consequences. Quickly a pact was made among themselves that as long as they lived. they would never reveal names of those involved, or reveal any knowledge there of a mysterious object that had appeared in the sky on that night at Riverton, Wyoming. With a deep sigh, they watched the *UFO* disappear into the southeast skies. The last reported sighting was that of the Gas Hills report many miles from Riverton.

Riverton's past history tells of large Indian villages that at one time dwelled in the area and of the Indian wars that took place in the surrounding country side. Butch Cassidy even spent a few days in Riverton reminiscing with an old friend after his supposed demise in South America. But the lingering talk is of a day when a *UFO* visited this small community to leave worthy news

memories the readers would discuss and ponder. These participants should have been given an award with much recognition. For what they achieved in a flurry of excitement one dark night in Riverton, Wyoming would have equaled or exceeded that of the Buffalo Bill Extravaganza. But who were they?

I think this episode took place in the late 50s or early 60s. For a long time they worried what would happen to them if their names were ever made known. As for as revealing their names I feel I should honor their request even though they have gone to that big hanger in the sky. I would think that should you choose to use this article that *RIW* agents who worked with them at that time in the *RIW* station will have maybe already revealed their names, or do so when reading the *UFO* story. You might want to suggest the first person naming the individuals involved will win a new edition of the Golden Years of Flying which I'll furnish to you. That way it won't be me naming names.

*(OK, the first person naming the culprits in this caper will get a copy of Tex' very interesting book. If you don't know the guilty parties, you can still get a copy of Tex's book at <http://Amazon.com>. The ironic thing about this story is that the JAC crew did something similar in Aug 1970. I was there and was one of the culprits. We were in ALEA contract talks and were doing a safety program. We filled 4 weather balloons and attached them to a white sheet on which STRIKE was written in large letters. It went up a few hundred feet and just hung over the runway. Man, there was hell to pay with *UFO* reports, pilots reporting obstructions to approach, etc. We nearly had one of our flights overfly because of it. The wind finally picked up and it headed toward the Snake River & the Tetons where it crashed. Probably scared the dickens out of some campers and hikers.)*

(Continued from page 3)

must keep seatbelts fastened. Crew should wear shoulderbelts as provided.

3. Sunward climbs must not exceed the maximum permitted aircraft ceiling.

4. Passenger aircraft are prohibited from joining the tumbling mirth.

5. Pilots flying through sun-split clouds under VFR conditions must comply with all applicable minimum clearances.

6. Do not perform these hundred things in front of Federal Aviation Administration inspectors.

7. Wheeling, soaring, and swinging will not be attempted except in aircraft rated for such activities and within utility class weight limits.

8. Be advised that sunlit silence will occur only when a major engine malfunction has occurred.

9. "Hov'ring there" will constitute a highly reliable signal that a flight emergency is imminent.

10. Forecasts of shouting winds are available from the local FSS. Encounters with unexpected shouting winds should be reported by pilots.

11. Pilots flinging eager craft through footless halls of air are reminded that they alone are responsible for maintaining separation from other eager craft.

12. Should any crewmember or passenger experience delirium while in the burning blue, submit an irregularity report upon flight termination.

13. Windswept heights will be topped by a minimum of 1,000 feet to maintain VFR minimum separations.

(Continued on page 5)

Notes From FLolks

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

I remember Mike Leonard (See obits last issue) in his office when he was Director of Marketing Distribution, and we did a lot of studies for Hank Lund. I remember Mike had an airplane mobil in his office.

Mike gave me my first set of golf clubs. We were both "lefties". Mike was quite a golfer. We used to play at Indian Tree in Arvada. I remember on the 11th which is a par 5, I challenged Mike to go over the lake to the green. He stepped up to the ball and landed it on the green. Needless to say I didn't challenge him again.

I remember his sense of humor and his sense of integrity. I remember his laughter. And I remember our trip to the ASIA World Congress in Munich. As I recall we flew first class on Pan Am. We both took our spouses.

I could go on and on but I won't.

-Fred Tiller, ftincolo@aol.com

(Fred was director-agency & interline affairs when he was with FL.)

You ever hear anything about Ed Becker (JAC/WRL/CPR)?

-Jerry Carlson, CPR station agent, cjer98@gmail.com

No, haven't heard anything on Ed. I've often wondered what happened to him. I remember him well from working with him in JAC in the Summer of 1972. Are you still at ATLDL?

-Jake Lamkins, ExFAL@yahoo.com

Ed worked with me in CPR for a couple of years. I think he took off and went to Lake Havasu City in 86 but not sure.

With the industry downsizing basically we have had to re-apply for our jobs four or five times in the last several years. If they give us an invitation to stay, we're in. If not, goodbye. Got another downsizing coming up in the next couple of weeks. They'll get me sometime, I'm sure. They are a good company to work for though. This merger with NW is more like a NW take over when it comes to senior management. The CEO is NW and he brought a lot of his former managers with him. The corporate culture is sure to change.

-Jerry Carlson, cjer98@gmail.com

(Jerry was a 1970-86 station agent at JAC WYS CPR.)

His request approved, the Fox News photographer quickly used a cell phone to call the local airport to charter a flight. He was told a twin-engine plane would be waiting for him at the airport.

Arriving at the airfield, he spotted a plane warming up outside a hanger. He jumped in with his bag, slammed the door shut, and shouted, 'Let's go'.

The pilot taxied out, swung the plane into the wind and took off. Once in the air, the photographer instructed the pilot, 'Fly over the valley and make low passes so I can take pictures of the fires on the hillsides.'

'Why?' asked the pilot. 'Because I'm a photographer for Fox Cable News,' he responded. 'And I need to get some close up shots.'

The pilot was strangely silent for a moment, finally he stammered, 'So, what you're telling me, is... you're NOT my flight instructor?'

-Ken Wientjes, Kjwientjes@cs.com

(Ken was a talented 1968-86 JAC station agent who made me a leather bank book in 1970 that I still use. He had a knife & gun shop in JAC after FL)

My father (Tex Searle) is tired of me ripping his issue off so I'm subscribing..I've been a Frontier fan since 1956, my father's start date. I had two stints as an agent in SLC between 1977 and the shutdown date in

1986. I loved it all, especially the Feldman years when we were flying high.

I worked as a temp agent in SLC at the station on and off between 1977 and 1979. I worked on the ramp throwing bags and fueling. Also worked the friegthouse. I left Frontier in 79 to work for Union Pacific RR. I really missed Frontier so I began efforts to get back. Kerry Wages hired me as an agent in the SLC rez office in 83. I remained there until the shutdown in 86. It probably wasn't the smartest thing to leave a good paying and secure job on the railroad, but Frontier was in my blood. I had a great time and got to know some of the best people in the world at Frontier. It was worth it.

I first hooked up with Frontier in 1956, when my father (Tex) was hired as a co-pilot. I remember flying the line with him on the jump seat of the DC-3 when I was a kid. I can almost smell the distinct aroma of the DC-3 cockpit, a great combination of tobacco smoke, the electrical smell of avionics, and leather. I'd give anything to have that experience again. I remember the cozy atmosphere of the small stations and the hustle and bustle of DEN. It was all good.

-Doug Searle, doug.searle@comcast.net

I left the airline industry (UA didn't want me) and moved on to telecommunications. Stayed with MCI for 10 yrs and then got laid off. While at MCI, I got involved in training as a new career. Bounced around telecom and finally got tired of being laid off or the company being bought out.

In 2007, sold my house in Denver and moved to Dallas. Life is good. I'm "pre-employed" - the new term for unemployed, so am currently searching. One of the organizations that I network with suggested that I Google myself which is how I found out about the FL alumni group on Yahoo. Wow, this computer stuff is amazing!

-Tomi Parr, tomorra_parr@yahoo.com

(Tomi was a DEN TCA 1979-86)

A story about Bob Rich: I was the co-pilot on the overnight to Billings, MT. We got in early and went out to dinner. Many of you would remember the place where they had the tail of an airplane sticking out from the outside wall. We decided to have a beer before dinner and sat at the bar. So happens there were two cowboys at the bar, well over 6 feet & 220 lbs. Somehow the conversation got heated. I kept telling Bob to tone down and let's go to our table. Bob would have none of it.

I kept telling him that the two cowboys were going to kill us. As you know, Bob had a fiery temper and it was all I could do to get us away from those cowboys before they killed us. I consider that one of my close calls with Bob. We flew many times together, a great guy, but don't stir him up.

-Bob Ashby, BobAshby@aol.com

(Bob Rich flew west 5/18/09, age 88 (See the Summer 2009 issue.) Bob Ashby piloted with FL 1973-86 and received a "master pilot" award earlier this year. See page 26.)

I miss the old Frontier. I must say I believe it was the best time of my life, so far. I started with FL at Grand Forks, ND and migrated to Sacramento, CA.

I could have gone to work for another carrier but it could never

have been the family of Frontier.

After we closed I worked for the federal government until I retired. I went back to school and got my certification in welding, which I pursued for a number of years. My wife and I lived aboard a sailboat off and on for six years. We spent most of that time in the California delta and around San Francisco.

We moved to Louisville, KY this past year to be closer to our daughter. I still keep in touch with many of my former Frontier friends and we even get to vacation together occasionally.

-Mike Barney, mijebarney@insightbb.com

Patty Kirwin (last issue, page 17/18) and I attended Weaver Airline School in spring of 1959 and were hired in April of that year. Patty was a free spirit & would tell you what she was thinking. I remember one time on a flight either in LBF or GRI, she told a passenger to go piss up a rope and she may have got some time off, but I am not sure. I believe Patty may have left when she got married, which was probably the mid 1960s.

Re Vern Crawley (last issue, page 23) on Flt 7 at FLG, I was working that day and Ed Mills was the dispatcher and George Graham was the Captain. It would have been 1959 or 1960.

-Ernie Van Winkle, FL Dispatch, looneybird@msn.com

I was reading the article in the newsletter about the Convair 580 and noticed that it never mentioned that the aircraft was originally a 53 seat configuration. It implies that they were 50 seat aircraft when they were converted from the Convair 340. I was just wondering why.

-Paul Farris, paulamos43@yahoo.com

I believe FL used all 53 seats when they were first converted in 1964. Somewhere afterwards the Feds decreed the 1 flight attendant per 50 seats requirement. FL decided not to use the 2nd FA, thus the 50 seat limit.

-Jake Lamkins, ExFAL@yahoo.com

It must have been sometime after I hired on, because I remember there being 53 seats. I was thinking it was around '69 or '70. That's a date I thought you would have easily pulled out of your memory box. Not getting old on me are you?

-Paul Farris, paulamos43@yahoo.com

I remember the 53 seats and I remember blocking three. I'm thinking the 50 seat rule went into effect before the CN/FL merger but the seats remained and were not used. The FAs liked to stretch out on the back row.

-Jake Lamkins, ExFAL@yahoo.com

No, I know it was after the merger, cause I worked gate check-in at MKC and I know there was 53 seats on flight 547. Pretty sure it was after I transferred to FSM that they started blocking the three seat in back.

-Paul Farris, paulamos43@yahoo.com

(OK, FLolks, help us out with your memories. When did FL start blocking the three seats on the 580s? Be as specific as possible - a company directive to that effect would be great.)

Want to get the word out that one of our dearest people, Joanie Fohn, is in pretty serious health. FA with Frontier longer than I can remember and then flew for CO for several more years. She has had on going cardiac problems over the past several years. Was just moved from intensive care into private room at Swedish Hospital, here in Denver. Still doing tests..Dont know if phone calls or visits are permitted but your thoughts and prayers sure are...She is the kind of friend you wish you had lots more of..

-Rosie VanEpps, DEN FA, ferniesd@aol.com

(After starting as an accounting clerk in 1960, Joanie became a flight attendant in 1963 and was named "stewardess of the year" in Apr 1972 and continued til the end. She mailed the following in Nov 2009.)

Thank you so much for taking time to contact me - much appreciated! I'm doing sooo much better. Can't keep the swiss down long.

-Joanie Fohn, DEN FA, Littleton CO

Just finished reading the new FL News and it was very interesting as always. However there was a couple of mentions of the CV580 referred to as the "Mountain Master". This term was mostly used by the PR Department. Us working stiffs called it the "Roto Rooter" or other affectionate names but never the mountain master!

-H. A. "Jack" Frost, pilot, frosty1@hughes.net

(An update at the FL Club to FSM DEN station agent Ron Rogers memorial website got these responses.)

I worked with Ron Rogers (*died 5/12/98, age 56*) in FSM for 11 months before FL transferred me to MEM. I had known Ron longer than that because I worked for the city of FSM at the airport for 6 years prior to FL. He was a good friend. When I was to fly to Denver for my interview I needed some clothes suitable for the interview. Ron, without hesitation, loaned me the money I needed. When I tried to tell him when I could pay him back, he interrupted me and said he wasn't worried about the money and I should pay me back whenever I could. He was like that to a lot of people. He was really good to his FL buddies.

-Joe Keys, FSM, MEM, MAF, jek1274@mynewroads.com

Yes, Joe, he was that way with me also. I had just gone through a divorce and had to pay the lawyer 300 hundred dollars. I asked Ron to loan me the money and he pulled it out of his pocket and said pay me back whenever you can. He was one of a kind.

-Paul Farris, paulamos43@yahoo.com

Thanks for the nice note and write up in the NEWS (Spring 2009 issue). Time goes on and I'm OK except for the shingles but I'm getting over them now.

-Les Harper, GSW DEN pilot, Dallas TX

(Les & George Ceshker both renewed the newsletter for another year and celebrated their 93rd birthdays! Pilot Paul Liscomb was also 93 this past year.)

My husband (*Lyle Anderson*) always read the FRONTIER NEWS cover to cover. Dick Rorhmann told me of his letter to you regarding Lyle. What a shock to turn to the next page and see a letter from John Morgan dated 5/23/99!!! John's wife, Bobbie had been here in Denver at our house since June to help out. We both had a good laugh about the guys always had to do things together. John had trained Lyle in Payload in the old Hanger in 1963/1964. We have been close friends since then with a lot of travel time together on "planes, trains and automobiles" and cruises. Bobbie and I just returned from joining Lyle's ashes with John's in a private family cemetery on a ranch near Luchenbach, TX.

-Jan Anderson, andersonjanlyle@aol.com

(Hi Jan, Great hearing from you and I appreciate your support of the FL News. I didn't realize John and Lyle were such close friends. It seems so appropriate they were in the same issue (Fall 2009). It had taken me years to collect enough info on John to do his memorial page justice. And the 1999 info was misfiled and only located this year. I'm constantly surprised by the depths and lengths of FLfriendships.)

Delford Caudle (*died 2/18/92, age 56*) was a senior agent in MAF while I was there. I counted it a privilege to call him friend. He was a good guy.

I worked with Doyle Willhite (*died 9/30/98, age 65*) in FSM. He was affectionately known as Doyle Dean the dancing dog. If my memory serves me right Pig Pen tagged him with that name after a night at "The Office".

To say the least Doyle was an interesting guy. I remember one night he and Ron Rogers (*died 5/12/98, age 56*) were stopped on Rogers Ave. in FSM. Ron was driving but Doyle decided to take matters into his own hands and proceeded to tell the cop that he was from Paris, Arkansas and knew the police chief there personally and that he would have his badge. Doyle spent the night in jail.

Jack Payne (*died 11/20/05, age 64*) was a senior agent in MEM while I was there for 8 years and then in MAF until the end. He was one of my closest friends and I had a tremendous amount of respect for him.

My family and his family spent time together away from work. My memory of Jack was that he loved and collected Chevrolet Corvairs. We used my old '68 GMC pick-up to go get one that didn't run and towed it back to the airport.

Another memory: He was at a marriage conference and the speaker asked if any couple there had never fought or raised their voices to one another. Jack and his wife raised their hands. They had been married a very long time and I'm not sure they ever convinced the conference leader they had never fought. Sort of messed up his illustration I imagine.

-Joe Keys, jek1274@mynewroads.com

Yep, Doyle was quite a guy. Myself and Dave Grober went to Hawaii with him and our wives. Doyle was getting the car from Hertz and the girl asked him for his address as his drivers license just had general delivery. Doyle told her to stand in the middle of town and holler real loud and someone there would know him.

-Paul Farris, paulamos43@yahoo.com

Please send me the Frontier News. I worked for Frontier for 19 years in purchasing and inventory and knew a lot of people so I enjoy reading the News.

-Betty Hyde, DEN secretary, Aurora CO

(Betty, now 78, was #2 in seniority as a secretary on the 1/1/86 FL/ALEA seniority list with a date of 8/7/67. She and FL's other secretaries and clerical FLolks were some of the unsung heroes of FL! I'm reminded of a comment once made to me about a FL secretary; "I'm not sure what all she does but I damned sure know when she's not here!")

Do you have Jim Kyte's e-mail address? I can only find his UAL address and I think he retired. Not much happening with me. My MS is still in somewhat of a holding pattern (which is good)... I am on a new drug now. The only downside is that it has killed a few people. My wife and I just put the house on the market last week. We live 18 miles from IAD. The DC metro area is way too expensive and too congested with people and traffic. We're looking down in the N.C. beach areas. Hope to be relocated by next summer. Would love to hear from some of the old FL folks.

-Kevin Porreco, DEN dispatcher, kevinporreco@gmail.com

Glad to hear you're hanging in there, healthwise. Good luck with your move. Last address I had for Jim was

More Notes From FLolks

ety1200@hotmail.com. I had not heard he retired.

-Jake Lamkins, ExFAL@yahoo.com

Thanks for all the work you do in keeping people connected. You are right, I have not retired and this is my home email.

Kevin, I think I told you about three years I was going to retire, but had opportunity to go live in Beijing a couple of years and now am back in Tokyo. Turned out to be great experience in China and I am more in tune with workers in Asia than America. I am 'good to go' anytime, however a good thing I did not retire 3 years ago, I would be out of money by now, and am blessed with fairly good health, just have to control diabetes. You are worrying me with your MS drugs. Do keep me informed when you move as I will definitely look you up on NC beaches area. When I do retire it will be to Palm Springs, CA where I have had a place for over 10 years.

I travelled to Seattle area two weeks ago to visit our old colleague Shirley Shackelford. She has basically been in nursing home or care facility for about 3 years. Mind is good, body is getting better but she will not be sprinting out of the place. It was good for me to see her, she is near her son Brad, who is quite loving and gentle with her, which was great to see.

-Jim Kyte, DEN station agent, ety1200@hotmail.com

The photo on the front page of FAL news #34 is a very nice story. This past year I had the pleasure of touring the Tuskegee Airmen Museum at Moton Field. It is a work in progress and will be really nice when it is completed. The staff there are US park rangers and were very knowledgeable and cordial to all visitors. The hangar was not open to visitors the day we were there. The park ranger in charge was pretty impressed with some of the questions asked by my 12yr old grandson and we ended up getting to tour the hangar after all. We were really excited about our side trip to the museum. Coincidentally, it just happens to be near veterans day.

So I would like to extend my thanks to Bob Ashby and all his fellow pilots and ground crew. It was a welcome sight to the bomber pilots and crews when elements of the 332nd Fighter Group were assigned as escorts into Germany. The Airmen's success during World War II – not losing a single bomber to enemy fire in more than 200 combat missions – is a record unmatched by any other fighter group. Thanks again, Bob.

-Chuck Tiskos, PUB OMA MCI STL DEN SATO agent CTiskos@hotmail.com

(Let me add my THANKS to you and the other Tuskegee Airmen for your service to this country, Bob. We are in your debt.)

Thanks for your kind words. The Tuskegee Airmen had a job to do, and went about to accomplish it in the most professional way they could. Everyone was doing their job, we could not let the sentiment of the time effect how we did ours. Once again, thanks for your kind words.

-Bob Ashby, DEN pilot, BOBASHBY@aol.com

In the Gone West, you needed more info on pilot Les Schaffer. I talked to his wife, Lee; he was 88 when he passed away & had Parkinson's. On Ellie Bastar - she was born Jun 17, 1924 & was killed Oct 14, 1987. Enclosed a photo of Ellie's grave.

-Darlene Spieler, BIL TCA, Billings MT

(Darlene sent several photos of Ellie's gravestone and finalized some dates. Ellie was an stewardess in 1948 and later worked in crew scheduling. She was hit by a car and killed while jogging the year after the bankruptcy. She was 63. Les was a pilot from 1947 til 1976 and died 8/10/05, age 88.)

Thank you for the great service you are providing. I cannot wait to read "Frontier News" when it arrives. I was with FL 39 years and will be 80 in Feb, 2010. Have been to every SLC reunion.

-Duane Phelps, station manager, D_Phelps@bresnan.net

I read with interest the Fall '09 edition of the Frontier News featuring "The End of an Era", the last FL scheduled CV580 flight.

It may be of interest that this was not the last scheduled flight of the former FL CV-580s or by former FL pilots. When the FL CV- 580s were phased out of operation and sold, Sierra Pacific Airlines of Tucson, Arizona bought, I believe, five of the aircraft.

They were used on charter work carrying college basketball teams in the winter months and assigned to the U. S. Forest Department for the summer months moving crews fighting forest fires all across the 49 states.

In September of 1989 Sierra Pacific Airlines had a contract with Northwest Airlink, the commuter arm of Northwest Airlines to provide additional aircraft and crews to fly scheduled trips for them. The CV-580s were put back in scheduled service, albeit using NWA flight numbers.

I had taken an earlier offered "leave" from Continental Airlines and had taken a job flying Grumman Mallards for a small airline based in St. Croix, USVI. The flying was mostly water to water. All was well until Hurricane Hugo came through and destroyed the entire operation and aircraft.

Upon my return to Denver, former FL Captain, Don Widman, who was now Chief Pilot for Sema Pacific Airlines contacted me about flying for them as a CV-580 Captain. So, after nine years away, I found myself back in the left seat of CV-580 N73301 in scheduled airline service. Terry King, former FL Check Airman was also a SPA CV-580 captain. Former FL pilot, Carl Bancroft was a SPA Flight Dispatcher.

-Terry Jackson, FL pilot 1966 to the end, Brighton, CO

Enclosed is my check for the next year of the Old Frontier News. I enjoy reading it very much but am very sad to hear about the people who have gone West.

The latest one is Lyle Anderson. He was a reservation agent when I started as payload controller in 1964 at Denver. Lyle was a great guy who loved to party. When we started service to El Paso several of us would make a booze run as we could get cheap booze across the border.

At that time you could get one gallon per person. We could take the flight and rent a car, drive over the border, get one gallon per person and then walk across at another border crossing and get one more gallon. It would leave us enough time to make the return flight.

One of our reservation agents had it figured how she could rent the car and make 2 walking border crossings at a different gates. Lyle decided to try this method.

However, when he made his third crossing the border patrol agent had moved over from the last gate and recognized him and would not let him cross back into the US with the booze, so Lyle made a dash back over and got his money back. The bad news is that it made him miss his flight and he had to stay overnight. I remember several times when Lyle's good nature and efforts went astray.

I am enclosing a picture of me taken sometime around 1962. I was standing in the front entrance of then the new Cheyenne,

Wyoming airport. This was the standard uniform for all agents. The pants were a early attempt at polyester material. They were to be dry cleaned, however. At a salary of \$250 a month we could not afford dry cleaning so we washed them. My wife had to cut some off the legs several times as when they were washed they seemed to grow. When they got wet they were really heavy. The shirt was tan with Frontier Airlines on the pocket. In the picture my tie was being blown as the wind blows all the time in Cheyenne.

-John Stewart, res manager 1960 to 1983, jjstew@socket.net

My new email address is cathygavend@comcast.net Hope your life is going well and you are traveling. I was at the Taj Mahal in September 2009, and probably one of my best trips. Unfortunately, I am losing my job December 31, 2009, as our hotel is closing so I will be on to another adventure. I will miss getting discounts on luxury hotels but that's the way life is - you win some and you lose some.

-Cathy Gavend, 1972-86 res agent, cathygavend@comcast.net

Just for a kick - thought you might like to watch my son's new U-Tube video of his latest Frontier Convair 580.

-Bill Neff, DEN pilot, neff6@msn.com

(Bill's wife Carol was a FL FA so the Neff's sons have FL blood for sure.)

Bill Neff was Best Man when Cheryl and I were married in 1971. He's retired from US Airways (AWA) and both his sons are pilots. One's with US Airways and the other Continental. The Neff Brothers have a host of remarkable Frontier R/C aircraft.

-Billy Walker, BillyWalker@cox.net

(Click on http://www.youtube.com/watch?v=8WKH_vU43p0&feature=email and get a kick seeing FL flying again. The last FL News featured an article about this remarkable family.)

I have been retired from CO since '94 and I miss the airline business still. It's amazing how many people have passed away. I'm glad you let us know. I look forward to the newsletter but sometimes it's depressing to read about those who have passed. I like to hear the people's stories.

Let me tell about an experience I had in STL. We had a 727-200 at the gate and we filled it up with passengers and cargo, a full load. The A.P.U. was not working so we gave the engines an air start with the G.P.U. (Ramp agents will know the slang term for the engine start.) I decided to do the push out from the gate.

I beat the other agents to the push tractor and got ready to push but could not move the aircraft with the engines running, so I told the crew we had to get T.W.A.'s bigger push tractor. The Captain then said he would open the reversers and that would help.

I agreed and when he opened the reversers I don't think I did any pushing; he backed us away from the gate, and when we got out on the ramp to disconnect I told the Captain to close the reversers and we stopped, disconnected and the flight left.

Some time later the same thing happened with an MD-80 only this time when I couldn't move the M.D-80 I asked the Captain if he would open the reversers to help back away from the gate. He agreed and away we went same as before with him pulling me along out to the ramp to disconnect, it worked both times as slick as a whistle. I wonder if any other agent had that same experience.

-Roy Schreder, Creemee@htc.net, STL ops and ramp agent

I'LL BET YOU DIDN'T KNOW THIS

About American Aviation's Early Birds

Sent by 1947-81 pilot Jack Schade, captainjack20@msn.com

In aviation history, decades before geeks and nerds altered our way of life, young and gutsy aviation pioneers changed the world with their wood sticks, bailing wire, canvas and aluminum.

How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin, with his amazing mother Minta Martin and their mechanic Roy Beal, constructed a fragile biplane that Glenn then taught himself to fly.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A.'s Pico Boulevard. Interestingly, the barber-shop is still operating.

The Lockheed Company built the first of their famous Vegas in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator' was in jail for smuggling Chinese illegals up from Mexico. Claude found out that if he replaced the pilot sitting in the pokey that he would be able to lease the town's airfield for \$50 a month — BUT he also needed to agree to fly North and East — BUT not South !

Northrop's original location was an obscure So. California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana. He was a showman and he traveled the county fair and air-meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers and purchase the necessary wood, linen and wire.

His mother, Minta and two men, ran the factory while Glenn risked his neck and gadded about the country. One of his workers was 22-year old Donald Douglas [who WAS the entire engineering department.] A Santa Monica youngster named Larry Bell [later founded Bell Aircraft] ran the shop.

Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park, and a seaplane operation on the edge of Watts. His instructors taught a rich young man named Bill Boeing to fly. Then Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle. At the same time, Bill Boeing hired away Glenn's personal mechanic. Later, after Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts.

Still chafing from having his best mechanic swiped, [a trick he later often used himself] Martin decided to take his sweet time and allowed Bill Boeing to stew for a while. Bill Boeing wasn't one to stew and he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes ...that, interestingly, had its own remarkable resemblance to Glenn Curtiss' airplanes.

A few years later, when the Great depression intervened and Boeing couldn't sell enough airplanes to pay his bills, he diversi-

fied into custom built speed boats and furniture for his wealthy friends.

After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co. in Dayton and the Martin Company in L. A. and stuck them together as the Wright-Martin Company. Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out, taking Larry Bell and key employees with him.

From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued when the future aviation legend Donald Douglas joined his team. Quickly emerging from the team's efforts, was the Martin Bomber.

Although too late to enter WWI, the Martin bomber showed its superiority when Billy Mitchell made everyone mad at him by sinking several captured German battleships and cruisers. In Cleveland, a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L. A. and rented a barbershop's rear room and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster. A couple of years later, Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles. This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's ride to fame in the flying fuel tank christened "The Spirit Of St. Louis."

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory. With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother Gordon Scott had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon.

My first association with the early aviation pioneers occurred when I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty. And Douglas Aircraft Company had no money to pay janitors.

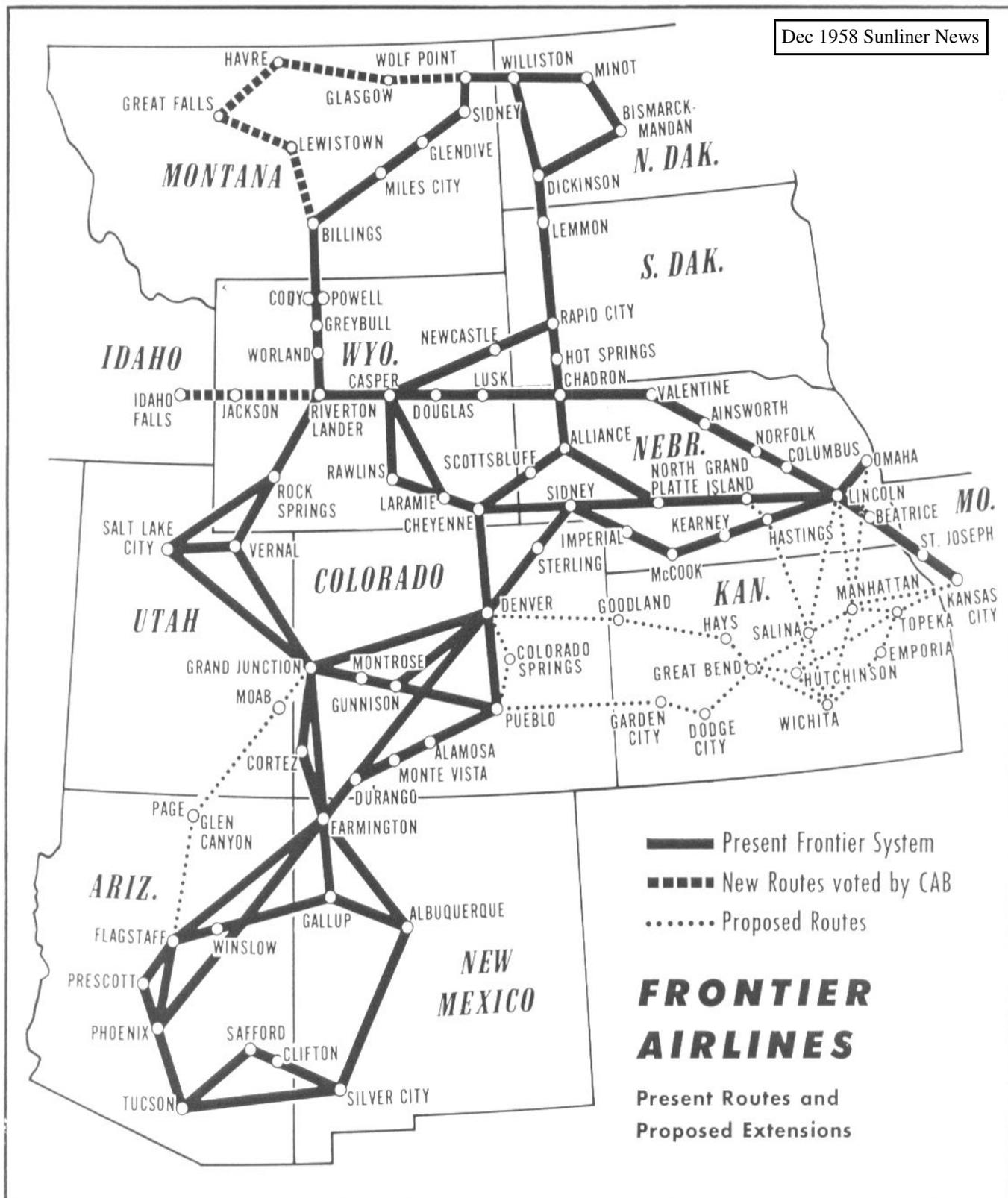
Gordon introduced me to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft. And all of them worked together on the Douglas Aircraft's world cruiser designs. While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lockheed] found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan. Together, they leased a Hollywood workshop and constructed the Lockheed Vega. It was sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation's world records.

I had the distinct pleasure of spending time with Ed Heine-mann who later designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale with an experimental

(Continued on page 27)

FRONTIER'S LATEST ROUTE MAP

Dec 1958 Sunliner News



When service begins to the newly awarded communities in the Seven States Case, Frontier will be serving 67 cities and will cover a total of 6504 route miles on its system. Still pending before the Civil Aeronautics Board are the Glen Canyon, Montana, and Kansas Cases.

AIR TRAFFIC CONTROL STAFF

by Christopher Conkey, *The Wall Street Journal*

Air-traffic controllers are leaving their jobs at the fastest rate since President Reagan fired more than 12,000 striking controllers 27 years ago, spurring a rancorous debate over the safety of commercial aviation. But for fliers, the turnover is more likely to affect when their flight arrives than whether it gets there safely.

In recent months, fully certified controllers have been retiring in droves. Some of this was expected because many controllers hired after the 1981 air-traffic controller strike are becoming eligible to retire. But the retirement surge has accelerated beyond the Federal Aviation Administration's projections because of a bitter labor feud that has dragged on since 2006.

In January 2008, there were roughly 11,000 fully certified controllers, marking the lowest level in more than a decade. In September 2002, the agency employed 12,801 fully certified controllers.

The National Air Traffic Controllers Association, which represents the FAA's work force of roughly 15,000 fully and partially certified controllers, has declared staffing emergencies at high-intensity facilities in Atlanta, Chicago, Dallas, New York and Southern California. It calls the loss of so many veteran controllers a "growing crisis" amid surging traffic volumes and a big hidden factor behind the persistent delays plaguing air travel.

The federal agency acknowledges that shortages in the control tower can cause delays but that it happens infrequently. To stabilize the situation, the agency is hiring hundreds of trainees and offering bonuses of as much as \$24,000 to retain wavering controllers. But the pace of departures is leaving fewer experienced eyes to watch over the skies.

There are no solid numbers that show how much staffing issues contribute to delays, and the biggest causes of delays are adverse weather conditions and airline missteps, officials say. Yet entry logs on FAA operations provided by the controllers' union show the impact of short-staffed facilities on arrival times.

Union President Patrick Forrey says as much as 25 percent of delays can be attributed to shortages. Some current and former controllers said personnel cuts often leave them alone at control stations, relying more on computers, where they used to work with human partners.

"Air-traffic control is all about climbing, bobbing and weaving.... You have to push it to get everybody where they're going on time," said Jon Ramsden, a 50-year-old controller who retired in October 2007 after 25 years on the job. "The less people you have, the less you're going to push it."

Union officials also contend the shortage of fully trained controllers — those who have been trained to perform all the major control functions — is increasing the odds that a fatigued controller working overtime will make a catastrophic mistake.

"It's amazing that it hasn't happened so far," Ramsden said. "The staffing issue has a direct impact on the safety of the public. It has to."

The FAA says that despite the reduction in air-traffic controllers, air travel has never been safer. "There is nothing that we're seeing at this point in time that gives us any concern," Krakowski said.

So far, the air-traffic system has managed to avoid a catastrophic accident despite the shortage of fully trained people. No major controller-caused jetliner collisions occurred in the 1980s

— the last time staffing was a big issue and safety alarms were sounded — and none has occurred since a fatal accident was attributed to the control tower in Los Angeles in 1991.

Ramsden, the retired controller, traces his decision to leave back to September 2006, when the FAA imposed contract terms on the union after negotiators failed to reach a deal on pay and working conditions. The agency imposed significant pay cuts for new controllers and froze the salaries of others, along with setting new work rules.

The labor impasse also is a factor stalling legislation that would jump-start the rollout of a new satellite-based navigation system touted by the agency, airlines and many aviation experts as the best cure for congestion and delays.

"Because of the bad blood between (them), it is having an impact that goes far beyond the day-to-day operations," said Democratic Rep. Jerry Costello of Illinois, chairman of the House subcommittee that oversees aviation, who has watched negotiators glare at each other across the bargaining table.

HOW THE SONS ALSO RISE

TIME magazine, Friday, May 28, 1965

(Interesting look into the O'Neil brothers corporate culture)

The young Yaleman who recently entered executive training at Pittsburgh's H. J. Heinz Co. was typical in everything but his well-tested name: H. J. (for Henry John) Heinz III. The son, grandson and great-grandson of Heinz presidents, Jack Heinz, 27, may someday run the company—but that future is by no means assured. Widespread public ownership of companies that once were family-owned has ruled out most automatic successions, and the sons of corporate bosses have to work hard and compete with a lot of bright young men if they hope to win their fathers' posts. Fortunately for U.S. business, many sons are showing not only that they can guide companies to bigger growth and better profits, but that they can often do better than their fathers. In the process, they are disproving the Greek adage that "great men's sons seldom do well" and silencing the hoary sayings and snickers about the boss's son.

San Francisco's Levi Strauss & Co., a family-owned firm that has grown from work pants to general men's sportswear, has nearly tripled its size under the aggressive direction of Walter A. Haas Jr., 49, who took over his father's old job in 1958. In the same year, Edward B. Rust, 46, became president of State Farm Mutual Insurance when Father Adlai stepped up to chairman; under Edward, the nation's largest automobile insurance firm has increased its policyholders from 5,500,000 to 8,500,000, raised its premium income 123% to \$727,800,000.

Though Ralph Lazarus, 51, was assured a job with Cincinnati-based Federated Department Stores because he was the fourth generation of what Cincinnatians call "the Lazari," it was talent and hard work that made him rise to the presidency, where he is coequal with Father Fred Jr., 80, Federated's chairman. Ralph now does most of the traveling, makes most of the decisions, and is chiefly responsible for the first \$1 billion sales year in Federated's history. Since his father died in 1959, Motorola Chairman Robert W. Galvin, 42, has increased sales 43%, introduced such profitable lines as color TV and space communications equipment. As president of family-held Anheuser-Busch, Inc., and the son and grandson of presidents, August A. Busch, 66, has made his company the nation's leading brewery, is gradually turning over responsibilities to August III, 28, who is currently proving himself as vice president of marketing.

The list of well-known sons who have been successes is long, includes Kaiser Industries' Edgar F. Kaiser, 56, Douglas Aircraft's Donald W. Douglas Jr., 47, and General Tire's Michael G. O'Neil, 43, who runs his father's firm in a kind of triumvirate with Brothers Thomas, 49, and John, 47. One of the recent comers is Howard Johnson, 32, who took over complete control of the restaurant and motel chain when his father retired last year. He has increased the number of restaurants, quintupled the motel business by adding rapid-telephone reservations, introduced a new cola drink (HoJo) and is expanding to the West Coast. The younger Johnson also increased the number of corporate vice presidents from four to 45, moving his father to comment: "I had a lot of good people, but they were not allowed to express themselves as they do now."

Family pride usually motivates corporate sons to do well. "I've lived with a basic philosophy about this business all my life," says Samuel C. Johnson, 37, executive vice president of Johnson's Wax; the fourth in a family line to enter the business, young Johnson can expect higher things when his father, Chairman Herbert Fisk Johnson, 65, steps down.

Exposure to the inside of a company at an early age is often a definite advantage. Motorola's Galvin accompanied his father on business trips when he was eight. Charles Gates, 44, president of Denver's Gates Rubber Co., spent schoolboy afternoons in his father's plant, on the way home got lectures from dad on the rubber business. Says General Tire's Michael O'Neil: "I was 38 years old when I was named president. And that's how many years I spent getting ready for the job."

Sons often enjoy special, frank relationships with their fathers that cut through the usual corporate rituals. Hallmark Cards' Joyce C. Hall, 73, says of Son Donald, 36, his administrative vice president: "As father and son, we can go a little further in disagreeing than anybody else and still work it out quickly."

On the other hand, this very familiarity can make it more difficult for the son to win non-family recognition of his talents. "No matter what you do, some people will think that being the son of the boss is why you got there," says State Farm's Rust. "Often that same question weighs on your own mind."

Many a son turns out to have a better grasp of the changing business world than his father had. Hotel Corp. of America's President Roger P. Sonnabend, 38, wrote a thesis at Harvard Business School on how to save money through group purchases and sales of hotels, sold the theory to Father Abe—and has made it work.

David Schwartz, 62, who built Jonathan Logan Inc. into Seventh Avenue's biggest women's wear firm and last year stepped up from president to chairman to make room for Son Richard, 26, says: "When I made an acquisition, I did it by feel. But we're too big now. It's my son who says, 'We don't buy anything unless it is doing X amount of business.'"

Red ink is a lot thicker than blood, and it is a rare father in modern business who is willing to turn over his company to a less-than-able son. Says Chairman Willard F. Rockwell, 77, of Son Willard Jr., 51, who was named president and chief executive of Pittsburgh's Rockwell Manufacturing Co. last month: "I knew he deserved it."

But from the beginning, if I hadn't thought he could do the job, I'd have given him a bundle of money, sent him off to be a playboy, and hired somebody who could." The surprising thing about the corporate sons is that so many prefer the hard work of

the executive suite to the soft alternative. This pleases the fathers, and most of them do not try to make it easy for their sons. Among Heinz executives, at President H.J. Heinz H's wish, Jack Heinz is treated just like any other trainee. With that name, of course, the main difference is that he will be expected to do a lot better than the others.

WHO IS YOUR ROLE MODEL

Each of us is the result of the influence of many people. However some individuals have played a significant role in our development. They are often called "role models" that we consciously or unconsciously imitate. Perhaps you know who that person is, or perhaps you don't.

Psychologists have given us a simple way to determine our role model. It is easy, takes a minute and it may surprise you.

- 1) Pick your favorite number between 1-9
- 2) Multiply by 3
- 3) Then add 3, then again multiply by 3 (I'll wait while you get the calculator....)
- 4) You'll get a 2 or 3 digit number....
- 5) Add the digits together.

Now Scroll downwith that number and see who your role model is from the list below:

- | | |
|--------------------|------------------|
| 1. Albert Einstein | 2. Oprah Winfrey |
| 3. Mother Teresa | 4. Bill Clinton |
| 5. Bill Gates | 6. George Bush |
| 7. Brad Pitt | 8. Babe Ruth |
| 9. Jake Lamkins | 10. Barack Obama |

(I am honored for the honor and it's an honor to be honored.)

NOTE FROM A FAN

My first flight on a 727-200 was on FAL from MKC to STL on June 17, 1968. I remember this trip most for deplaning in STL through the ventral stairs. I looked up at the tail as I left the aircraft and just went WOW!!!.....the horizontal stabilizers were massive...and SO FAR UP THERE!

The take-off out of MKC's short runway was pretty impressive too!! We were above the downtown buildings as we passed them going south. We were WELL above them.

This particular trip to STL was supposed to be in an OZ DC-3...but there was fog in MKC that morning so OZ cancelled their trip. We were sent over to FAL for a later departure. The OZ ticket agent didn't say what type of plane it was, so I assumed it would be a CV580/600.

I was standing in the FAL gate (ground level) watching planes taxi by expecting this 580 to pull up for our trip. Around a TWA 707 comes this monster 727-200 (I can still see it in my mind) it was every bit as long as that TW 707.

It took up 3 of FALs gates in KC. This thing was HUGE. We boarded through the front in MKC...not a lot of people, and we taxied to the north end of the north/south runway.

The pilot opened up before we were even lined up on the runway....talk about being shoved back in your seat!! The climb out was "spectacular". Nice ride over to STL. Frontier always had the nicest people. The landing in STL was pretty cool also...LOTS of braking.

I remember watching an FAL 727-100 make a "short field" landing at MKC one time. You'd swear that thing was just hovering. It touched down about 1,000 feet from the end of the runway going so sloooooowwww...and then went into full reverse. He made the mid field turn off....with ease.

-Airliner Cafe on the internet

FRONTIER CHRONOLOGY

Denver Post of August 23, 1986

Sent by Marian Wells Badgley

February 1981 — Frontier announces that it had record profits of \$23.21 million on sales of \$468.86 million.

January 1982 — The company lays off 220 workers in a cost-cutting move.

February 1982 — The airline once again reports record earnings and revenues, marking the fifth year in a row that it has done so. Later in the month, the carrier laid off another 400 employees as a result of declining air traffic.

June 1983 Frontier pilots agree to a new labor contract that temporarily cuts their wages by 3 percent. In an attempt to save the airline \$5 million.

September 1983 — The airline announces it will seek more wage concessions from employees as a response to competition from low-cost Continental Airlines.

November 1983 — Frontier flight attendants ask a federal mediator to help settle a contract that had been under negotiation for six months.

December 1983 — Gencorp. announces it is considering selling its interest in Frontier Holdings, the parent company of Frontier Airlines.

January 1984 — Frontier Horizons, a new, non-union subsidiary of Frontier, makes its first flight as unionized workers picket the airline in protest.

February 1984 — Frontier pilots agree to an 11.6 percent wage cuts. The company installs a two-tier wage system that pays new pilots 65 percent of the pay of experienced pilots.

April 1984 — The company reports a \$10.95 million first quarter loss, and said it will stop pouring free wine for passengers.

May 1984 — Ticketing agents (*ALEA*) at the airline approve a new union contract that calls for an 11 percent wage cut and sharply lower pay for new employees.

October 1984 — Frontier employees begin studying the possibility of purchasing the carrier through an employee stock ownership plan.

November 1984 — A Los Angeles investor offers to buy the airline for \$222 million.

December 1984 — A coalition of Frontier employees offers \$220.4 million to buy the airline.

March 1985 — airline reports that it lost \$31.1 million in 1984.

April 1985 — The airline lays off 200 more employees. Texas Air Corp., parent of Continental Airlines, makes a \$185 million bid for Frontier. The bid is rejected.

May 1985 — Frontier turns down a \$230 million takeover bid from Texas Air.

July 1985 — Frontier's board approves the employee buyout plan.

September 1985 — Texas Air bids \$250 million for Frontier.

October 1985 — People Express announces that it will buy Frontier for about \$300 million

June 23, 1986 — People Express says it is considering selling all or part of the company, including Frontier.

June 24 — United Airlines expresses interest in buying Frontier from People Express.

July 8 — Texas Air Corp. bids \$235.8 million to buy People Express, including Frontier.

July 10 — People Express rejects the Texas Air bid, and agrees

to sell Frontier to United for \$146 million. United stipulates that it will have to negotiate new contracts with all five unions at Frontier and have them ratified by Aug. 31 before the deal can be completed.

July 11 — United says it will complete its purchase of Frontier by September.

Aug. 12 — A pretax loss of \$32.7 million at Frontier contributes to a record loss at People Express.

Aug. 1 — United says that a deadlock in talks with the Air Line Pilots Association threatens to jeopardize its purchase of Frontier.

Aug. 15 — United and the pilots' union break off talks after the pilots reject a wage offer. The offer involved paying Frontier pilots less than what United pilots currently make, and bringing them up to parity with United pilots over a five-year period.

Aug. 21 — Frontier officials say the airline could shut down because it did not have enough cash to make a \$5 million payment next due Tuesday.

Aug. 23 — The airline begins making preparations for a weekend shutdown.

FRONTIER HIGHLIGHTS

Denver Post about August 30, 1986

Sent by Marian Wells Badgley

1946 — Aviator Ray Wilson and Maj. F.W. Bonfils, nephew of the co-founder of The Denver Post and that newspaper's business manager, create Monarch Airlines, precursor to Frontier.

1950 — Three airlines — Challenger, Monarch and Arizona Airways — merge to become Frontier Airlines.

1954 — Wilson sells his interest and severs all connections with Frontier. He later becomes president of Loma Uranium Co.

1958 — L.B. Maytag Jr. of Colorado Springs, 31-year-old son of the washing-machine magnate, buys a controlling interest in Frontier and becomes chairman and later president. Four years later, Maytag sells his 66 percent interest to Goldfield Corp., a mining concern, for an estimated \$2.5 million.

1964 — RKO General Inc., a subsidiary of General Tire Co., buys a 55 percent interest in Frontier for \$6.5 million.

1966 — Frontier is first regional airline to fly 99-passenger Boeing 727 jets. Work force now totals 1,600.

1967 — Frontier merges with Central Airlines of Fort Worth, extending its service to 14 states.

1971 — New management group joins company, which now has 3,200 employees. Al Feldman becomes president, and Glen Ryland vice president of finance.

1978 — Airlines are deregulated and Frontier now serves 89 cities in 20 states and Canada. Frontier expands into Mexico.

1980 — Feldman leaves to take head position with Continental Airlines and Ryland becomes president and chief executive.

1982 — Six-hundred laid off in cost-cutting move. Frontier earns \$17.2 million, down significantly from the \$32 million reported in 1981. Frontier reorganizes and becomes a subsidiary of newly created Frontier Holdings Inc.

1983 — Year ends with \$13.8 million net loss — the airline's first annual loss in 12 years. Frontier is being pounded by fare wars, which only get worse when Continental files for bankruptcy reorganization and later comes back as a cut-rate airline.

1984 — Fare wars worsen. United Airlines cuts its ticket prices out of Denver. Continental offers \$60 tickets to five cities and Frontier is forced to match. Company says it is pulling out of 20

cities in a restructuring. Ryland warns that without further wage cuts, "the company will be liquidated." Frontier loses \$31.8 million for the year.

RKO General, now a 45 percent shareholder and anxious to sell, takes an aggressive role at Frontier. Ryland resigns under pressure from unions and RKO General's parent - GenCorp., formerly General Tire & Rubber. M.C. 'Hank' Lund is named president of Frontier.

1985:

April — M.C. Lund resigns as president of Frontier Holdings Inc. after six months on the job. Lund's announcement comes on the heels of a \$8.8 million first-quarter loss. Joseph R. O'Gorman Jr. is named president.

July — Frontier directors approve a plan to turn over the Denver-based company to its 4,750 employees. Employees will control the company through employee stock ownership plans. In return, employees agree to wage and benefit cuts. Financing to take the company private to come partially from the sale of Frontier aircraft.

October — People Express, Newark, N.J., buys Frontier for \$298 million, or \$24 per share. The sale squashes efforts by Texas Air and a plan by employees to acquire the company.

November — RKO Enterprises of Ohio Inc., a wholly owned subsidiary of GenCorp., sells its 44.9 percent interest in Frontier Holdings to complete Frontier's merger with People Express.

1986:

January — Joseph R. O'Gorman, president of Frontier, resigns nine months after taking command of the troubled carrier.

February — Frontier adopts no-frills strategy of its new owner — People Express Inc. — in an attempt to fill more seats. Planes have been flying half empty. People Express reports a \$38.2 million loss for fourth quarter of 1985, largely due to the acquisition of Frontier Airlines.

June — People Express says it is considering the sale of all or part of the company, including Frontier.

July — Texas Air Corp., headed by Frank Lorenzo, bids \$235.8 million to buy People Express, including Frontier. People Express agrees to sell Frontier to United for \$146 million and rejects Texas Air's bid for the entire company.

August — People Express loses \$74.5 million, or \$2.94 per share, in the second quarter. Frontier suffers a pretax loss of \$32.7 million for the same quarter. Talks between United and Frontier unions stall, threatening United's agreement with People to buy Frontier.

People Express shuts down Frontier on Aug. 24. Frontier filed for Chapter 11 bankruptcy protection last Thursday, Aug 28.

MORE COWBOY WISDOM

Sent by Paul Farris, TCA, paulamos43@yahoo.com

(Time to lighten up after the previous two sad items.)

Most of the stuff people worry about ain't never gonna happen anyway.

Don't judge folks by their relatives.

Remember that silence is sometimes the best answer.

Live a good, honorable life. Then when you get older and think back, you'll enjoy it a second time.

Don't interfere with somethin' that ain't botherin' you none.

Timing has a lot to do with the outcome of a rain dance.

If you find yourself in a hole, the first thing to do is stop diggin'.

Sometimes you get, and sometimes you get got.

The biggest troublemaker you'll probably ever have to deal with, watches you from the mirror every mornin'.

Always drink upstream from the herd.

Good judgment comes from experience, and a lotta that comes from bad judgment.

Lettin' the cat outta the bag is a whole lot easier than puttin' it back in.

If you get to thinkin' you're a person of some influence, try orderin' somebody else's dog around.

Live simply. Love generously. Care deeply. Speak kindly. Leave the rest to whatever.

WYS STORIES

This article brought back memories that if Frontier had not flown into WYS seasonally, I might not have worked for FL. You see it was the PHX staff that migrated north for the summer that opened up temp positions in PHX that allowed me to get hired out of GEG (before we started service there) by Sam Cales. The rest was history... Good Good times in my life!

-Dennis Casadoro, station agent, Casadoro1@comcast.net

WEST YELLOWSTONE – SkyWest Airlines, a wholly owned subsidiary of SkyWest, Inc. (NASDAQ: SKYW), is pleased to offer summer air service to the gateway of our Nation's first National Park – Yellowstone. SkyWest's twice daily round-trip flights between West Yellowstone, Montana and Salt Lake City will run June 4 through September 30, utilizing the comfortable and reliable 30-passenger Embraer-manufactured Brasilia aircraft.

In addition to the two daily roundtrips, SkyWest is pleased to offer an additional round-trip flight on Saturdays and Sundays, perfect for a weekend getaway.

Christine Cervantes, SkyWest's West Yellowstone station manager, said, "We are excited to once again return to beautiful West Yellowstone in June! Our dedicated employees look forward to providing SkyWest's second-to-none quality for summer travelers."

"For 23 years, (Yep, since FL died!) SkyWest has brought the wonders of West Yellowstone to hundreds of thousands of passengers," added Mike Thompson, SkyWest's vice president – market development. "We're excited to provide scheduled air service once again this summer to this extraordinary market."

This is great news (for me anyway). Besides Yellowstone being a wonderful place to visit, anyone who flies there will be making sure I still have a job!!! As an aircraft mechanic for SkyWest, I will make sure all the Brasilia's to fly this route are in tip top shape for everyone who takes their vacation to WYS. But if you go, make sure you book early. With the new weight numbers of the average person the FAA has imposed, all our Brasilia's are weight restricted to just 26 people! What a waste of 4 seats.

-Darin Smith, dsramprat@yahoo.com, son of SLC station agent Bob Smith

<What a waste of 4 seats> Until you lose an engine just past V1 speed and that's the reason why.

-Frosty Frost, pilot, Frosty1@hughes.net

(There was no more scenic flight in the U.S. than FL's JAC-WYS-JAC flights along the Teton range and over Yellowstone. Passengers constantly commented about it. At one time FL sold cheap scenic trip-type tickets on the segment because seats were always plentiful and it was excellent public relations.)

LIFE AS A PILOT

Sent by Bill Monday, bandbmonday@comcast.net

(Bill wore many managerial hats during his career 1947 - 1985, many of them in reservations and customer service.)

22 years old: Graduated from college. Go to military flight school. Become hot shot fighter pilot. Get married.

25 years old: Have 1st kid. Now hotshot fighter jock getting shot at in war. Just want to get back to USA in one piece. Get back to USA as primary flight instructor pilot. Get bored. Volunteer for war again.

29 years old: Get back from war all tuckered out. Wants out of military.

30 years old: Join airline. World is your oyster.

31 years old: Buy flashy car, house and lots of toys. Get over the military poverty feeling.

32 years old: Divorce boring 1st wife. Pay child support and maintenance. Drink lots of booze and screw around while looking for 2nd wife.

33 years old: Furloughed. Join military reserve unit and fly for fun. Repeat above for a few more years.

35 years old: Airline recall. More screwing around but looking forward to a good marriage and settling down.

36 years old: Marry young spunky 25 year old flight attendant.

37 years old: Buy another house. Gave first one to first wife.

38 years old: Give in to second wife to have more kids. Father again. Wife concerned about "risky" military Reserve flying so you resign commission.

39 years old: Now a captain. Hooray! Upgrade house, buy boat, small single engine airplane and even flashier cars.

42 years old: 2nd wife runs off with wealthy investment banker but still wants to share house (100%).

43 years old: Settle with wife # 2 and resolve to stay away from women forever. Seek a position as a check Captain for 10% pay override to pay mounting bills. Move into 1 bedroom apartment with window air conditioners.

44 years old: Company resizes and you're returned to copilot status. 25% pay cut. Become simulator instructor for 10% override pay.

49 years old: Captain again. Move into 2-bedroom luxury apartment with central air conditioning.

50 years old: Meet sexy Danish model on International trip. She loves you and says you are very "beeeeg!"

51 years old: Marry sexy Danish model for wife #3. Buy big house, boat, twin engine airplane and upgrade cars.

52 years old: Sexy model wants kids (not again!). Resolve to get vasectomy.

54 years old: Try to talk wife out of kids, but presto, she's pregnant. She says she got sick after taking the pill. Accident, sorry, won't happen again.

55 years old: Father of triplets.

56 years old: Wife #3 wants very big house, bigger boat and very flashy cars, "worried" about your private flying and wants you to sell twin engine airplane. You give in. You buy a motorcycle and join motorcycle club.

57 years old: Make rash investments to try and have enough money for retirement.

59 years old: Lose money on rash investment and get audited by the IRS. You have to fly 100% International night trips just to keep up with child support and alimony to wife #1 and #2.

60 years old: Wife #3 (sexy model) says you're too damned old and no fun. She leaves. She takes most of your assets. You're forced to retire due to Age 60 rule. No money left.

61 years old: Now Captain on a non-schedule South American 727 freight outfit and living in a non-air conditioned studio apartment directly underneath the final approach to runway 9 at Miami Int'l. You have "interesting" Hispanic neighbors who ask you if you've ever flown DC-3s.

65 years old: Lose FAA medical and get job as sim instructor. Don't look forward to years of getting up at 2 AM for 3 AM sim in every god-forsaken town you train in due to the fact your carrier can find cheap, off-hours sim time at various Brand X Airlines.

70 years old: Hotel alarm clock set by previous FedEx crewmember goes off at 1:00 AM. Have heart attack and die with smile on face. Happy at last! Ain't aviation great?

QUOTES WE LOVE

Sometimes, when I look at my children, I say to myself "Lillian, you should have remained a virgin."

-Lillian Carter

I had a rose named after me and I was very flattered. But I was not pleased to read the description in the catalog: "No good in a bed, but fine against a wall."

-Eleanor Roosevelt

Last week, I stated this woman was the ugliest woman I had ever seen. I have since been visited by her sister, and now wish to withdraw that statement.

-Mark Twain

The secret of a good sermon is to have a good beginning and a good ending; and to have the two as close together as possible.

-George Burns

Santa Claus has the right idea. Visit people only once a year.

-Victor Borge

Be careful about reading health books. You may die of a misprint.

-Mark Twain





This is CV580 C-FKFB (c/n 57) which was built as CV340 for United Airlines (N73129) in 1953!

Owners included Frontier

Airlines, Gem State Airlines, Golden Gate Airlines and ERA Aviation.

It was converted to CV580 in 1964 and Kelowna Flightcraft bought it in 2003, converting it to airtanker. It was registered C-FKFB for Conair on 17Dec03.



C-FEKF started life as Convair CV340 (c/n 80) for Braniff Airways in 1953 (N3425).

Owners included

Frontier

Airlines (N73301), Sierra Pacific Airlines, Mountainwest, American Eagle, Rocky Mountain Airlines and Resort Airlines.

It was converted to CV580 in 1966.

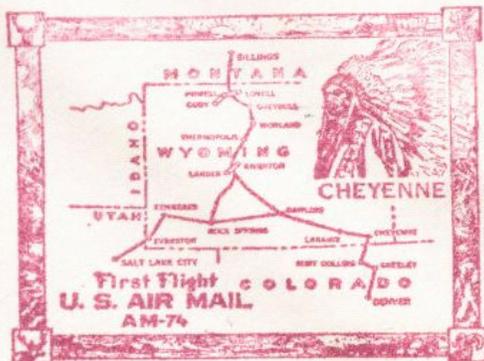
It was registered to Kelowna Flightcraft in 1999 as C-FEKF and converted to airtanker, registered to Conair 07Jan2000 (was first Tanker 445).

Aircraft services that go above and beyond: The Kelowna Flightcraft Group of Companies was founded in 1970 by Barry Lapointe and Jim Rogers. Kelowna Flightcraft is an award winning AMO and operates two full service MRO facilities in Kelowna, BC and Hamilton, ON Canada. These facilities are powered by 750 skilled and experienced staff that maintain, modify and engineer aircraft and components. KF is a one stop-shop servicing the corporate, commercial and military aviation industries worldwide.

Kelowna Flightcraft Air Charter Ltd. (KFACL) is the exclusive air cargo carrier for Purolator Courier Ltd. and provides dedicated cargo service for Canada Post. We ship up to 900,000 lbs. of freight nightly on our fleet of DC10's, B727's and CV580's with a staff of over 135 dedicated to flight operations.

Kelowna Flightcraft's subsidiary, Allied Wings, operates the Canadian Forces Contracted Flying Training and Support program, under contract with the Government of Canada. The facility, Canada Wings Aviation Training Centre, is located near Winnipeg, MB, Canada and marketed internationally.

[-http://www.flightcraft.ca](http://www.flightcraft.ca)



VIA AIR MAIL

Mr. Ray Sinn
Box # 364
Oolitic, Indiana
AM-74 Via Denver

Par
Avion

CHALLENGER AIRLINES STUFF

There's money in our collections. The proof lies in two items I bid on at Ebay.com auctions this past year. A Challenger Airlines occupied seat card sold for \$67.43! The seller was in New Zealand. I would like to know the story of how it got that far away. Then I bid on a First Flight Cover, known as an FFC

if you collect letters flown on first flights. This FFC was on the first DEN SLC flight back in 1947. The sale price was \$32.66. As you can imagine, I lost out on both bids. However, this past week I got a Challenger FFC dated May 10, 1947 CYSDEN for \$3.60. There is a huge amount of airline history in FFCs - one can accurately date the start of new airline service this way.

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

BAGGAGE STORIES

I was just laughing at myself about something I transported in my air travel luggage awhile back. But it made me think. Would you, perhaps, start an article that could be contributed to by former FL baggage and ramp personnel? My idea is to start an e-mail campaign and ask all baggage, ramp, or ground personnel, or anyone else to contribute their memories ABOUT THE MOST ODD OR THE FUNNIEST ITEM THAT WAS EVER PRESENT IN SOME PASSENGER'S BAGGAGE. I think true stories would be best - not gags that employees might have played on one another. I'll put this in your court to see what you think.

-Darren Weeks, DBWEEKSFLA@aol.com, 1967 - 1972

I'll start it off. While working the inbound 727 Nighthawk at STL in 1969, a bag came down the belt reeking of liquor and leaking fluid. The agent at the bottom of the belt promptly held the bag over his head and caught the leaking liquor in his mouth. He said it was scotch and it wasn't bad. Arrowjets and Nighthawks! Those were the days!

-Jake Lamkins, ExFAL@yahoo.com

The story that triggered this idea was last February. I was in the SFO area. My daughter-in-law bought me 5 large jars of capers at COSTCO because I cannot purchase them any place "in large quantity". So I wrapped in bubblewrap etc. and got them into my suitcase. They arrived intact INCLUDING the TSA note that they had opened and inspected my luggage.

At a much earlier time, way before 9/11 and TSA, I transported a cast iron bull dog door stop that had been given to me by a friend after her father died. It must weigh 20 pounds. This was pre-TSA and was at a time when airlines didn't care about weights of suitcases.

-Darren Weeks, DBWEEKSFLA@aol.com

Many moons ago flying the convair from Jackson Hole to Salt Lake City: Back then I don't recall too many dog kennels being around. We were asked if a beautiful black lab could ride in the cockpit down to Salt Lake. It was either the agent or the owner of the beautiful dog - whom as I recall was almost as beautiful as the dog so that made it a no-brainer. Even though he wasn't wearing a seat belt we took off and everything was going quite well, I thought. The change in pressure or what I know not - but that 4 legged beauty took a dump about half way there. We smoked heavy duty back in those days - maybe it was the dog's way of getting even. He sure did!

Then of course there were the hunters going to Riverton Wyoming. They needed rifles to hunt with, they were expensive and didn't want them bouncing around in the cargo pit.... So up comes the agent with 3 or more guns and asked us if we would carry them in the cockpit. Of course, and we handed them to the guys as they got off. In hind sight, I hope someone had checked to make sure they were unloaded - smiling! Amazing what common sense will do for everyone - back in those days it worked!

Then of course before TSA, we always had Customs. Going into Vancouver we could get a bottle in the duty free shop. A male steward knew I didn't drink - so he bought two bottles. I come back from lunch and a Customs Agent stops me and asked if I was Captain Actor by name..... Of course, I thought, oh, sh.. what have I done now???????? He asked what kind of booze I bought in the duty free shop. That was easy - none - I have been a tee-totaler for like 25 years. Just as we thought, the steward

had bought a bottle in your name. Which if he had asked me before the event I would have gone along with it and bought the bottle myself and given it to him. Long and short of it - they held him and gave him some crap until 5 minutes before departure to get his attention.

Customs was the sweat before TSA. One Xmas, I bought my wife a suede leather dress and jacket. Next morning I go through customs - like 1st flight out. I fill out the custom form and declare like \$200 for the suit. The agent whom I had gotten to know with the many trips through - kind of rolled his eyes, and said come with me. I thought, wow, how much duty is this going to be, wait a minute I did the legal thing - what's up. So we go into the next chamber where you normally pay duty that had like a vault behind the desk. He stated, " the Captain isn't here yet so the vault is still locked". So, have a merry Xmas - no duty. If I had planned that, it would not have worked.

-Jim Actor, JActor7377@aol.com, pilot

The story I have to tell is about a styrofoam cooler of fresh shrimp, maxi jumbo size, that got put off the claim belt in Jackson Hole. It was very misplaced and it was melting fast - there was no way it could be sent on, so we put it in the fridge and did we have a good shrimp eatin party that eve when the correct station sent out a plea for the shrimp. All we could give them was a big SORRY.

-Linda Hamala, DEN TCA, VETTE91@swiftwireless.com

MASTER PILOT

Just a few quick lines to say a sincere "Thank You" for the honor of presenting Bob Ashby's Master Pilot award. It was a pleasant surprise receiving one as well. Cool!...it is now hanging prominently on my "I love me wall"! It was certainly a memorable evening. *(Pix attached)*

-Billy Walker, pilot, BillyWalker@cox.net

(Thanks for sharing and add my congratulations too. You two "Master Pilots" are looking good.)

As you know, Bob Ashby was FL's 1st black pilot joining Frontier in 1972. In 1986 he became the last normal pilot retiree. At the time I was the ALPA MEC chairman. In that capacity, I was invited to Orlando for the Tuskegee Airmen convention as a speaker. There, I was able to present Bob a large photo of a FL 737 signed by a number of the Frontier Family.

Flashing forward some 26 years, it was nice to be asked to present him another award. What I didn't know is that the FAA had a plaque made up for me as well with Ashby making the presentation. Actually, I had been awarded the Wright Brother's award a year ago, but only received a paper certificate. Apparently, the FAA now presents a nice plaque at a banquet. It was a very nice evening.

-Billy Walker, pilot, BillyWalker@cox.net

(The Wright Brothers Master Pilot Award recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years. Recipients are awarded a certificate and a lapel pin and are recognized in the Wright Brothers Master Pilot Award - Roll of Honor. There is a similar award for master mechanics. The Charles Taylor Master Mechanic Award is named in honor of Mr. Charles Taylor, the first aviation mechanic in powered flight. The Charles Taylor "Master Mechanic" Award recognizes the lifetime accomplishments of senior mechanics. Mr. Taylor served as the Wright brothers' mechanic and is credited with designing and building the engine for their first successful aircraft.)

(Continued from page 18)

aircraft they were both working on. They would fly it around for a few hops and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop in it again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would institute the changes on the aircraft's factory assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it and had it entered in an air race from the California Coast to Honolulu.

In June 1927, my brother Gordon left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega. The race was a disaster and ten lives were lost. The Vega and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega # 2 and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

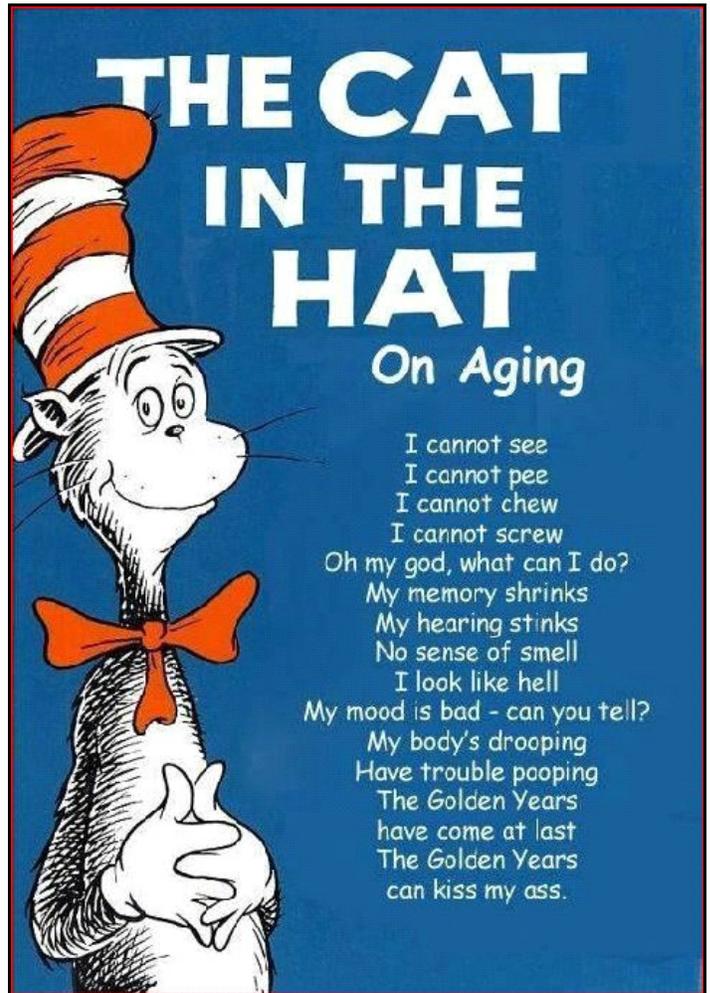
I went to work for Lockheed as its 26th employee shortly after the disaster and I quickly became a half-assed carpenter. At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyro-scope and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles effecting the lives of all Americans as it initiated the So. California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex, supporting millions. Although this technological explosion had startling humble beginnings, taking root as acorns in a barber shop's back room, a vacant church and an abandoned cannery — but came to fruition as mighty oaks.

-Denham S. Scott, North American Aviation Retirees' Bulletin

YOU ARE AN AIRCRAFT MECHANIC IF:

You've ever said, "Yea, it's supposed to look like that."
 You've ever breathed 100% Oxygen to cure a hangover.
 You've ever used 145 Octane AVGAS in your car.
 You know what JP-4 or JP-5 tastes like.
 You've ever used a piece of safety wire as a toothpick.
 You can't figure out why maintenance officers exist.
 You consider "Moly-B" smudges on food an "acquired taste."
 You have ever jumped inside an intake to get out of the rain.
 You looked for pictures of "your" jet in aviation books and magazines.
 You can't figure out why two weeks pay is gone after three days.
 You ever used a wheel chock or tow bar for a pillow.
 You ever stood on wheel chocks to keep your feet dry.
 You ever used a pair of dikes to trim a fingernail.
 You ever wiped leaks away right before a crew showed up.
 You ever had to defuel your jet an hour after fueling it.
 You refer to QA as "the enemy."
 You know the international sign language for "pull your head out of your ass."



I cannot see
 I cannot pee
 I cannot chew
 I cannot screw
 Oh my god, what can I do?
 My memory shrinks
 My hearing stinks
 No sense of smell
 I look like hell
 My mood is bad - can you tell?
 My body's drooping
 Have trouble pooping
 The Golden Years
 have come at last
 The Golden Years
 can kiss my ass.

You believe the aircraft has a soul. You talk to the aircraft.
 You know more about your mechanic buddies than you do about your own family,
 Everyone you know has some kind of nickname.
 You've wanted the jet to start just so you can warm up.
 You have ever bled hydraulic fluid into a Gatorade bottle or soda can because it was too hard to get a hydraulic bucket.
 You used the "Pull Chocks" hand signal to tell your buddies it is time to leave.
 You ever pre-flighted in bad weather only to learn that the flight was canceled hours ago.
 You know in your heart that your jet is female.
 You refer to ANY machine as "she."
 You've ever been told to go get some prop wash, a yard of flight line or the keys to the jet.
 You fix \$30 million jets, but can't figure out what's wrong with your \$150 lawnmower.
 Your toolbox at home has wheels and foam cutouts, just like the ones at work.
 Some of the tools in your toolbox at home have names etched on them.

-Jim Lane, station agent, jimmarylane@clearwire.net



JAKE LAMKINS, Editor - Publisher

E-Mail: ExFAL@Yahoo.com
Website: http://FAL-1.tripod.com

**1202 Scrimshaw Cove #4
Fayetteville, Arkansas 72701**

Presorted Standard
US Postage PAID
MailCo USA

Address Service Requested

A RED MARK on the label means your subscription has expired and this is your LAST issue. Keep us notified of address changes.

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

FRONTIER REPORTS FOR SALE

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

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

- FL ALPA Seniority List, 9/1/86, 11 pages
- FL-CO Job Preservation & Litigation packet, 10/2/86, 66 pages
- FL Files on a CD, \$5 each
- FL History & Stuff on a CD, \$5
- FL History, articles, photos, etc. , 49 pages
- FL IAM Seniority List, 11/1/74, 22 pages
- FL IAM Seniority List, 11/1/76, 26 pages
- FL NEWS printed back issues, \$2.50 each
- FL NEWS back issues copied on a CD, \$3 each
- FL Newsletters, May & Aug, '69 introducing 737s, 20 pages
- FL Obituaries on a CD, \$5
- FL TWU Seniority Lists, dispatchers 1966-68 , 7 pages
- FL's Death, articles & essays, 63 pages
- GRI Accident (12/21/62) Report & news clippings, 15 pages
- GXY Incident (11/24/71) Beech 99 engine lost, 16 pages
- Ken Schultz' Obituary List (Rev. 3/22/08), 11 pages
- MLS Accident (3/12/64) Reports, news clippings, 41 pages
- MLS Accident (3/12/64) Reports on a CD, \$5 each
- Personnel Roster, Stations-Sales-FAs, 8/15/63, 6 pages
- Personnel Roster, Stations-Sales-FAs, 9/15/63, 6 pages
- Personnel Roster, Stations-Sales-FAs, 10/15/63, 6 pages
- Personnel Roster, Stations-Sales-FAs, 12/15/63, 6 pages
- Personnel Roster, Stations-Sales-FAs, 1/15/64, 6 pages
- Personnel Roster, Stations-Sales-FAs, 2/15/64, 6 pages
- Personnel Roster, Stations-Sales-FAs, 3/15/64, 6 pages
- Personnel Roster, Stations-Sales-FAs, 4/15/66, 6 pages
- Personnel Roster, Stations-Sales-FAs, 7/15/66, 7 pages
- Personnel Roster, Maintenance, 7/1/67, 6 pages
- PHX Accident (4/21/57) Report & news clippings, 30 pages
- PHX Accident (4/21/57) Reports on a CD, \$5 each
- Quick Reference Directory, Nov 77, 13 pages
- Quick Reference Directory, Jan 83, 18 pages
- Telephone List, 6/12/67, 5 pages
- Telephone List, 11/25/85, 6 pages

FLorever!

FRONTIER AIRLINES



ADS

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

AD RATES

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